

CITY OF PORTLAND, MAINE

PLANNING BOARD



Brandon Mazer, Chair
Maggie Stanley, Vice Chair
Sean Dundon
Bob Dunfey
David Eaton
David Silk
Austin Smith

AGENDA PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Tuesday, February 11, 2020, Council Chambers, 2nd Floor of City Hall, 389 Congress Street. **Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to planningboard@portlandmaine.gov.**

WORKSHOP - 4:30 PM

- i. Consideration of Potential Munjoy Hill Historic District and Individual Landmark Designations.
(estimated time 4:30 p.m.) The Planning Board will hold a workshop to consider the Historic Preservation Board's recommendation to designate an area within the Munjoy Hill neighborhood as a local historic district under the provisions of Portland's historic preservation ordinance. The Historic Preservation Board is also recommending that the following structures outside the proposed district boundary be individually designated as local landmarks: 101-107 Congress Street, 7 Lafayette Street, 8-12 Montreal Street, 51 Monument Street, 21 Sheridan Street and 28 Waterville Street.

PUBLIC HEARING - 7:00 PM

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATION AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON JANUARY 28, 2020**

Workshop

175 Fore River Parkway: Dundon, Dunfey, Mazer, Silk, Smith and Stanley present; Eaton absent.
879 Congress Street: Dundon, Dunfey, Mazer, Silk, Smith and Stanley present; Eaton absent.
126-128 North Street: Dundon, Dunfey, Mazer, Silk, Smith and Stanley present; Eaton absent.

Public Hearing

Election of Officers: Dundon, Dunfey, Mazer, Silk, Smith and Stanley present; Eaton absent.
1884 Forest Avenue: Dundon, Dunfey, Silk, Smith and Stanley present; Eaton absent and Mazer recused.
58 Fore Street: Dundon, Dunfey, Mazer, Silk, Smith and Stanley present; Eaton absent.

4. **REPORTS OF DECISIONS AT THE MEETING HELD ON JANUARY 28, 2020**

- i. Level III Site Plan; 1884 Forest Avenue; John Chau, Applicant. Dundon moved and Stanley seconded a motion to table the site plan application for 1884 Forest Avenue to the next regular meeting of the Planning Board. Vote 5-0, Mazer recused and Eaton absent.
- ii. Election of Officers Dundon moved and Stanley seconded a motion to nominate Brandon Mazer as Chair, effective at the next regular meeting of the Planning Board. Vote 5-0, Mazer recused and Eaton absent. Mazer moved and Dundon seconded a motion to nominate Maggie Stanley as Vice Chair, effective at the next regular meeting of the Planning Board. Vote 5-0, Stanley recused and Eaton absent.
- iii. Level III Site Plan and Subdivision; 58 Fore Street; Portland Foreside Development Company, Applicant. Mazer moved and Stanley seconded a motion to waive the Technical Manual standard requiring light trespass at the property line to not exceed 0.1 foot candles, or 1.0 foot candles when a commercial use abuts a public right of way, to allow trespass in accordance with the project's submitted photometric plans. Vote 6-0, Eaton absent. Mazer moved and Stanley seconded a motion to waive the Technical Manual standard allowing parking lots with greater than 10 spaces to be comprised of 20% compact parking spaces in order to allow 70% of the proposed spaces to be compact, with no more than 20% of the proposed spaces to be less than 8'6" by 18'0". Vote 6-0, Eaton absent. Mazer moved and Stanley seconded a motion to waive the subdivision standard requiring all utility lines to be placed underground unless otherwise approved by the Planning Board in order to allow maintenance of existing above-ground utility distribution on Fore Street. Vote 6-0, Eaton absent. Mazer moved and Stanley seconded a motion to find the plan in conformance with the subdivision standards of the Land Use Code. Vote 6-0, Eaton absent. Mazer moved and Stanley seconded a motion to find the plan in conformance with the site plan standards of the Land Use Code and the Site Location of Development Act standards with ten conditions of approval. Vote 6-0, Eaton absent. Mazer moved and Stanley seconded a motion to find the plan in conformance with the conditional use standards for Workforce Housing with two conditions of approval. Vote 6-0, Eaton absent. Mazer moved and Stanley seconded a motion to find the plan in conformance with the conditional use standards for meeting and event facilities within the Land Use Code. Vote 6-0, Eaton absent.

5. NEW BUSINESS

- i. Level III Site Plan and Conditional Use; 1884 Forest Avenue; John Chau, Applicant. (estimated time 7:00 p.m.) The Planning Board will hold a public hearing on a proposal for a mixed-use development consisting of a convenience store, a gas station with 4 fueling islands, and a multi-tenant retail space at 1884 Forest avenue. This is a reconsideration of an application previously reviewed by the Planning Board at their January 14, 2020 meeting. The 1.61 acre site is zoned B-2 Community Business.

Memorandum
Department of Planning & Urban Development
Planning Division



To: Brandon Mazer, Chair, and Members of the Planning Board
From: Deborah Andrews, Historic Preservation Program Manager
Date: February 7, 2020
Mtg Date: February 11, 2020
RE: Recommendation of the Historic Preservation Board to Designate Munjoy Hill Historic District - 2nd Workshop

INTRODUCTION

A second workshop has been scheduled to continue review of the Historic Preservation Board's recommendation to designate an area within the Munjoy Hill neighborhood as a local historic district. This report will address questions raised to date by members of the public and Planning Board, provide relevant data (to the extent available), and additional information to aid in the Board's deliberations. This report also includes an assessment of the effect of the proposed historic district designation on other aspects of the Comprehensive Plan. This assessment was prepared by Christine Grimando, Director of the Department of Planning & Urban Development.

As noted at the first workshop, the role of the Planning Board in the review of proposed historic district designations is to a) make a determination as to whether the nominated district meets the criteria for designation identified in Division 3 of the historic preservation ordinance—essentially confirming the findings of the Historic Preservation Board; and b) “consider the effect of such designation on other aspects of the comprehensive plan of the city.” Much of the Board's discussion at the first workshop was on the relationship of the proposed district designation to other land use policy goals as articulated in *Portland's Plan 2030*.

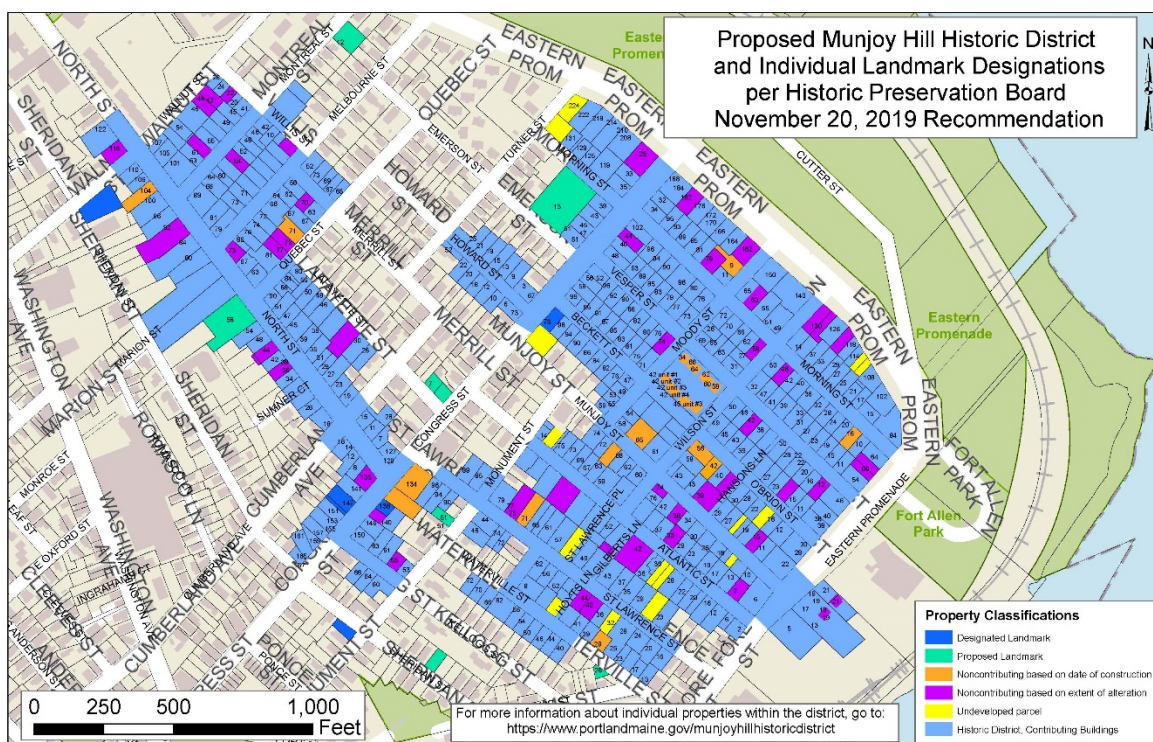
Staff has reviewed all of the public comment submitted in emails and letters to date as well as the questions and concerns raised at the December 10th workshop. As there was a fair amount of repetition in the questions and information requests, staff has consolidated them into common themes and issues for the purposes of this report.

Finally, this report does not further address the individual historic structures outside the proposed district boundary that are recommended for individual designation. Although these properties were identified in the December 10 staff report, recommendations for individual landmark

designations are not reviewed by the Planning Board (they are forwarded directly to the City Council).

BACKGROUND, SUMMARY OF FIRST WORKSHOP

On December 10, 2019, Historic Preservation Board Chair Julia Sheridan and staff presented the recommendation of the Historic Preservation Board to designate an area within the Munjoy Hill neighborhood (shown below) as a local historic district subject to the provisions of Article IX of the Land Use Code (Historic Preservation). See ATTACHMENT 1 for boundaries of proposed district and building classifications within it.



The unanimous November 20, 2019 recommendation of the Historic Preservation Board followed four preliminary review sessions, two site walks and several public meetings held on Munjoy Hill over an eight-month period. The Board's finding that the proposed district meets the historic preservation ordinance's minimum criteria for designation was based on detailed documentation and analysis, including research into the neighborhood's development history, an architectural survey and evaluation of existing building stock, as well as an assessment of the area's relative significance within the context of Portland's cultural, social and architectural heritage. The proposal presented to the Historic Preservation Board reflected not only the work of Historic Preservation staff and interns, but also the analysis and recommendation of an independent preservation consultant with expertise in historic district designations. Once submitted to the Historic Preservation Board, some adjustments to the proposed district boundaries and changes

in building classifications were made as a result of the Board's review and input from the neighborhood.

During the December 10 Planning Board workshop, staff also described the background behind this initiative, noting that initiating the process of a Munjoy Hill Historic District designation was one of the specific recommendations presented to the City Council in June 2018 when Planning staff presented its recommended slate of land use regulatory tools to more effectively manage development on Munjoy Hill. At that time, the Council directed Historic Preservation staff to move forward with the necessary documentation and analysis required for designation and return with a proposal.

The December 10 staff report includes a more detailed description of the background behind this proposal and the Historic Preservation Board's review process (ATTACHMENT 8).

PUBLIC COMMENT & PLANNING BOARD FEEDBACK

- **Construction and demolition trends on Munjoy Hill**

Following are key data points in response to requests made by the Board and the public:

- Between the implementation of the 2015 zoning amendments to the R-6 to the start of the Munjoy Hill moratorium in 2017, 13 demolitions permits were issued.
- Between implementation of the MHNCD in June 2018 to present, 6 demolition permits were issued under the new regulations. Some demolitions occurred during this period based on approvals that preceded the new regulations.
- Between the implementation of the revised R-6 regulations in 2015 and the start of the moratorium in 2017, 15 permits were issued for new construction. Between June 2018 and the present, 7 building permits were issued. These new dwelling units consisted of the following types of residential uses for these periods, respectively:
 - 2 single family; 3 two family; and 2 multi-family (Since June 2018)
 - 5 single family; 3 two family; 7 multifamily (April 2015 to December 2017)

This data represents permits issued only, and does not indicate Planning Board Approvals that have not yet received permits.

- **Cost of property renovations and maintenance**

Cost differences to property renovations and maintenance vary considerably, as these are dependent on numerous factors, including nature and scope of the work and relative condition of the property. Historic Preservation Program staff routinely works with property owners to find suitable materials and design solutions for individual projects. Replacement in-kind of existing materials is always permitted.

- **References to reports, studies, and articles regarding the impact of historic districts on housing, property values, taxes, maintenance costs, etc.**

Staff consulted a number of studies and articles on the effects of preservation programs across the country and have provided references to these as background for many of the questions and comments made about overall effect of districts. A sample of articles and reports consulted are included below:

- *Opportunity at Risk: San Antonio's Older Housing Stock*. San Antonio Office of Historic Preservation.
 - *The Heterogeneous Effects of Historic Districts on Local Housing Markets in New York City*. Wagner School of Public Service, NYU Furman Center. 2014
 - *Twenty-Four Reasons Historic Preservation is Good for Your Community*. Economics, P. 2020.
 - *The Impact of Age on the Value of Historic Homes*. The Appraisal Journal. Fall 2011.
 - *Why Historic Preservation Districts Are Crucial to Cities*. City Lab. Stephanie Meeks. February 10, 2016
 - *Density Without Demolition*. City Lab. Stephanie Meeks June 11, 2017
 - *Culture, Historic Preservation and Economic Development in the 21st Century*. Donovan Rypkema, September 1999.
 - *The Impact of Historic Districts on Residential Property Values*. New York City Independent Budget Office. September 2003
 - *Making Normal Neighborhoods Legal Again*. Strong Towns. July 2019
 - *The Economic and Fiscal Impact on Maine Of Historic Preservation and The State Historic Preservation Tax Credit*. Maine Preservation. April 2011.
 - *The Intersection of Affordable Housing and Historic Districts*. ThinkBrooklyn. March 2016
 - *When Historic Preservation Hurts Cities*. New York Times. Benjamin Appelbaum. January 2020.
- **How do the current MHNCD regulations compare to Historic Preservation regulations?**
The regulations currently in place under the Munjoy Hill Neighborhood Conservation Overlay District (MHNCD) govern new construction and demolition. The Overlay District contains dimensional and design standards which revise maximum building heights, address rooftop appurtenances, regulate parking placement and its effect on front facades and regulate roof forms. Under the MHNCD, the Alternative Design Review option, which had been suspended during the period the Overlay District was being studied, was reinstated, but with the introduction of procedural and substantive changes.

The demolition requirements in the Overlay District include a 12-month stay of demolition for structures determined by the Planning Authority to be “preferably preserved”. The delay period can be reduced if the applicant elects to have their new construction proposal reviewed by the Historic Preservation Board and the Board finds that the design proposal meets the historic preservation ordinance’s new construction standards. In that case, the stay is lifted and the “preferably preserved” building can be demolished and replaced. Alternatively, the applicant can wait and move forward with demolition after the 12-month stay. The premise of the demolition delay is that the delay will encourage parties to explore alternatives to demolition. There is nothing to prevent

demolition, however. If an applicant elects to pursue a more contemporary design in an application for new development, and does not meet the R-6 zone's base design standards (which are relatively prescriptive), the applicant may opt for the Alternative Design Review process. In the MHNCD this review is conducted in by the Historic Preservation Board. The Alternative Design standards were amended to allow for additional design flexibility when social or environmental public benefits are proposed as part of the project, including the provision of sustainable design, affordable housing units or green technology.

Historic District designation puts into place regulations and review standards that govern not only demolition and new construction, but also alterations and additions to the historic structures. A key premise behind historic preservation measures is not only that new construction be reviewed for compatibility, but the that the existing historic buildings warrant stewardship. Historic preservation regulations are not intended to *prevent* changes to historic buildings but rather to provide a mechanism to *manage* change so that the historic character of the buildings and the neighborhood as a whole is maintained and enhanced over time. Alterations and additions to “contributing” structures are reviewed under the *Secretary of the Interior's Standards for Review of Alterations*. These standards are intentionally general in nature, as they are written to address a wide variety of potential alterations and an equally wide range of historic resources.

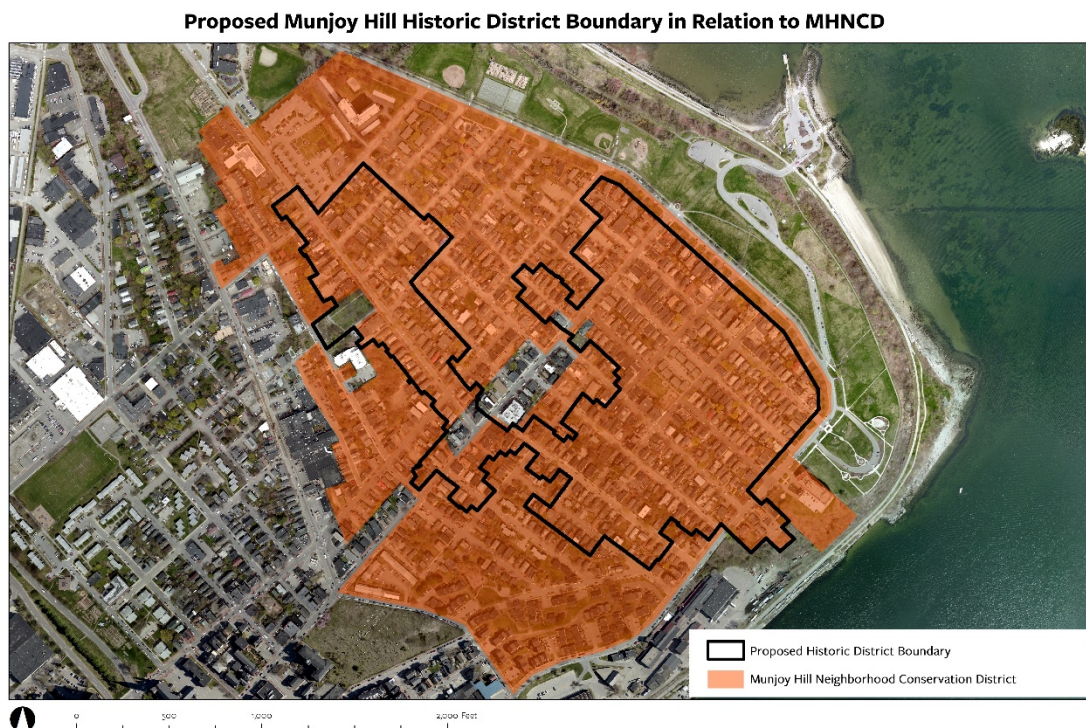
Each review standard includes language intended to ensure a level of reasonableness when staff or the HP Board applies the standard—language such as “every reasonable effort shall be made...”, “wherever feasible...”, and “...should be avoided when possible”. Under the historic preservation ordinance, alterations or additions that are not readily visible from a public way are not subject to review. Alterations to “noncontributing” structures are governed by a more lenient set of review standards and noncontributing structures may be demolished as-of-right. Any replacement building is subject to review under the historic preservation ordinance's new construction standards which are intentionally general in nature and identify broad areas of compatibility (scale and form; composition of facades; relationship to the street; consideration of surrounding context).

With respect to demolition, landmark or contributing structures cannot be demolished unless 1) the applicant can meet the ordinance's economic hardship test which requires demonstration of “no reasonable use of the structure”; or 2) the Historic Preservation Board, upon request of an applicant, amends or rescinds the original landmark or contributing classification. The ordinance includes a process and review criteria for considering such requests. Since the ordinance went into effect in 1990, a number of buildings in historic districts have had their classification changed. One of the bases for changing a building classification from “contributing” to “noncontributing” is receipt of evidence that the building is structurally unsound. It should be noted that a proposal for *partial* demolition, for example demolition of a rear ell, is typically reviewed as an alteration.

- **How would the MHNCD regulations interact with the Historic Preservation ordinance regulations in the proposed historic district?**

Within the proposed district, the demolition delay provisions of the MHNCD would not apply. Demolition would be governed by the historic preservation ordinance. Buildings classified as noncontributing could be demolished as of right with no review. See above for discussion of routes to pursue demolition of contributing structures..

For proposed new construction within the district, the dimensional and core design standards included in the underlying MHNCD zoning would still apply, but the R-6 design standards would be superseded by the Standards for Review of New Construction (Sec. 14-651) in the historic preservation ordinance. New construction is reviewed at the Historic Preservation Board level.



MHNCD & proposed district boundaries

Whereas alterations and additions are not reviewed in the MHNCD, they would be subject to review within the historic district, provided they are visible from a public way and are not considered repair or replacement in kind.

Under Sec. 14-526 5.b of the site plan ordinance, a project located within 100 feet of the historic district boundary or an individually designated landmark which is subject to site plan review would require advisory review by Historic Preservation staff or Board. This review is not binding. Historic Preservation staff summarizes advisory review comments either for the staff or the Planning board, depending on the scale of review.

Included with this report (see ATTACHMENT 6) are examples of residential projects reviewed and approved by the Historic Preservation Board in recent years. As these examples illustrate,

numerous new residential developments have been introduced within Portland's existing historic districts. Projects have ranged from market-rate housing, affordable housing, mixed housing and mixed-use developments. Many of these developments called for buildings substantially larger than the surrounding development (in footprint, height and/or overall scale). As some of the examples illustrate, the historic preservation ordinance provisions have allowed for reclassification of "contributing" structures where a building's structural condition or overall integrity is at issue. In other instances, less significant portions of designated structures, such as rear ells, have been allowed to be removed to provide for additional space or units. And dormer additions are frequently approved to take advantage of previously-underutilized space, often enabling a property owner to increase the number of units in their building.

At the December workshop the Planning Board raised the possibility of changes to the MHNCD. Though evaluating whether any modifications to the overlay are warranted in the event of a new historic district would be an independent zoning amendment, staff is prepared to discuss the topic and the process at the February 11th workshop.

- **How do historic preservation rules interact with other code or life safety requirements?**
Most projects reviewed under the historic preservation ordinance standards are also subject to building codes, ADA requirements, fire and life safety codes. Meeting all of the respective requirements is the intent of all reviews. Design adjustments are often made to accommodate code requirements. Double-hung windows have been replaced with casements to meet the required egress opening dimensions. The IEBC is a code adopted by the City of Portland to address existing buildings and allows for flexibility in meeting code requirements for buildings within designated historic districts. Historic Preservation staff work with plan reviewers in the Building Inspections Department on a regular basis to reconcile various requirements in the interest of a successful project.
- **Is it typical for a historic district to include structures from numerous eras of development?**
It is common for historic districts to contain within their boundary buildings from numerous eras of development activity. The West End Historic District, for example, includes buildings ranging in construction date from 1799 through the present day. Within any district, however, a "period of significance" is established. This period of significance may be a relatively brief and discrete period, as in the case of an early "auto row" that was developed between 1890 and 1930. For other districts, the period of significance is much longer, reflecting a number of key periods of development activity that shaped the character of the present-day neighborhood. On Munjoy Hill, those key periods of development activity include the 1850's when the establishment of the Atlantic & St. Lawrence Railroad and Portland Company spurred the initial laying out of streets and residential construction; the period immediately following the Fire of 1866 when much of the neighborhood was built out, and the period between 1890 and 1925 when the influx of European Immigrants lead to the construction of numerous triple-deckers and apartment houses. It was during this same time period that the

residential development along the Eastern Promenade was constructed. By the 1930's, the neighborhood as we know it today was largely developed. After that time, a variety of circumstances conspired to slow growth on the Hill.

The basis for the proposed boundary delineation was discussed in a report prepared by preservation consultant Scott Hanson. This report was included as an attachment in the December 10 staff report.

- **What weight does property owner opinion carry in historic district designations?**
Portland's historic preservation ordinance does not include a provision requiring consent from a percentage of the property owners within a proposed district. Some ordinances include this provision; Portland's does not. Obviously, affected property owners have the opportunity to make their position known and public opinion is a factor weighed in any final decision on the extent of a district or on a designation proposal.
- **Will tax credits be available for property owners on the Hill if a district is approved?**
State and federal historic tax credits are available for the rehabilitation of income-producing properties, including apartment buildings or owner-occupied buildings that also contain rental units (the tax credit would be available for the income-producing portion of the property only). Because the area is being designated as a local historic district (rather than National Register district) Historic Preservation staff would need to seek National Park Service certification in order for the tax credits to become available. The City sought and received NPS certification for the Congress Street Historic District and also for an expanded Portland Waterfront Historic District.
- **How much time does historic preservation review add to other review times?**
Most applications requiring historic preservation review also require review and approval under other applicable codes and ordinances. For example, most renovation projects require a building permit. Under the City's application system, an applicant with property in a historic district may submit a single application which is forwarded to plan reviewers in Building Inspections, Fire/Life Safety staff (if applicable) and Historic Preservation Staff. A geo-rule in the application software identifies the property as being located within a historic district and automatically routes applications for exterior alterations to the Historic Preservation Office. A fee for Historic Preservation review (\$65 for administrative-level reviews) is added to the building permit fee at the time of application. Building Inspections staff and Historic Preservation staff review the application concurrently, notifying each other if there's an issue that must be resolved. A single permit is issued following review by applicable parties. The permit may or may not include conditions of approval. This concurrent review process has been in place for several years. It avoids the need to submit multiple applications and ensures that City staff are aware of all applicable regulations as they may affect the project. An applicant can also track the progress of their application on line.

For larger projects located within historic districts that also require site plan review, the same concurrent review process is followed. For Board-level reviews, workshops and public hearings of the two boards often run parallel to allow the applicant to move forward in a more compressed time period. Whether a project is reviewed by staff or the Planning Board, Site Plan and Historic Preservation reviewers will meet after an application is received to coordinate their reviews. In short, Historic Preservation review does not add significantly to review times.

Attached is an informational flyer with responses to frequently asked questions about Portland's historic preservation program. Several informational sessions on "*What Does It Mean to Own Property in a Historic District?*" have been held on Munjoy Hill and at City Hall since the proposal to create a historic district was introduced in 2018.

- **Can you revisit a historic district once established? How are historic districts amended?**
Historic districts can be amended or eliminated by the City Council, as is the case with any land use regulation. Sec. 14-623 of the historic preservation ordinance, "Amendment and Rescission of Designation" sets for the process and standards for revisiting a district designation.

In 1997, following a comprehensive review of the boundaries of all of the historic districts designated when the historic preservation ordinance was adopted in 1990, the Historic Preservation Board recommended boundary adjustments to most of the districts. The City Council approved the amendments. More recently, a property owner just outside the boundaries of the India Street Historic District requested that the district be expanded to include his building. He wished to take advantage of historic tax credits available to income-producing historic buildings in designated districts. This expansion was approved by the Council.

- **How does the site plan ordinance's "100-foot rule" affect buildings beyond the district boundary?**
As noted above, the "100-foot rule" comes into play for projects *subject to site plan review* that are located within 100 feet of a district boundary or individually designated landmark. Under Sec. 14-526 5.b of the site plan ordinance, the project would require advisory review. Advisory reviews have sometimes been carried out by the Historic Preservation Board, but the Code allows for this to be conducted by staff. This review is advisory only and not binding. For Level I and Level II site plans reviewed at the administrative level, Historic Preservation staff participates in the review process and provides feedback to the assigned planner. For Level III site plans subject to Planning Board review, staff may simply provide input to the Planning Board where issues of compatibility are less sensitive or schedule an advisory review session with the Historic Preservation Board. In that case, staff summarizes HP Board comment and forwards it to the Planning Board for its consideration.
- **Will historic district designation constrain the opportunity to add additional dwelling units?**

Designation in and of itself does not prohibit an owner from increasing the number of units within their building, convert an accessory structure to residential use or build a new accessory structure on site if the property can accommodate it within the underlying zone's dimensional requirements. Historic designation would also not prohibit additions, though it would subject them to historic preservation review, and require those changes to demonstrate they are not incompatible with the building's historic character. Certain changes would likely not be approved – a proposal to remove a historic building's gable roof and add another full story with a flat roof, for instance, would have difficulty meeting the standards, though introducing long shed dormers on both roof planes of a gable-roof building to provide another floor of living space, would likely be approved. Removal or expansion of a rear ell would also be a possibility under the historic preservation ordinance. There are numerous examples of these types of changes in the West End Historic District.

For buildings classified as “contributing” within a historic district, it is unlikely that the building could be demolished in order to build a structure that would accommodate more units. Demolition would be a possibility only if the building proved to be fundamentally unsound, warranting reclassification, or the owner could demonstrate “no reasonable use” of the property.

Within the proposed historic district, there are 64 parcels representing noncontributing buildings or open lots that could be entirely redeveloped. Maximum allowable density and other dimensional standards on the lot, are unchanged for all properties in a district.

- **What is the impact on existing tools for incentivizing affordable housing? Will this help or hinder that?**

In the MHNCD, a height bonus is allowed for developments of 3 units or more on lots over 2000 sq. ft. that include at least one workforce housing unit for rent or for sale. As currently proposed, the underlying MHNCD zoning, including dimensional standards, would remain in place and not change with the designation of a historic district. Inclusionary Zoning requirements, applicable city-wide for projects of 10 or more dwelling units would also still apply.

Affordable Housing Tax Credits, while not a City incentive, would be available for new projects as well as for rehab of existing historic structures for affordable housing. The Affordable Housing Tax Credit has often been combined with the Historic Tax Credit. Avesta Housing and CHOM have used both credits in combination in a number of their projects in the West End Historic District and Deering Street Historic District.

In terms of resources to assist property owners with home improvements, the Munjoy Hill neighborhood is a CDBG-eligible neighborhood. As such, property owners meeting applicable income requirements would be eligible for CDBG grants or loans. This would also apply to property owners who may not meet the income requirements themselves, but whose tenants do. CDBG grants have assisted with a number of residential rehabilitation projects in the West End Historic District and the Deering Street Historic District.

- **How do historic districts affect the tax rate, if at all?**

The City Tax Assessor, Chris Huff, has confirmed that Historic Designation is not a factor included in property valuation, and nothing changes in a property assessment before and after designation. As for ways that a designation might influence property values, a designation is not considered a decisive factor among the many variables that might ultimately influence values.

Mr. Huff also indicated that district designation, if approved by the Council, will have no impact on the City's current revaluation initiative as they will be using sales from January 2017 through January 2019.

- **How does historic district designation affect sustainability goals?**

Portland's historic preservation ordinance does not prohibit the installation of solar panels, heat pumps or other alternative energy measures, as evidenced by numerous installations in both residential and commercial historic districts. Examples are included in ATTACHMENT – and will be presented at Tuesday's workshop. These installations were also shared with the Council's Transportation and Sustainability Committee last year.

As noted in the December 10 staff report, recent research found that the re-use or rehabilitation of existing buildings offers significant environmental. According to a report published by the National Trust for Historic Preservation, *The Greenest Building*, each year approximately 1 billion square feet of buildings are demolished and replaced nationwide, resulting in significant environmental impacts associated with demolition and waste disposal, the production of new raw materials, and new construction. The study found that reusing an existing building can result in 4 to 46% less environmental impact than new construction, depending on the type of building, location, and level of energy efficiency. Even when new construction is designed for optimal energy efficiency, it can take 10 to 80 years for a new building to offset the negative environmental implications of its construction.

- **Purpose of Munjoy Hill District Designation**

Some of the recent public comments on this proposal have raised basic questions such as: "What is the rationale behind Planning staff's recommendation to designate a portion of the Munjoy Hill neighborhood as a local historic district in addition to the other land use tools put in place on Munjoy Hill?" "Why is it necessary, given the fact that these other measures have been put in place?" As noted above, designation of a Munjoy Hill Historic District was among the slate of tools recommended by Planning Staff to the City Council in June 2018. This slate also included the new zoning provisions, the demolition delay ordinance and the option for "alternative design review"—measures contained within the conservation overlay district. The historic district recommendation was deferred for later action to allow time to document the building stock, delineate boundaries and present a detailed proposal, which is required for formal consideration of district designations.

Historic district designation provides a mechanism to steward the existing historic building stock within an area determined to have historic, cultural and/or architectural significance. Historic districts not only meet the criteria for significance within the context of a community's history and architectural development, they typically exhibit an identifiable visual character that contributes to a strong "sense of place". In order to be considered a historic district, a majority of buildings within its defined boundary must also retain sufficient integrity to communicate the period in which they were constructed. The area proposed for historic designation within the larger Munjoy Hill neighborhood meets these tests.

While much of the public comment received of late has focused on the issue of demolition and new construction—which are addressed in part in the MHNCD—designation of a historic district provides a more comprehensive regulatory program within the district boundaries addressing alterations and additions, as well as demolition and new construction. Regarding demolition, the classifications assigned to buildings within a historic district provide clarity as to which buildings are considered noncontributing (and can be demolished as of right) and which are proposed to be preserved.

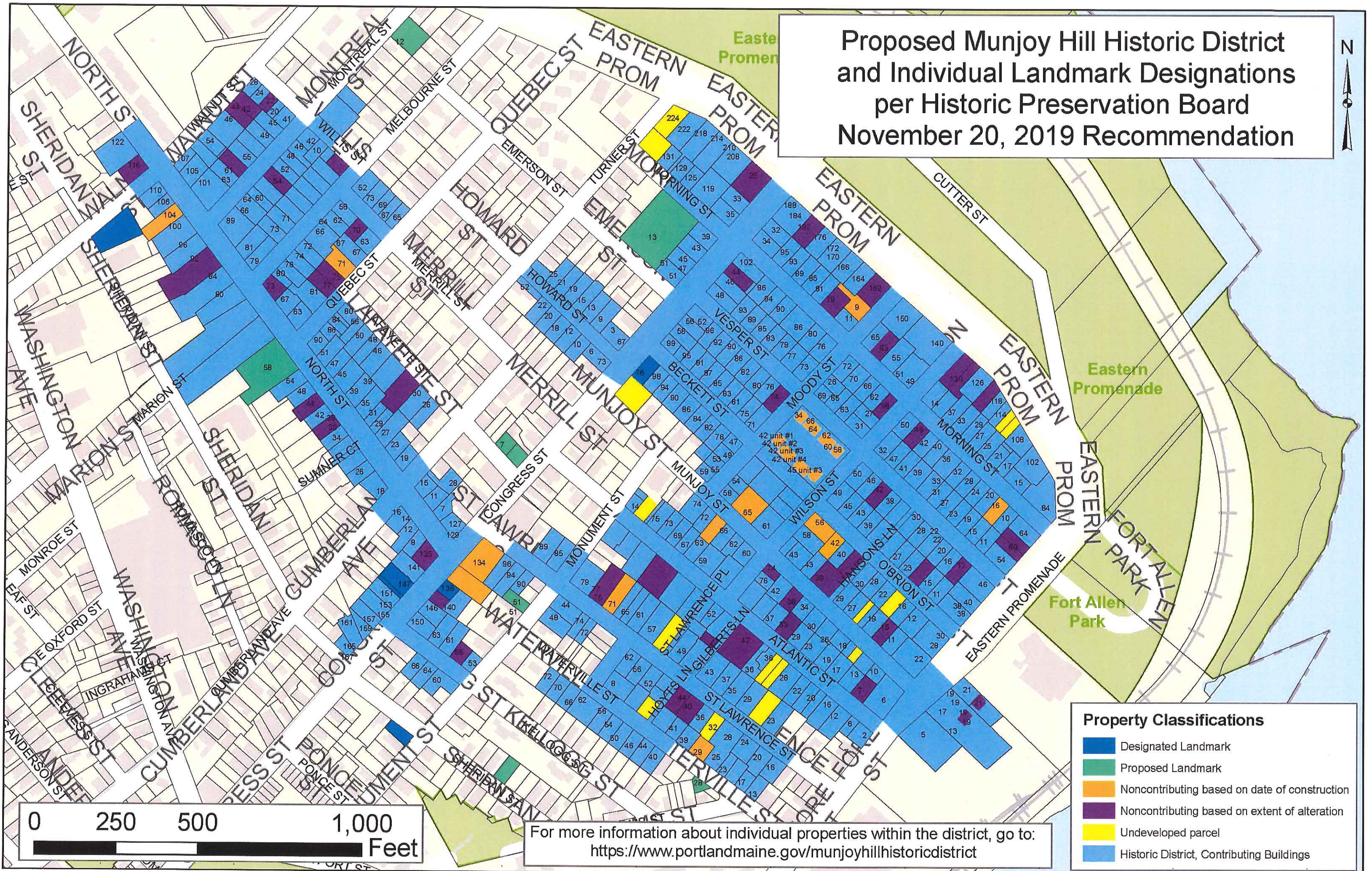
NEXT STEPS

Staff looks forward to receiving Board comments on the proposed Munjoy Hill Historic District designation. Following the second workshop on the proposal, a public hearing is tentatively slated for March 10th.

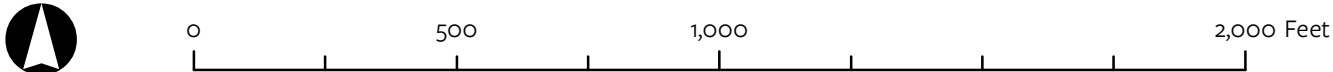
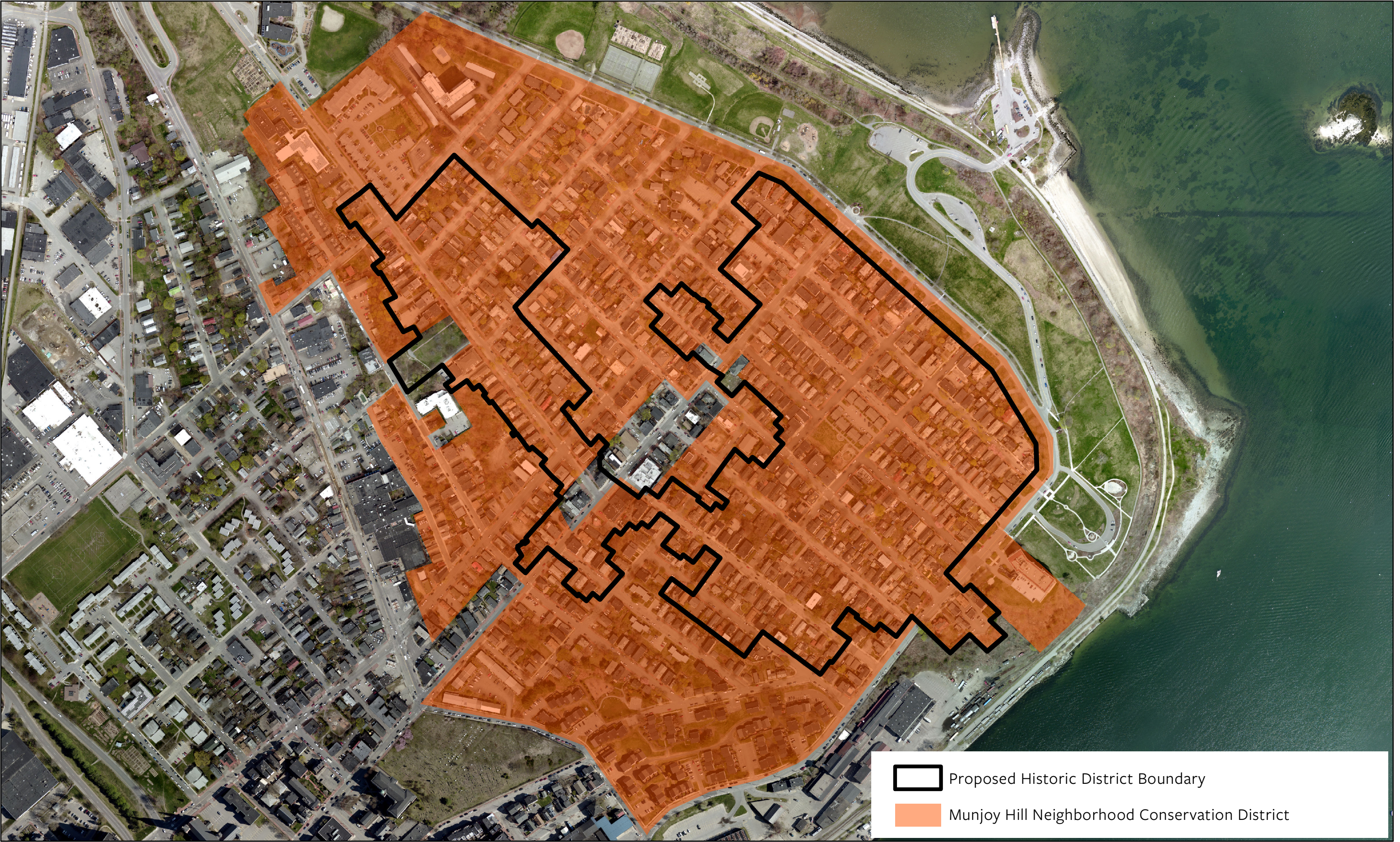
ATTACHMENTS

1. Map of Proposed Munjoy Hill Historic District boundary and building classifications.
2. Memo Re: Comprehensive Plan Consistency
3. *"Why Do Old Places Matter? Economics"*, by Tom Mayes from Preservation Leadership Forum blog
4. Case Studies of Approved Residential Development Projects within Historic Districts
5. Flyer: *"Frequently Asked Questions about Portland's Historic Preservation Program"*
6. December 10, 2019 staff report with attachments
7. Sec. 14-140.5 Munjoy Hill Neighborhood Conservation Overlay District
8. Public Comment rec'd since December 10 workshop

Proposed Munjoy Hill Historic District and Individual Landmark Designations per Historic Preservation Board November 20, 2019 Recommendation



Proposed Munjoy Hill Historic District Boundary in Relation to MHNCD



-  Proposed Historic District Boundary
-  Munjoy Hill Neighborhood Conservation District

Memorandum

Department of Planning & Urban Development Planning Division



To: Brandon Mazer, Chair, and Members of the Planning Board
 From: Christine Grimando, Director, Department of Planning & Urban Development
 Date: February 7, 2020
 Mtg Date: February 11, 2020
 RE: Comprehensive Plan Analysis

INTRODUCTION

The City's Historic Preservation Ordinance states that the Planning Board must consider whether a proposed designation meets the criteria for a district (Sec. 14-610. Minimum criteria for designation), as well as consider the effect of such designation on other aspects of the comprehensive plan of the city. The Historic Preservation Board extensively reviewed the criteria and provided supporting material documenting the basis of their recommendation. Below is analysis of *Portland's Plan 2030* consistency.

PORTLAND'S PLAN 2030

[*Portland's Plan 2030*](#) has eight Policy Guide chapters: Environment, Historic Resources, Waterfront, Economy, Housing, Recreation & Open Space, Facilities & Services, and Transportation. The Plan's structure is explicit that these are considered linked and mutually supportive, rather than competing goals. Stewardship of Portland's historic, cultural, and architectural assets has been an integral part of the City's planning strategy since the Historic Preservation program began in 1990, was widely supported in public feedback received during Portland's Plan creation, and is supported throughout the document.

Examples follow of policy support for preservation of historic resources in *Portland's Plan 2030*.

Executive Summary

- Our economy, housing, historic resources, transportation system, open space, environment, waterfront, and municipal facilities and services are all dependent on each other and inextricably linked.



Figure 1, Portland's Plan 2030 Vision graphic

Vision Statement

Sustainable:

- Portland has been built and rebuilt to endure; we will balance our historic fabric, sound infrastructure, and the best of new technology and design for the future.

Authentic:

- We will maintain our character through preservation, innovation, and excellence in design for the built environment.
- We will celebrate our city's incredible history.
- The uniqueness and integrity of our neighborhoods will be maintained and enhanced.

Historic Resources Policy Guide

- Identify, document, designate, and preserve Portland's historic resources, including individual structures, neighborhoods, parks, cemeteries, and archaeological resources.
- Educate and engage residents and visitors in appreciation of Portland's unique heritage.
- Promote historic preservation as a key economic, sustainability, and community development strategy.
- Stabilize and enhance historic areas of the city by ensuring quality investment in existing structures and compatible infill development.
- Ensure an appropriate balance of continuity and change as Portland grows and evolves.
- Based on survey findings and input from applicable stakeholders, document and designate resources of



ENVIRONMENTAL BENEFITS OF HISTORIC PRESERVATION

Recent research by the National Trust for Historic Preservation found that the re-use or rehabilitation of existing buildings offers significant environmental benefits over new construction. According to their report, *The Greenest Building*, each year approximately 1 billion square feet of buildings are demolished and replaced nationwide, resulting in significant environmental impacts associated with demolition and waste disposal, the production of new raw materials, and new construction. The study found that reusing an existing building can result in 4 to 46% less environmental impact than new construction, depending on the type of building, location, and level of energy efficiency. Even when new construction is designed for optimal energy efficiency, it can take 10 to 80 years for a new building to offset the negative environmental implications of its construction.

Figure 2, Portland's Plan 2030, environmental benefits of preservation

historic, architectural, and/or cultural significance to encourage thoughtful building rehabilitation, deter demolition, and support neighborhood revitalization.

Environment Policy Guide

- Encourage landowners and developers to incorporate sustainable design, materials, and practices in rehabilitation of historic resources and in new construction.
- Historic Resources: strategy Assess new construction techniques, products, and materials for compatibility with historic structures, and develop policies and guidelines for their use in historic rehabilitation projects.

Economy Policy Guide

- Respect that our unique quality of place is key to our current and future economic success.

Housing

- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.
- Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.
- Encourage energy efficiency in new construction and rehabilitation of Portland's housing stock.
- Encourage rehabilitation of existing historic buildings and materials.

From the first pages of *Portland's Plan 2030*, and consistently throughout the document, historic preservation is acknowledged as central to the City's vision, including not only existing local designations but potential future designations. It is also acknowledged as integral to Portland's economic development strategy, its sustainability goals, and to a multidimensional housing strategy.

Preservation Leadership Forum Blog

Insights and Information for Preservation Professionals



HOME ADVOCACY LEGAL SUSTAINABILITY WHY DO OLD PLACES DC 2015 ABOUT

Why Do Old Places Matter? Economics

Posted on: April 16th, 2015 by Tom Mayes | 3 Comments

Editor's Note: [Click here for full coverage](#) on the Why Do Old Places Matter? series including the Spring 2015 issue of Forum Journal.

Tom Mayes, a 2013 Rome Prize winner in Historic Preservation from the American Academy in Rome, is back in Washington, D.C., these days. But he hasn't stopped thinking and writing about why old places matter. His [series of essays](#) about his experiences and research concludes here. Check back next week for information on the spring 2015 issue of Forum Journal which looks at "Why Do Old Places Matter?" from a variety of different perspectives.

Old places support a sound, sustainable and vibrant economy.

In writing this series of essays about why old places matter, I have intentionally saved the discussion of how old places support a sustainable and vibrant economy to the last. Why? Because the other fundamental reasons for keeping, using, reusing and preserving old places are given short shrift, and professional preservationists often jump right to the argument that saving old places is economically beneficial, assuming that the economic argument is the only one decision-makers will want to hear. But it seems to me that starting a discussion about the importance of saving an old place with the economic rationale, immediately positions people who care about old places on the defensive, as if old places are only worth keeping for economic reasons or if they can justify themselves economically. And often the economic justification is assessed by narrow and limited economic measurements that don't fully take the broader economic—and other—values of old places into account.¹



View of downtown Athens, Georgia. | Credit: National Trust for Historic Preservation

Old places are deeply beneficial to people because of the way they give us a sense of [continuity](#), [identity](#) and [belonging](#), because they inspire us with awe, [beauty](#) and [sacredness](#), because they tell us about [history](#), [ancestry](#) and [learning](#), and because they foster [healthy, sustainable communities](#). Not all of these "non-use values," can (yet) be fully measured economically—although increasingly, people are trying. Keeping and using old places is good for people for those reasons even if the historic places can't fully pay for themselves or if they require subsidies or other public support. Fortunately, there seems to be a growing desire to measure and weigh "non-use values," as economists call these not-easily-measurable values.

As Randall Mason, chair of the Graduate Program in Historic Preservation at the University of Pennsylvania, wrote in a study on preservation and economics for the Brookings Institution in 2005, "Historic preservation is organized primarily to sustain and create cultural values, like historical associations, senses of place, cultural symbolism, the aesthetic and artistic qualities of architecture, and the like. Studying the economics of this (or any other part of the cultural sector) amounts to calculating the incalculable, or pricing the priceless. Economic analyses can easily determine partial or proxy values for the full value of historic preservation, but what do these tell us? Are they sufficient or even useful?"² It's a sign of just how wholly commercial our American society is, that we must justify saving the old places that give us a sense of belonging and identity by showing that they support our economy.

But justify we must. Although I don't think we should lead with the economic rationales, we still need to have them in the toolbox for those who won't accept the other reasons that old places are

JOIN

Become a Preservation Leadership Forum Member

LOGIN

Already a member? Login to Access Your Full Benefits



Community. Resources. Action.
**Historic Properties
Redevelopment Program**
LEARN MORE >

Search

Categories

Categories

Archives

Archives

Recent Posts

[NPS at 100: Digitization of the National Register](#)

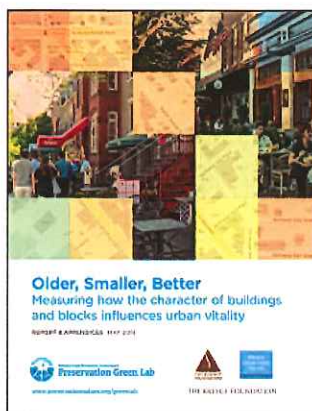
[National Trust Testimony on the Historic Preservation Fund](#)

[Winter 2016 Forum Journal: Preservation as the "Movement of Yes"](#)

beneficial. Fortunately as Donovan Rypkema, real estate consultant and principal of [PlaceEconomics](#) puts it, "The good news is historic preservation is good for the economy. In the last 15 years dozens of studies have been conducted throughout the United States, by different analysts, using different methodologies. But the results of those studies are remarkably consistent—historic preservation is good for the local economy. From this large and growing body of research, the positive impact of historic preservation on the economy has been documented in six broad areas: **1) jobs, 2) property values, 3) heritage tourism, 4) environmental impact, 5) social impact, and 6) downtown revitalization.**"³

Although I won't follow Rypkema's list of six reasons exactly (the National Trust's website lists 12 reasons),⁴ here's a quick review of six key reasons that keeping and reusing old places is good for the economy.

- 1. Jobs, income, state and local taxes.** Rehabilitation of older buildings produces higher-paying jobs than new construction and the money tends to stay in the local economy. Because rehabilitation of historic buildings generally requires a higher skill set, wages produced with rehabilitation generally are higher, and remain in the local economy more. As the FY 2012 annual report on the economic impact of the rehabilitation tax credit states: "Numerous studies conducted by Rutgers University have shown that in many parts of the country, a \$1 million investment in historic rehabilitation yields markedly better effects on employment, income, GSP, and state and local taxes than an equal investment in new construction or many other economic activities (e.g., manufacturing or services)."⁵
- 2. Heritage tourism.** Whether people go to old places to experience the awe of the sacred or transcendental beauty, for incomparable opportunities to learn, to spur their imaginations or simply to experience a place that has maintained a sense of distinctiveness, old places are destinations for tourism, and have been so for millennia. The economic benefits of heritage tourism are unparalleled. As Donovan Rypkema has said, "Wherever heritage tourism has been evaluated, this basic tendency is observed: heritage visitors stay longer, spend more per day, and, therefore, have a significantly greater per trip economic impact."⁶ The World Bank report, *The Economics of Uniqueness*, emphasizes that heritage tourism is an important economic development strategy, particularly because "tourism development... requires less capital, infrastructure, and skilled labor."⁷ And there's the sustainable benefit—for everyone—of saving a community's sense of history, distinctiveness and identity.
- 3. Revitalization.** For decades, older communities have used their historic buildings and streetscapes as assets for revitalization, providing a greater diversity of income and cultural background in neighborhoods, increasing property values, increasing job opportunities.⁸ As the website for the Main Street program says, "the cumulative success...of the Main Street programs on the local level has earned a reputation as one of the most powerful economic revitalization tools in the nation."⁹
- 4. Attracting talent and investment.** According to the World Bank report, *The Economics of Uniqueness*, "[heritage-related projects] contribute to urban livability, attracting talent, and providing an enabling environment for job creation." As Richard Florida and others have emphasized, creative people are the talent that drives the new economy, and creative people are attracted to places that have authenticity. Businesses located in places that are perceived of as good places to live, with a sense of authenticity, have an edge in attracting talent and investment. Or as the World Bank report puts it: "...heritage is a differentiator that attracts talent to cities."¹⁰
- 5. Property values.** One of the main purposes cited in preservation statutes as a rationale for historic preservation is that it stabilizes and supports property values. Studies throughout the United States show that this is generally true, with property values in historic districts rising more consistently than in areas that are not historic districts. In addition, studies show that historic districts maintain their value during times of real estate devaluation, such as the recent recession, and recover more rapidly.¹¹
- 6. Business incubation.** As the Preservation Green Lab report *Older, Smaller, Better* recently concluded, older smaller buildings are critical to the incubation of small



[Q&A] Susan Wissler, Executive Director, The Mount on Surviving Debt and the Future of Historic Sites

Valuing Diversity at Heart Mountain: Carrying the Lessons of Yesterday into Today

Links to Preservation

[American Institute of Architects](#)

[American Planning Association: Recovery News](#)

[American Planning Association: Sustaining Places](#)

[CityLab](#)

[History@Work](#)

[Next City](#)

[NRDC Switchboard: Kaid Benfield](#)

[Rooflines: The Shelter Force Blog](#)

[Smart Growth America](#)

[Sustainable Cities Collective](#)

[The Dirt \(American Society of Landscape Architects\)](#)

[The Field \(American Society of Landscape Architects\)](#)

[Treehugger](#)

[Urban Green Council](#)

[Urban Land Online \(Urban Land Institute\)](#)

The Fine Print

While the writers of the Preservation Leadership Forum blog are on staff at the National Trust for Historic Preservation or affiliated organizations, their posts are their own, and do not necessarily reflect the views and opinions of the National Trust for Historic Preservation.

businesses that are the primary job creators in the U.S. economy.¹²

This is the briefest summary of some of the economic benefits of old places, yet it makes a powerful and forward-looking case for the economic benefits of keeping and reusing old places. Scores of studies and reports provide both backup and caveats for these conclusions and can be found from a wide variety of sources.¹³ Combined with the many other benefits—the benefits that are hard to measure economically, which are deeply beneficial for people, keeping and retaining old places seems like a no-brainer.

I object to the notion that everything in life has to be reduced to an economic equation, but imagine if these studies could capture the full *value* of the benefits old places give people—the sense of identity and belonging, the awe of beauty, the creativity and imagination? The valuation would be, as Randall Mason put it, “calculating the incalculable, or pricing the priceless.”

Notes:

1. For insightful discussions of the limits, opportunities and current innovations in measuring the economics of preservation, see Guido Licciardi and Rana Amirtahmasebi, Eds., *The Economics of Uniqueness* (Washington, DC: The World Bank, 2012).

2. Mason, Randall. “Economics and Historic Preservation: A Guide and Review of the Literature.” (The Brookings Institution, 2005).
www.brookings.edu/research/reports/2005/09/metropolitanpolicy-mason. Accessed March 29, 2015.

3. Cheong, Caroline and Donovan Rypkema. “Measuring the Economics of Preservation: Recent Findings.” (Advisory Council on Historic Preservation June, 2011).

4. “12 Economic Benefits of Historic Preservation,”
my.preservationnation.org/site/DocServer/Economic_Benefits_of_HP_April_2011.pdf?docID=9023. Accessed April 8, 2015.

5. National Park Service and Rutgers University, Edward J. Bloustein School of Planning and Public Policy, “Annual Report on the Economic Impact of the Federal Historic Tax Credit for FY 2012.”
ntcic.webfactional.com/rutgers/. 2013. Accessed April 5, 2015.

6. Rypkema, Donovan. “The Economics of Historic Preservation,” Keynote Address, Alexandria Historic Preservation Conference and Town Meeting, May 5, 2007.

7. Licciardi, Guido and Rana Amirtahmasebi, Eds., *The Economics of Uniqueness* (Washington, DC: The World Bank, 2012), 183.

8. I note the concern that revitalization strategies may result in gentrification, the displacement of existing residents because of increased rents or property taxes. Although the complex topic is outside the scope of this brief essay, it deserves additional attention, and has been, and will continue to be, addressed and studied. For an introduction, see Donovan Rypkema’s discussion in *The Economics of Uniqueness*, 125-138.

9. The [National Main Street Center](http://www.preservationnation.org/main-street/about-main-street/reinvestment-statistics-1.html#VSGWPolh6sE) conducts research to document this by annually collecting statistical information on the preservation, revitalization, and economic activities in local Main Street programs throughout the country. These estimates are based on cumulative statistics gathered from 1980 to December 31, 2013 for all designated Main Street communities nationwide.

Dollars Reinvested: Total reinvestment in physical improvements from public and private sources.	\$59.6 billion
Number of building rehabilitations:	246,158
Net gain in jobs:	502,728
Net gain in businesses:	115,381
Reinvestment Ratio (i):	\$33.28:\$1

www.preservationnation.org/main-street/about-main-street/reinvestment-statistics-1.html#VSGWPolh6sE. Accessed April 5, 2015.

10. *The Economics of Uniqueness*, xxiii.

11. See several studies at www.placeeconomics.com/resources/publications. Accessed April 8, 2015.

12. National Trust for Historic Preservation, Preservation Green Lab, *Older, Smaller, Better* (Washington, DC, 2014).

Case Studies of Approved Residential Development Projects within Historic Districts

West End Place, approved 2012

- 45,344 sq. ft. development; 3,329 sq. ft footprint
- 4 stories, 39 apartments, 1990 sq. ft. retail , 34 parking spaces
- B1 zone's allowable height: 45'
- Project height: 43'

Project entailed HP Board rescission of contributing status of 1850's residential structure, based on structural condition. Project is taller and has a much larger footprint than surrounding structures, but was found to be compatible with its context and meet HP ordinance new construction standards.



Existing building on site demolished following rescission of contributing status

17 Carleton, approved 2015

- 25,247 sq. ft. site
- 37 affordable housing units, 31 parking spaces
- R6 zone allowable height: 45'
- Project height: 43'

Affordable housing development features 120' long frontage on block characterized by single family homes and duplexes. Although the building footprint is much larger than that of surrounding structures, the building's scale is broken down through massing and other architectural devices.



Rear as viewed from Pine Street

Hiawatha, approved 2015

- 25,740 sq. ft. lot
- 8 stories, 139 apartments, ground floor retail, 81 parking spaces
- Lot straddles Deering Street Historic District and Congress Street Historic District. Property was rezoned from B3 and R6 to B3 throughout.
- B3 zone allowable height: 65' at street edges, 85' beyond required stepback
- Project height: 65', 85' beyond stepback

Development introduces a much larger scale building than existing structures within Deering Street Historic District. Various design mitigation measures were successful in lowering apparent scale as viewed from Deering.



Deering Place, approved 2017, under construction

- 1.23 acre site with frontages on three residential streets
- 75 units - 45 affordable 30 market rate, 52 parking spaces
- R-6 zone allowable height: 45'
- Approved height: 39' Deering Street bldg., 43' Cumberland/Mellen addition

Project entails renovation of existing warehouse on Cumberland with 4-story addition and 3-story new construction on Deering. See surrounding context. In response to neighborhood input, one floor of Deering Street building was eliminated. Units were redistributed.

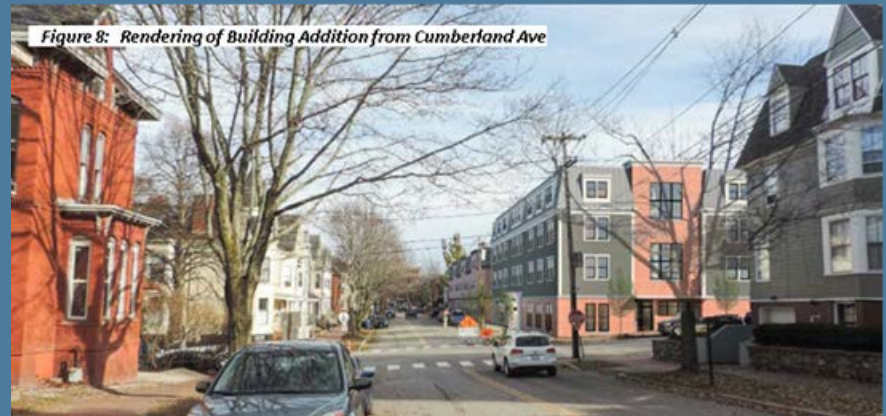


Figure 8: Rendering of Building Addition from Cumberland Ave



Figure 10: Deering Street New Building

One Joy Place, approved 2017

- 5,851 sq. ft. lot. behind street-facing structure
- 3-story structure, 12 residential units
- B-zone's allowable height:
- Approved height:

Project entailed demolition of noncontributing structure on site. New building takes visual cues from triple-decker directly in front, but is a contemporary interpretation.



Ronald McDonald House Expansion, approved 2019, under construction

Adaptive reuse/renovation of existing two-family residential structure to provide 13 rooms for long-term stays. Project includes expansion of building footprint, expansion/addition of large shed dormers on both roof planes and physical connection to abutting RMDH building complex.



Existing RMDH (left) and abutting house (right) proposed for adaptive reuse and expansion



467 Danforth Street, approved 2016

Construction of 2-family residence on open parcel. Historic Preservation Board supported a slightly taller building to allow for a more contextual roof pitch, but a taller building would have exceeded R-4 zone's 35' height limit.



197 Spring Street, approved 2016

Project called for the conversion of former single-family home, which had operated as a 9-room rooming house for many years, into a seven-unit apartment building. In conjunction with the building's comprehensive rehabilitation, the applicant received Historic Preservation Board approval to demolish an existing rear ell and replace it with a larger ell to provide more units. Construction has not yet begun.



Adaptive Reuse of Existing Garages for Principal or Accessory Dwelling Units



Solar panel installations within historic districts





City of Portland
Department of Planning and Urban Development
Historic Preservation Office

About the City's Historic Preservation Program

In 1990, the City of Portland adopted a historic preservation ordinance to recognize and preserve one of the city's major assets—its rich collection of historic buildings, neighborhoods and landscapes. To date, 11 local historic districts, five historic landscape districts and 110 individual landmarks have been designated by the Portland City Council, protecting historic properties in neighborhoods as diverse as the Old Port, Stroudwater, Congress Street, the West End, and House Island.



The intent of historic district designation is not to prevent change, but to thoughtfully manage it so that the unique, identifiable character of each of the designated neighborhoods is retained over time. Many small projects are reviewed by staff, and others reviewed by a board whose members have demonstrated expertise and/or experience in architecture, historic preservation, or neighborhood conservation.

Frequently Asked Questions about Local Historic Districts

How are historic districts established?

Designation of a local historic district comes after documentation, analysis and public review.

- ✓ *A survey of existing structures within a defined study area is conducted to determine the relative "preservation value" of individual buildings. Based on the findings of the survey, draft historic district boundaries are delineated.*
- ✓ *Each building within the proposed boundaries is then thoroughly documented and a classification of "landmark", "contributing" or "noncontributing" is assigned.*
- ✓ *Throughout this process, there is public outreach to property owners in the area.*
- ✓ *The proposed district is formally reviewed by the Historic Preservation Board, the Planning Board and ultimately the City Council. Notices are sent prior to every meeting and public comment is invited throughout the designation process.*

Are all buildings within a local historic district necessarily historic?

No. Within the boundaries of any historic district, some buildings do not contribute to the qualities that give the district its historic or architectural significance. These may have been built within the last 50 years or been so altered that the overall integrity of the building has been lost. These buildings are identified as "noncontributing" when the district is established and may be demolished as-of-right.

Can a building in a local historic district be demolished?

Buildings classified as noncontributing structures may be demolished without review. To demolish a contributing or landmark structure, the property owner is required to demonstrate there is no reasonable use of the property or request reconsideration of the building's original classification based on information not known at the time of its original classification.

Will inclusion in a local historic district prevent me from making changes to my property?

Buildings sometimes need to be modified or expanded to meet changing needs or the desires of occupants. In reviewing a proposed alteration or addition, the architectural characteristics of the existing building are considered under the City's ordinance review. Additions do not have to duplicate the original style and materials, but must be compatible in massing, scale, & other visual characteristics.

Will I have to fix up my building if it is included in a local historic district?

Owners do not have to rehabilitate their building or reverse any previous work.

What types of building activities require review in historic districts?

Ordinary maintenance or replacement-in-kind does not require review, nor does changing a building's paint color. Exterior or site alterations (e.g. installing a new driveway) that will be readily visible from a public way require advance review and approval. Similarly, additions and new construction require review.

Does every application need to be reviewed by the Historic Preservation Board?

Routine or minor alterations, such as porch or window replacement, are typically reviewed and approved by staff. Approximately 70% of applications each year are approved administratively.

Where can I go for help in tailoring a proposal for alterations for my property?

Staff are available for consultation as you develop your plans and often meet with applicants on site to get a better understanding of existing conditions and the owner's goals.

Will I have to hire an architect for my proposed alteration?

Many projects do not require an architect. Larger or more complicated projects such as building additions or new construction usually call for a design professional.

Can new buildings be constructed in a local historic district?

Yes, on undeveloped lots and on lots where noncontributing buildings have been removed.

Do new buildings need to match closely the historic buildings around it?

The historic preservation ordinance's new construction standards encourage contemporary design, however new buildings must also relate to key visual characteristics of the surrounding development.

How do I apply for approval and is there a fee?

You can apply on line. If your project also requires a building permit, you can file one application for both reviews. The application fee for small, staff-reviewed projects is \$65. The fee for Historic Preservation Board review is typically \$125, except for large-scale, major projects.

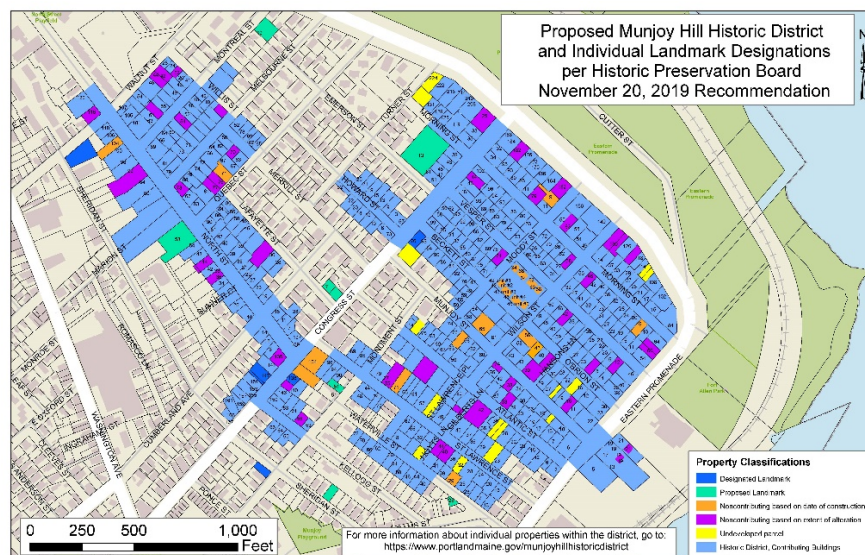
Memorandum
Department of Planning & Urban Development
Planning Division



To: Sean Dundon, Chair, and Members of the Planning Board
 From: Deborah Andrews, Historic Preservation Program Manager
 Date: December 3, 2019
 RE: **Recommendation of the Historic Preservation Board to Designate Munjoy Hill Historic District and Six Individual Landmarks**
 Mtg Date: December 10, 2019

INTRODUCTION

On November 20, 2019, the Historic Preservation Board voted unanimously (Jacob absent) to recommend to the Planning Board and Council that the area delineated on the map shown below be designated a local historic district subject to the provisions of Article IX of the Land Use Code (Historic Preservation). The Historic Preservation Board also voted unanimously to recommend that six individual historic structures located within the Munjoy Hill neighborhood but outside the boundary of the proposed district be designated as individual landmarks under the provisions of Article IX. The properties recommended for individual designation are 103 Congress Street, 7 Lafayette Street, 12 Montreal Street, 51 Monument Street, 21 Sheridan Street and 28 Waterville Street. The Historic Preservation Board's recommendations were based on findings that the district and the individual structures meet applicable designation criteria under Sec. 14-610 a and b and Sec. 14-611 of the historic preservation ordinance.



(see ATTACHMENT 1 for larger map)

The Historic Preservation Board's formal recommendation follows four preliminary workshops and two site walks. Public comment was taken at all review sessions. Additional public outreach consisted of four neighborhood meetings prior to and during the Historic Preservation Board review process.

The Historic Preservation Board's recommendation includes a number of supporting documents, including:

- Historic Context Statement describing the development history of Munjoy Hill and its place in the history of Portland, the architectural and cultural significance of the proposed district, a description of predominant architectural styles and a description of the visual character of the proposed district (ATTACHMENT 2)
- Map of the proposed district boundary, with every building color-coded to indicate its preservation classification (Landmark, Contributing, Non-Contributing). (ATTACHMENT 1)
- List of every property within the proposed district, with its classification. (The proposed district includes 425 structures.) (ATTACHMENT 3)
- Historic Resources Inventory including a description of every building in the proposed district together with its assigned classification. Each inventory form includes a current and 1924 view of the building (where available), a current description of the building and a summary of alterations since it was documented in 1924. (Sample forms are enclosed as ATTACHMENT 4)

ROLE OF THE PLANNING BOARD

Under the provisions of the historic preservation ordinance, proposed designations of local historic districts follow a three-step review process. Upon receipt of the Historic Preservation Board's recommendation, the Planning Board makes a determination as to whether the nominated district meets the criteria for designation identified in Division 3 of the historic preservation ordinance and "also consider(s) the effect of such designation on other aspects of the comprehensive plan of the city." Following deliberations, the Planning Board forwards its recommendation and report, together with the recommendation of the Historic Preservation Board, to the City Council for final consideration and a formal decision.

Unlike recommendations for district designations, recommendations for individual landmark designations are recommended directly to the Council for consideration. Given that the nominated buildings were identified as part of the overall Munjoy Hill neighborhood analysis and are closely related to the proposed district, the landmark recommendations are included in this report as well.

BACKGROUND, IMPETUS FOR HISTORIC DISTRICT EVALUATION

Consideration of a potential Munjoy Hill Historic District is the final component of a comprehensive planning initiative that began in late 2017 in response to residents' concerns about the scale and character of recent development as well as a rise in the number of buildings demolished on the Hill. In December 2017, the City Council approved a 180-day moratorium on

demolition within the R-6 zone of Munjoy Hill to allow time for Planning staff to conduct an analysis of the impacts and effectiveness of then-current zoning and design review standards on Munjoy Hill development. Staff was instructed to return to the Council by June 2018 with its recommendation for any amendments to the current zoning and/or adoption of additional planning tools to more effectively manage development.

When Planning staff returned to the Council in June 2018, staff recommended a number of new and revised planning tools to better manage development on Munjoy Hill. These included the creation of a “Munjoy Hill Neighborhood Conservation Overlay District” to implement new dimensional, design, and performance standards related to new construction and demolitions within the R-6 zone on Munjoy Hill. Also included was a recommendation to designate one or more historic districts within the larger Munjoy Hill neighborhood.

While the zoning amendments, demolition delay provisions and revised R6 design standards and process were adopted by the Council in June, the advance work necessary to formally consider designation of a historic district had not yet been undertaken. As staff explained, Portland’s historic preservation ordinance requires that detailed documentation and analysis be conducted in order to delineate district boundaries, evaluate individual buildings within the district and make the case for designation. As such, the Council was not yet in a position to make a final decision on the recommendation to create a historic district on Munjoy Hill. At the June 2018 Council hearing, staff was simply seeking the Council’s support for moving forward with consideration of a district. The Council instructed staff to move forward with the necessary documentation and return with a proposal.

DOCUMENTATION AND ANALYSIS

A detailed survey and analysis of Munjoy Hill’s building stock got underway in late summer of 2018 with assistance from project interns and a preservation consultant. From this work, a draft district boundary was delineated, building classifications (landmark, contributing, non-contributing) were assigned, and a building inventory was prepared that includes a building description as well as current and historic views of every structure within the proposed district boundary and every proposed landmark outside the contiguous district. Finally, a report on Munjoy Hill’s history, architectural and cultural significance and visual character was prepared for consideration by the Historic Preservation Board, Planning Board and Council as well as property owners and area residents. A number of informational meetings were held in the neighborhood during this preliminary documentation period. Once complete, Staff presented its draft historic district proposal to the neighborhood on April 30th. The April 30 presentation was followed by additional neighborhood meetings to answer questions and invite feedback. The proposal was formally introduced to the Historic Preservation Board on July 10th.

DISTRICT BOUNDARY DELINEATION—FACTORS CONSIDERED

Early on in the documentation/analysis phase, staff retained the services of preservation consultant Scott Hanson of Sutherland Conservation & Consulting to assess the building stock on Munjoy Hill and provide an independent recommendation regarding appropriate and defensible

district boundaries consistent with best practices in the preservation field. Mr. Hanson reviewed information from previous “windshield” surveys of the neighborhood and information provided by Greater Portland Landmarks including historical research and preliminary assessments of individual buildings in terms of their relative “preservation value”. Mr. Hanson also walked the area to observe the current condition of buildings and changes in the development pattern. Mr. Hanson’s report and preliminary boundary recommendation is enclosed as ATTACHMENT 5. The boundary recommended by Mr. Hanson includes structures representative of the key periods of development activity on Munjoy Hill, as well as other relevant considerations. Those include:

- 1850’s development associated with the establishment of the Atlantic & St. Lawrence Railroad and Portland Company
- residential development prompted by the Great Fire of 1866
- 19th century blocks settled by African American residents
- late 19th and early 20th century development associated with influx of European Immigrants
- late 19th and early 20th century residential development along the Eastern Promenade

In terms of the scope of the proposed district, from the outset of this initiative, staff and project consultant Scott Hanson took an intentionally conservative approach to defining the limits of the district, focusing on those blocks within the larger Munjoy Hill neighborhood that are a) representative of the major periods of development that have shaped the current character of the Hill; *and* b) clearly retain most of their historic character. During the Historic Preservation Board’s review process, some neighborhood residents questioned why the district does not include most of the neighborhood, arguing that there are a number of structures clearly related to those within the proposed district that have not been included. Staff explained that any area being considered for historic district designation should not only meet the test of architectural, historical and/or cultural significance, *but also* contain within its boundary a clear majority of structures that retain sufficient *integrity* to warrant preservation. Areas or blocks that exhibit a significant number of extensively altered buildings or where the historic development pattern is broken or inconsistent are generally not included within in the district boundary. Obviously, there are a number of individual buildings outside the proposed Munjoy Hill district boundaries that are similar to buildings within the district and that retain their historic integrity, however the general area around these structures was not found to meet the requirements for designation. As noted below in this report, four owners of historic structures outside the proposed boundaries have nominated their buildings for individual designation.

Another factor that contributed to the conservative approach taken was consideration of the need to balance a number of municipal goals as they apply to the Munjoy Hill neighborhood, including the goal of increased housing production. Staff recognized that other land use tools, in particular the demolition delay provision, zoning regulations and modified design standards provided in the recently-adopted Munjoy Hill Neighborhood Conservation Overlay District, were effective tools in their own right and likely more appropriate for other areas within Munjoy Hill.

The final proposed boundary is largely consistent with Mr. Hanson's recommendation, but reflects some adjustments by Staff based on additional analysis, public input as well as feedback from the Historic Preservation Board during its review process (described below).

FORMAL NOMINATION OF DRAFT DISTRICT

On July 10, 2019, following the introductory workshop on the draft district proposal, six members of the Historic Preservation Board formally nominated the proposed Munjoy Hill Historic District and two individual historic structures outside the district boundaries as individual landmarks.

Nomination by at least two members of the Board is required under the provisions of Portland's historic preservation ordinance in order to move forward with the formal designation review process. Prior to the formal nomination, a petition signed by 23 Munjoy Hill property owners was submitted to the City requesting designation of a Munjoy Hill historic district.

Nomination of a district, while required to begin the official designation review process, does not limit the Historic Preservation Board's ability to amend the draft boundaries, change any building classification or make any modifications to associated ordinances as they affect the district. The same is true for the Planning Board and Council when they consider the Historic Preservation Board's recommendation. Additionally, nomination does not preclude the HP Board or Planning Board from deciding not to recommend designation.

SUMMARY OF HISTORIC PRESERVATION BOARD REVIEW PROCESS

The Historic Preservation Board held four preliminary workshops on the historic district proposal, including an introductory session on July 10th and three working sessions on September 4th, October 2nd and November 6th. Following the introductory session on July 10th and in preparation for subsequent workshops, two site walks were scheduled (July 31st and August 28th) to familiarize Board members with the neighborhood's building stock, observe proposed district boundaries and review the classification (or "preservation value") assigned to each building within proposed district.

The focus of the subsequent workshops was on specific sections of the boundary and individual properties that had been identified by Board members or area residents as meriting further discussion. During the workshops, staff described the rationale behind the boundary as originally delineated and noted some specific sections of the boundary that, upon further consideration, warranted adjustment. To aid the Board in its discussions, staff provided the building descriptions of those structures for which the assigned classification (contributing/noncontributing) was questioned. Where a potential expansion of the district was being considered, staff provided descriptions and photographs of the subject buildings in order for the Board to determine the relative merits of adjusting the boundary. Finally, staff brought to the Board's attention four buildings outside the proposed district boundary for which the property owner had requested individual designation. (This was in addition to the original two properties located outside the boundary that been proposed for individual landmark status—21 Sheridan and 101 Congress.)

DESIGNATION CRITERIA

In considering the designation of individual buildings as local landmarks and/or the designation of a contiguous area as a historic district, the Historic Preservation Board must find that the proposed landmark or district meets at least one of the six minimum criteria for designation outlined in the historic preservation ordinance (Article IX of the Land Use Code, Sec. 14. 610 a.). In the case of a nominated historic district, the Board must also find that the district meets the criterion for district designations as described in Sec. 14-610 b.. Separate from the above criteria, which address the question of *significance*, the Board must also find that the nominated landmark and/or district exhibits sufficient *integrity* to warrant the building's or district's preservation (Sec. 14-611).

Following are the ordinance's designation criteria:

Sec. 14-610. Minimum criteria for designation.

(a) The historic preservation board shall limit its consideration to the following criteria in making a determination on a proposed nomination of an area, site, structure or object for designation by ordinance as a landmark or district:

- 1. Its value as a significant example of the cultural, historic, architectural, archeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States;*
- 2. Its location as a site of a significant historic or prehistoric event or activity which may have taken place within or which involved the use of any existing structure on the property;*
- 3. Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archeological or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States;*
- 4. Its exemplification of a significant architectural type, style or design distinguished by innovation, rarity, uniqueness or overall quality of design, detail, materials or craftsmanship;*
- 5. Its identification as the work of an architect, designer, engineer or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States; or*
- 6. Its representation of a significant cultural, historic, architectural, archeological or related theme expressed through distinctive areas, sites, structures or objects that may or may not be contiguous.*

(b) In the case of a nominated historic district, the historic preservation board shall also determine whether a substantial number of the properties, sites, structures or objects have a high degree of cultural, historic, architectural or archeological significance and integrity, many of which may qualify as landmarks, and which may also have within its boundaries other properties, sites, structures or objects which, while not of such cultural, historic, architectural or archeological significance to qualify as landmarks, nevertheless contribute to the overall visual characteristics of the significant properties, sites, structures or objects located within it.

Sec. 14-611. Integrity of landmarks and historic districts.

Any area, structure or object that meets the criteria in section 14-610 must also have sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration.

FINDINGS OF THE HISTORIC PRESERVATION BOARD

During deliberations following the November 20, 2019 public hearing, the Historic Preservation Board found that the proposed Munjoy Hill Historic District as delineated in ATTACHMENT 1 meets the minimum criteria for designation, specifically Criterion #1 under Sec. 14-610 (a). The Board also found that the proposed district meets the criterion applicable to nominated districts under Sec. 14-610 (b). Finally, the Board found that the proposed Munjoy Hill Historic District meets the integrity criterion as defined in Sec. 14-611.

Although not specifically before the Planning Board for consideration (landmark recommendations are forwarded directly to the City Council), the Historic Preservation Board also found as follows:

- *the Munjoy Block at 103 Congress meets Criteria #1 and #6 under Sec. 14-610 (a), also Sec. 14-611;
- *the Henry Rowe House at 7 Lafayette Street meets Criterion #6, also Sec. 14-611;
- *the James B. Newell House at 12 Montreal Street meets Criterion #6, also Sec. 14-611;
- *the residential structure at 51 Monument Street meets Criterion #6, also Sec. 14-611;
- *the John Ford boyhood home at 21 Sheridan Street meets Criterion #3 and #6, also Sec. 14-611; and
- *the residential structure at 28 Waterville Street meets Criterion #6, also Sec. 14-611

Based on the supporting documents in the 11/20/19 staff report and the above findings, the Historic Preservation Board voted 6-0 (Jacob absent) to recommend that the area delineated on the map in Attachment 1 be designated as the Munjoy Hill Historic District and the six individual structures listed above be designated as individual landmarks under the provisions of Article IX of the Land Use Code (Historic Preservation).

PLANNING BOARD CONSIDERATIONS – COMPREHENSIVE PLAN GOALS

In addition to confirming that the Historic Preservation Board's district recommendation is in conformance with the historic preservation ordinance's designation criteria (Division 3, Sec. 610 and 611), the Planning Board considers the relationship of the proposed designation as it relates to the stated goals of the Comprehensive Plan, Portland's Plan 2030. Consideration shall include not only the Plan's historic preservation goals, but also other goals applicable to the Munjoy Hill neighborhood. Under Sec. 14-610 (d) of the preservation ordinance, "The Planning Board and

Council shall also consider the effect of such designation on other aspects of the comprehensive plan of the city.”

Historic Preservation Goals:

The recently-adopted Portland’s Plan 2030 speaks to the significant role Portland’s historic neighborhoods and commercial districts play in establishing its unique and authentic sense of place. Portland’s Plan also speaks to the importance of the City’s historic preservation program in sustaining and enhancing this sense of place. The report notes that “identifying and preserving historic resources stabilizes neighborhoods, makes economic sense and contributes to a distinct sense of place that helps make Portland such a desirable place in which to live, to visit, and to invest.”

The Plan’s chapter on historic resources includes the following goals and strategies applicable to the current Munjoy Hill historic district initiative:

Goals

- *Identify, document, designate and preserve Portland’s historic resources, including individual structures, neighborhoods, parks, cemeteries and archaeological resources.*
- *Educate and engage residents and visitors in appreciation of Portland’s unique heritage.*
- *Promote historic preservation as a key economic, sustainability, and community development strategy.*
- *Stabilize and enhance historic areas of the city by ensuring quality investment in existing structures and compatible infill development.*
- *Ensure an appropriate balance of continuity and change as Portland grows and evolves.*

Strategies

- *Based on survey findings and input from applicable stakeholders, document and designate resources of historic, architectural, and/or cultural significance to encourage thoughtful building rehabilitation, deter demolition, and support neighborhood revitalization.*

The proposal to designate a Munjoy Hill Historic District is pursuant to these stated goals and strategies.

Other Comprehensive Plan Goals

A number of other land use goals addressed in Portland’s Plan are relevant to the discussion of a potential Munjoy Hill historic district. They include:

Housing:

- *Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.*
- *Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transportation nodes and corridors as a means of supporting complete neighborhoods.*
- *Pursue policies to enable people who work in Portland to have the option to live in Portland.*
- *Encourage quality, sustainable design in new housing development.*

The residential building stock within the proposed district provides for a broad range of household types, including small-scale single family homes; larger-scale former single family homes, many of which have been or could be converted into two or more units; double-houses or duplexes, also which have been or could be subdivided; triple-deckers and apartment buildings. As has been observed in portions of the West End Historic District, small-scale houses offer opportunities for homeownership for those at more modest income levels and the continued presence of these smaller, often vernacular, homes in the neighborhood promotes income diversity within the neighborhood over the long term.

There is nothing inherent in historic district designation that precludes the construction of affordable housing. Within the proposed district, there are a number of open parcels as well as buildings classified as “non-contributing”, which can be demolished as of right. Depending on the land cost and availability of affordable housing subsidies, an affordable housing project is possible, as has been shown in several such projects in the West End and Deering Street historic district.

During the last five years, approximately 325 new units of affordable housing were built within Portland’s historic districts. That figure does not include conversion of upper floors of existing historic commercial structures into housing units, the creation of additional units within existing residential structures, or the conversion of existing garages or carriage houses into residential units.

Regarding the general issue of affordability, a common assumption is that owning property in a historic district will inevitably lead to more expensive repairs or renovations. Nothing in the ordinance requires that a property owner undertake work or reverse previous alterations. Additionally, replacement-in-kind is specifically exempt from review under the historic preservation ordinance. That means, for example, that first-generation vinyl windows can be replaced with second-generation vinyl windows. Work on less visible building faces are often allowed more flexibility in terms of material choices, etc. Staff and the Historic Preservation Board work with property owners on a regular basis to find reasonable, cost-effective measures to meet their needs.

Enclosed as background information on the relationship between housing affordability and historic preservation is a report prepared by economist Donovan Rypkema for the National Trust for Historic Preservation, *Historic Preservation and Affordable Housing: The Missed Connection*.

Similarly, historic district designation does not preclude the creation of additional units within existing structures, the adaptive reuse of accessory structures such as garages and carriage houses for housing or the construction of accessory dwelling units on existing larger lots. Maximum densities remain unchanged. Building additions are allowed, as is the demolition and replacement of non-contributing rear building ells to provide more units. In the West End Historic District, for example, several existing garages or former carriage houses have been converted to housing, rear ells have been removed for larger additions, dormers have been added to accommodate an additional unit within the attic, etc.

Historic district designation also does not preclude increasing housing density through new construction and additions. As noted above, there are opportunities within the proposed district for new construction, as well as outside the district boundaries on Munjoy Hill. Larger-scale, multi-unit developments, if sensitively designed, can be accommodated within historic districts dominated by smaller scale historic structures and there are a number of examples within the city that demonstrate an effective historic preservation design review process for compatible contemporary new development. Historic designation is not intended to freeze new development or provide prescriptive design solutions for new development or renovations, and has provided a flexible framework to guide preservation and change in Portland since the program was first established in 1990.

Sustainability:

- *Make energy efficiency and renewable energy measures a city-wide priority.*
- *Minimize the generation and environmental impacts of solid waste.*

As noted in the Portland's Plan, recent research by the National Trust for Historic Preservation found that the re-use or rehabilitation of existing buildings offers significant environmental benefits over new construction. According to the Report, *The Greenest Building*, each year approximately 1 billion square feet of buildings are demolished and replaced nationwide, resulting in significant environmental impacts associated with demolition and waste disposal, the production of new raw materials, and new construction. The study found that reusing an existing building can result in 4 to 46% less environmental impact than new construction, depending on the type of building, location, and level of energy efficiency. Even when new construction is designed for optimal energy efficiency, it can take 10 to 80 years for a new building to offset the negative environmental implications of its construction.

Portland's historic preservation ordinance does not prohibit the installation of solar panels, heat pumps or other alternative energy measures, as evidenced by numerous installations in both residential and commercial historic districts.

RELATIONSHIP OF PROPOSED HISTORIC DISTRICT DESIGNATION TO MHNCD MEASURES

The regulations currently in place under the Munjoy Hill Neighborhood Conservation Overlay District govern new construction and demolition. The Overlay District contains dimensional and design standards which revise maximum building heights, address rooftop appurtenances, regulate parking placement and its effect on front facades and regulate roof forms. Under the MHNCD, the Alternative Design Review option, which had been suspended during the period the Overlay District was being studied, was reinstated, but with the introduction of procedural and substantive changes.

The demolition requirements in the Overlay District include a 12-month stay of demolition for structures determined by the Planning Authority to be "preferably preserved". The delay period can be reduced if the applicant elects to have their new construction proposal reviewed by the Historic Preservation Board and the Board finds that the design proposal meets the historic preservation ordinance's new construction standards. In that case, the stay is lifted and the "preferably preserved" building can be demolished and replaced. Alternatively, the applicant can wait and move forward with demolition after the 12-month stay. The premise of this demo delay ordinance is that the delay will encourage parties to explore alternatives to demolition. There is nothing to prevent demolition, however, unless the Historic Preservation Board nominates the building for individual landmark designation and the Council approves such designation.

With respect to design review of new construction *not* involving demolition of a preferably preserved structure, the dimensional and design standards included in the Overlay District apply. If an applicant elects to pursue a more contemporary design than would be allowed under the R-6 zone's base design standards (which are relatively prescriptive), the applicant may opt for the Alternative Design Review process which allows for more flexibility in design. Under this process, the review is conducted in a public meeting and the Historic Preservation Board is charged with conducting the review. The applicant must meet the *intent* of the R6 design principles and standards and demonstrate that the project will be compatible with its immediate context. The R-6 Alternative Design Review was further amended to allow for additional design flexibility when social or environmental public benefits are proposed as part of the project, including the provision of sustainable design, affordable housing units or green technology.

Historic District designation puts into place regulations and review standards that govern not only demolition and new construction, but also alterations and additions to the historic structures that make up the bulk of the neighborhood. A key premise behind historic preservation measures is that the historic buildings that define a historic neighborhood and give it its valued character warrant stewardship. It is not enough to implement regulations that require infill construction to be compatible with its historic context if the historic structures that make up that context may be altered without any form of review or guidance. Diminishment or destruction of historic character can result from major renovations or from incremental changes over time. Historic preservation regulations are not intended

to *prevent* changes to historic buildings but rather to provide a mechanism to *manage* change so that the historic character of the buildings and the neighborhood as a whole is maintained and enhanced over time.

When a historic district is established, every building is assigned a classification or “preservation value” at the time of designation that determines the type, standards and limits of jurisdiction that will apply in any future review. Alterations and additions to “contributing” structures are reviewed under the *Secretary of the Interior’s Standards for Review of Alterations*. These standards, which are applied in historic districts throughout the country, are intentionally general in nature, as they are written to address a wide variety of potential alterations and an equally wide range of historic resources.

Each review standard includes language intended to ensure a level of reasonableness when staff or the HP Board applies the standard—language such as “every reasonable effort shall be made...”, “wherever feasible...”, and “...should be avoided when possible”. Under the historic preservation ordinance, alterations or additions that are not readily visible from a public way are not subject to review. Alterations to “noncontributing” structures are governed by a more lenient set of review standards and noncontributing structures may be demolished as-of-right. Any replacement building is subject to review under the historic preservation ordinance’s new construction standards.

The historic preservation ordinance’s new construction standards are, likewise, intentionally general in nature and identify broad areas of compatibility (scale and form; composition of facades; relationship to the street) that must be considered by both the applicant and the Board in developing or reviewing a design proposal. The review process for new construction makes careful analysis of a project’s surrounding context a high priority. To that end, all design proposals submitted for review are required to be shown *in context*.

The *Historic Resources Design Manual*, which was adopted by reference as a component of the preservation ordinance, includes a chapter on new construction that elaborates on the individual review standards and provides examples of successful and unsuccessful responses to the standards. The preamble to the chapter summarizes the intent behind the ordinance’s new construction review standards. The preamble makes clear that while the ordinance requires a context-sensitive solution, the design standards are intended to provide a level of flexibility in responding to the design cues present in a given context. The review process itself is conducted by members of a board comprised of individuals with expertise in historic rehabilitation, construction, architecture and/or design.

With respect to demolition, landmark or contributing structures cannot be demolished unless 1) the applicant can meet the ordinance’s economic hardship test which requires demonstration of “no reasonable use of the structure”; or 2) the Historic Preservation Board, upon request of an applicant, amends or rescinds the original landmark or contributing classification. The ordinance includes a process and review criteria for considering such requests. Since the ordinance went into effect in 1990, a number of buildings in historic districts have had their classification changed. One of the bases for changing a building classification from “contributing” to “noncontributing” is receipt of evidence that the building is structurally unsound. It should be noted that a proposal for *partial* demolition, for example demolition of a rear ell, is typically reviewed as an alteration.

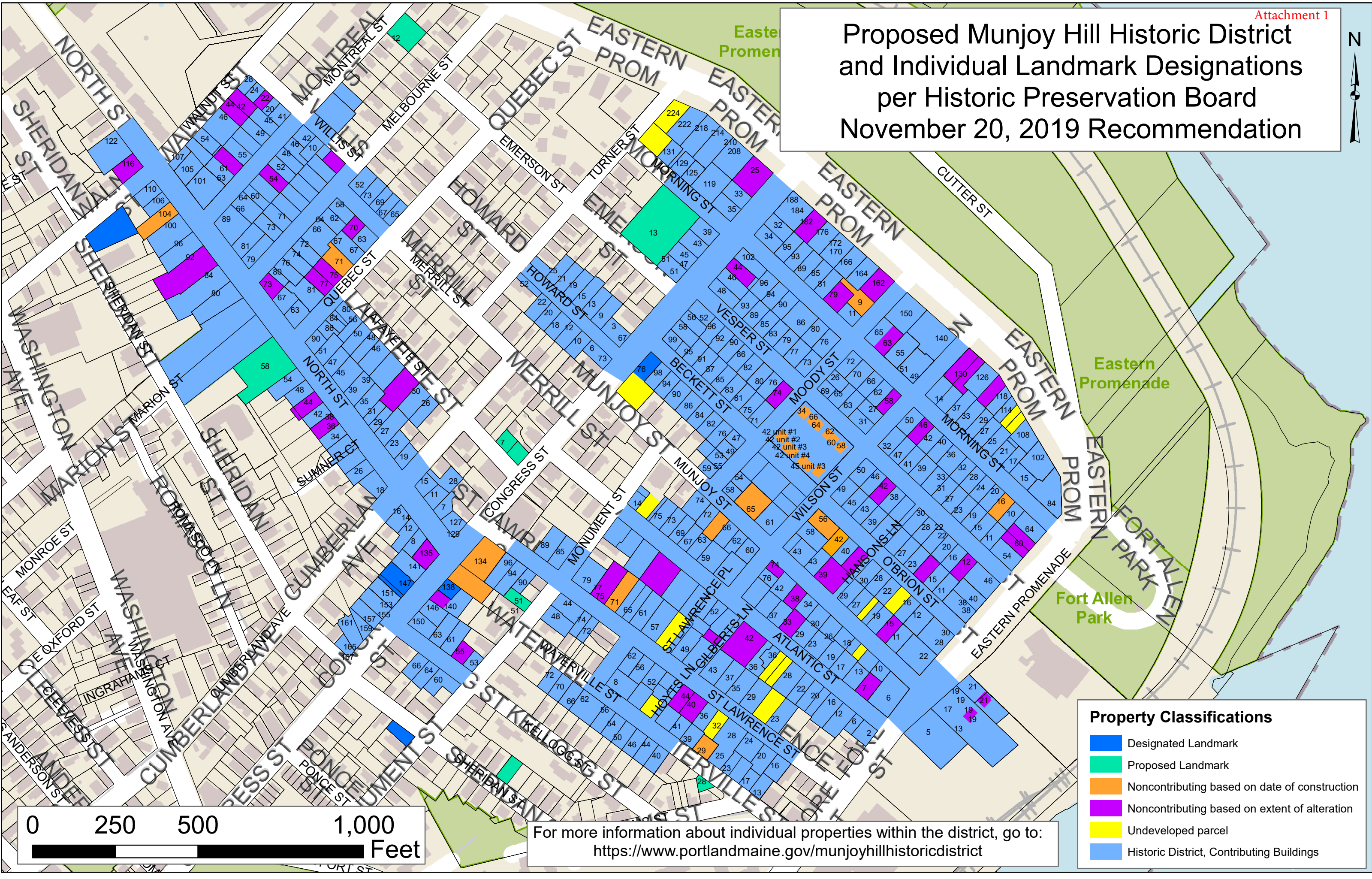
NEXT STEPS

At Tuesday's workshop, Historic Preservation Board Chair Julia Sheridan will briefly present the Board's recommendation and Staff will review the review process to date, the basis for the proposed boundary, etc. At this time, Staff seeks feedback from the Planning Board regarding the proposed district designation, including any requests for additional information or responses to specific questions. Following Tuesday's session, the Planning Board may elect to proceed to a public hearing and formal recommendation or schedule an additional workshop.

ATTACHMENTS

1. Map of Proposed Munjoy Hill Historic District and Nominated Landmarks
2. Historic Context Statement
3. List of Properties within Proposed District
4. Sample forms from Munjoy Hill Historic Resources Inventory
5. Report and Boundary Recommendation from Scott Hanson, Sutherland Conservation &
6. *"Historic Preservation and Affordable Housing: The Missed Connection"*, by Donovan Rypkema for the National Trust for Historic Preservation
7. Public Comment

Proposed Munjoy Hill Historic District and Individual Landmark Designations per Historic Preservation Board November 20, 2019 Recommendation



For more information about individual properties within the district, go to:
<https://www.portlandmaine.gov/munjoyhillhistoricdistrict>

Property Classifications

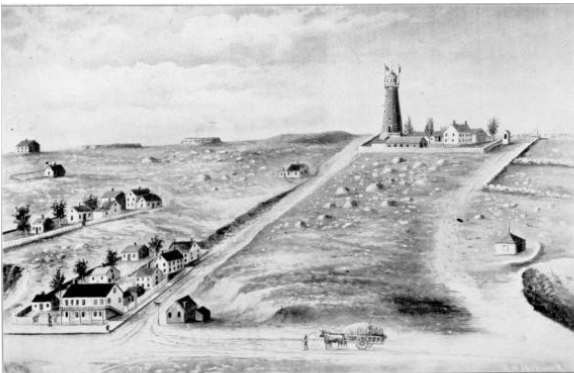
- Designated Landmark
- Proposed Landmark
- Noncontributing based on date of construction
- Noncontributing based on extent of alteration
- Undeveloped parcel
- Historic District, Contributing Buildings

Munjoy Hill Architectural Development & Context Statement

April 2019



Development History: 1786-1866



Munjoy Hill in the Forties by Charles Goodhue
Collections of the Maine Historical Society, MMN 4144



Munjoy Hill in 1826 as drawn by Lemuel Moody
Collections of the Maine Historical Society, MMN 100727



Munjoy Hill in 1851 from the H.F. Walling *Map of Cumberland County*.

Munjoy Hill rises 161 feet above Casco Bay on the eastern end of the Portland peninsula. The Hill's namesake George Munjoy (c1626-1680) settled near present day Mountfort and Fore Streets in 1659. He fled Portland after an Indian attack in 1676 and never returned.

The center of activity on Munjoy Hill for many years was the Portland Observatory (1807) which served as a signal communications tower for merchant vessels. Adjacent to the Observatory was a bowling alley and the house of its founder and operator Lemuel Moody.

Although Munjoy Hill came to be the city's most densely populated and ethnically diverse neighborhood, it was one of the last neighborhoods on the peninsula to be developed. Its primary functions from the city's founding in the 1630s until the 1840s were as an occasional gathering place and a pasture for cows. Throughout the mid-18th century a group called the Munjoy Proprietors erected a system of stone walls on the hill, with a gate near the present-day intersection of Washington Avenue and Congress Street. The Munjoy Proprietors sold "cow rights" to locals for pasturing their cattle.

The cow pastures were also the site of large open-air events. The fields between the Observatory and Eastern Cemetery were popular for 4th of July celebrations, circuses, and militia musters.

Early structures on the hill in addition to the Observatory included a hospital for small pox victims, a gun house, and Fort Sumner. The fort was built in 1794 off North Street to protect the city from attacks from the west and Back Cove.

In 1796 Tukey's Bridge was built, connecting the peninsula to the mainland. Washington Avenue was laid out to connect the city to the bridge in anticipation of a residential building boom that didn't immediately materialize.

Instead, groups of structures were scattered across the hill, first near the gate to Munjoy Hill,

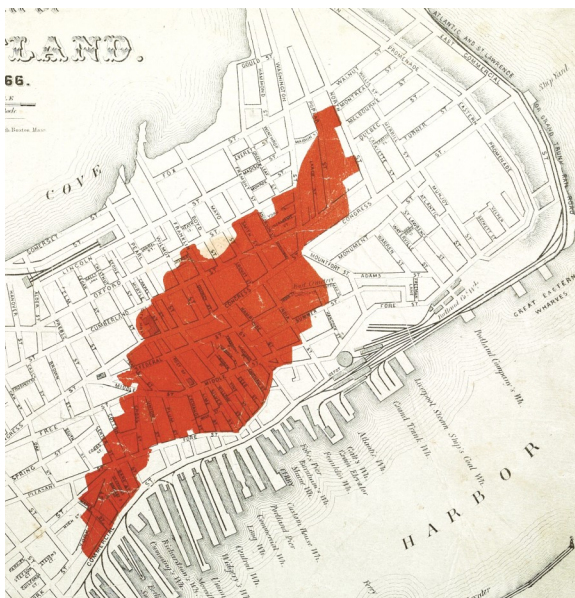
Development History: 1786-1866



Munjoy Hill in 1857 from the H.F. Walling *Map of Cumberland County*.



Congress Street on Munjoy Hill after the Fire of 1866
Greater Portland Landmarks



Extent of the Great Fire of 1866
Greater Portland Landmarks

then along Cumberland Avenue, Congress and Lafayette Streets.

As the Hill's population increased, in 1836 City officials bought up land along the shoreline, despite public outcry at the waste of public money. Much of this area is now the Eastern Promenade.

While the Eastern Promenade was preserved for future public use, on the opposite side of Munjoy Hill tons of gravel were removed to fill in Back Cove. Moses Gould, owner of 18 acres on the Hill, formed the Back Cove Land Co. to fill and develop the mud flats in what is now Bayside.

Expansion on the waterfront was precipitated by the founding by John A. Poor of the Atlantic and St. Lawrence Railroad. Chartered in 1845 and opened in 1853, the railroad connected Portland to Montreal, Quebec. Poor also helped found the Portland Company on Fore Street in 1847 to build locomotives for his new railroad. The upsurge in activity along Fore and India Streets in the 1840s and 1850s led to a residential boom on the Hill, attracting workers from the Portland Company and railroad. Many of these homes were built in the Greek Revival Style that predominated during this period.

On the western side of the Hill, the area between Washington Avenue and North Street developed a unsavory reputation in the early 19th century. In 1849 a riot broke out in a bawdy house. During the riots one man was killed and a dance hall was destroyed by fire. This area would be mostly destroyed in a few decades by a catastrophic fire with significant impact on the entire city.

The Great Fire of July 4th and 5th, 1866 spread from Commercial Street to North Street. It destroyed 1,500 buildings and left over 10,000 people homeless. The field below the Observatory was turned into a makeshift tent-city by the Army, then replaced by wooden dormitories until permanent housing could be built.

Several early homes on the east side of North Street survived the fire including the Benjamin Noble House (1856) at 65 North Street and the double house of Eliphalet Clark and Moses Gould at 79 North Street (c1847).

Development History: 1866-1917



Munjoy Hill from a *Bird's-Eye Map of Portland* Published by J. J. Stoner in 1876



The index of a map prepared by the city Tax Assessor 1882-1884 depicts the extent of development on Munjoy Hill.

Following the Great Fire, the city's need for housing drove development on Munjoy Hill. This development was largely middle-class homes, with a few high style residences in the Italianate and Second Empire styles. A few years earlier in 1863 the city's horse drawn street car line had reached Munjoy Hill helping to make the hillside areas attractive for development after the fire. Residential development spread out from existing residential areas eastward toward the Promenade on Turner, Quebec, Melbourne and Montreal Streets, which had been subdivided 1857 and 1858.

In 1874 the Deering family heirs subdivided their land along Congress, Sheridan and Kellogg Streets. A few years later in 1879 the family subdivided additional land along the east side of Munjoy Street and the north side of Congress Street from Howard Street to the Eastern Promenade.

By the 1880s, Munjoy, Atlantic and St. Lawrence Streets were largely built out. These long streets extended between Fore to Congress and were interconnected by short streets like Sherbrooke Street or small lanes like Gilbert's Lane. To the east, a pond initially blocked the extension of several streets westward to Congress Street. The pond was located in the area generally occupied in the 20th century by the Adams School (*image bottom left*). Within the next ten years the area would be drained and developed. One block within this formerly wet area would become one of four car barns for the Portland Railroad Co. after the street car line expanded its route on the Hill from Congress Street, down Morning Street to the Eastern Prom. It then wended its way back to Congress Street along Beckett, Wilson, and Atlantic Streets. The company's street cars lines were all electrified by 1896.

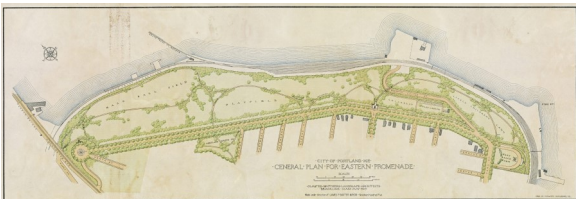
Development History: 1866-1917



Portland Railroad Company's car barn on Beckett Street.



Munjoy Hill Reservoir c1920.
Portland Water District, MMN 82239



Olmsted Brothers design for Eastern Promenade.



J.J. Nissen House, 286 Eastern Promenade in 1924.

In 1889 the Munjoy Hill reservoir was built at the corner of North and Walnut Streets by the Portland Water Company. The reservoir was built to better serve customers in the East End and had a capacity of 20,000,000 gallons. The reservoir burst a few years later in 1893, killing four people and destroying four homes off Walnut Street. The reservoir remained in operation until 1970 as a water supply; today the site is a parking lot above a large underground reservoir.

In the last decade of the 19th century, wealthy local families began to appreciate the Eastern Promenade's sweeping views and began erecting grand homes opposite the City-owned green space. The residential development followed efforts begun by the city in 1878 to improve the publically owned green space. In 1890 the City acquired Fort Allen to extend the city's park space. The park and perimeter roadway became key elements in the park and boulevard system envisioned by Mayor James Phinney Baxter and the Olmsted brothers landscape firm in 1905.

Twenty-one of the thirty-three single family homes on the Eastern Promenade were built between 1888-1912 in the Queen Anne and Colonial Revival styles. Samuel D. Plummer, a Portland real estate dealer, built his Queen Anne house at 140 Eastern Promenade in 1898. The Griffin Brothers, prominent fruit dealers on Portland's waterfront, built large homes on the Promenade. Lindsay B. Griffin first built a house at 182 Eastern Prom in 1897, then built a new Colonial Revival House at 188 Eastern Prom in 1908. His brother John built a similar home at 150 Eastern Prom in 1910. One of the prominent Colonial Revival homes on the northern end of the Promenade was the 1913 residence of John. J Nissen, founder of Nissen Bakery at 59 Washington Avenue.

Development History: 1866-1917



Samuel D. Plummer House, built 1898 at 140 Eastern Promenade.



Triple deckers on Munjoy Hill.



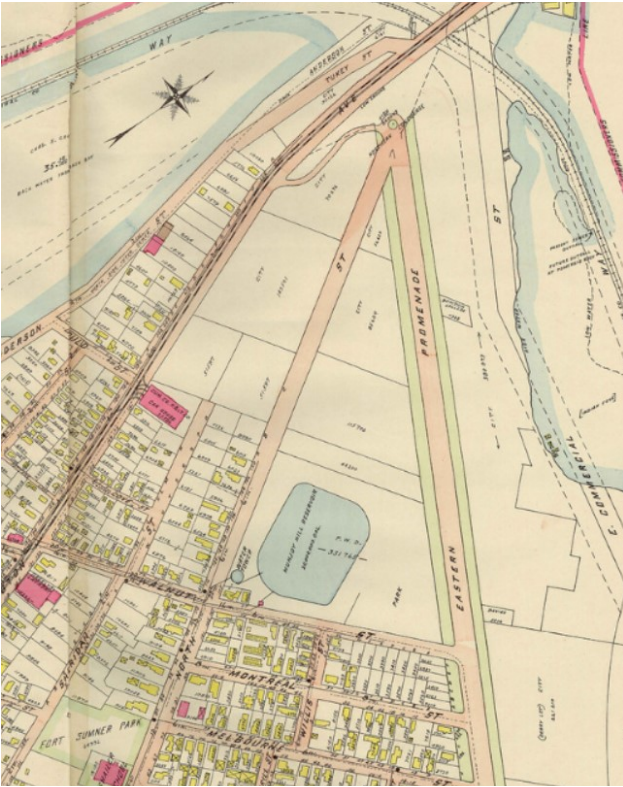
Triple deckers on Munjoy Hill.

Between 1895 and 1917 “triple deckers” or “flat houses” were built in large numbers on Munjoy Hill. They are particularly prevalent on Morning, Vesper and Beckett Streets, as well as Sheridan and Kellogg Streets. The land on Morning, Vesper and Beckett Streets was owned by the Deering and Fessenden families and was some of the last vacant land to be laid out on Munjoy Hill. The triple-deckers and the few apartment buildings built during this period were multi-family residential building types that housed the Hill’s increasing immigrant population from Italy and Northern and Eastern Europe.

Portland was a busy maritime port in the early 20th century and served as an immigrant port of entry. Portland’s primarily English population was joined by groups from Ireland, Canada, Portugal, Scandinavia, Italy, Eastern Europe, and Greece. Munjoy Hill’s close proximity to the downtown made it attractive to many immigrant families. Immigrant families settled on the Hill and often built neighborhood businesses like the Capozza brothers barber shop or Paul Blumenthal’s grocery store.

By World War I, most of the neighborhood’s residential lots were filled, however land to the west along North Street and the Eastern Promenade remained vacant.

Development History: 1917 – Present



Map of the northern end of Munjoy Hill depicting vacant land.
Richards Standard Atlas of the City of Portland, 1914.



View of the Munjoy Hill Reservoir and the Jack school beyond.
Portland Water District, MMN 94455.



View of Portland House in the distance.

By the late 1920s, although most of the neighborhood's residential lots had been developed, some lots remained vacant, particularly along North Street and the Eastern Promenade. During the 20th century infill development and construction of new institutional and educational buildings slowly filled the remaining land.

In 1929 the Jewish Home for the Aged was designed by architect Herbert Rhodes and built at 158 North Street.

Jack Junior High School was built on North Street near the Munjoy Hill Reservoir on land gifted to the city by the Portland Water District in 1943 for seventh and eighth grade students in the Munjoy Hill neighborhood. The school was later used as an elementary school. The building was closed in 2001 and replaced by the East End Community School built on the same site in 2006.

In 1947 the housing development at 304 Eastern Promenade was built on the site of homes destroyed in the reservoir flood. The development includes seven buildings on a 1.7-acre lot with parking along the perimeter of the development.

A few years later in 1950 at the corner of Eastern Promenade and Quebec Street, six multi-unit buildings were constructed on a one-acre lot. Like the other mid-twentieth century housing project on the Eastern Promenade, it is a low scale development and does not follow the traditional street pattern.

Today, the Munjoy Hill skyline is dominated by two large-scale residential buildings. The Portland House, overlooking the Fore River at 45 Eastern Promenade, was built in 1969 as an apartment building and today houses over 100 residential condominiums.

Promenade East, purportedly the first high rise condominium building in Maine, was built in 1975. The building is fourteen stories high and accommodates 80-units. Its interior has a unique layout with two floors sharing a single hallway.



Henry Homer House, 81 Congress Street (c1829) in 1924.



7 Lafayette Street (1849 - 1852) in a 1924 image.



7 Lafayette Street (1849—1852) in 2018.

Architectural styles of the Hill's residences provide useful clues to the development and history of the neighborhood. While few buildings from the Hill's early settlement remain, there are many buildings from the three major periods of construction: early subdivisions for housing for workers along the expanding waterfront (1847-1866), Post Fire development (1866-1890s) and housing for Portland's expanding immigrant population (1890s -1930). Research conducted by Greater Portland Landmarks in the early 1980s provided dates for many of the homes on Munjoy Hill.

A number of buildings on Munjoy Hill exhibit the characteristics of more than one style, either because they are transitional between stylistic periods or due to later additions. Some buildings, altered by the replacement of exterior siding and the removal of exterior features display no particular architectural style.

Early Settlement (1785-1845)

The few buildings that remain from the early settlement on Munjoy Hill are wood-framed, three-bay, side gable capes and are generally located near the crest of the hill. The Henry Homer House (c1829) at 81 Congress Street is a one-and-a-half story three bay cape that has been altered by a side addition. A slightly later example is the dwelling at 7 Lafayette Street (1849-1852).

Another altered example of an early house is located at 62 Munjoy Street. The first floor was a five-bay cape built c1790 in the Federal period. The cape was likely moved and a second floor added c1857 by builder William Hoit.

Early Subdivisions (1845-1866)

Two early subdivisions of land, one off North Street and the other off Fore Street include good examples of the Greek Revival style. These homes typically feature a strong post and lintel door surround. While most homes in this style on Munjoy Hill are wood framed, there are several brick Greek Revival homes in the neighborhood. The brick dwellings usually feature stone lintels over their windows.



Moses Gould and Eliphalet Clark at 79-81 North Street (1847).



Joseph Flower House at 87 St. Lawrence Street (c1852).

One of the best examples of a brick Greek Revival is the Robert Dresser House (1850-1851) at 2 Atlantic Street. The two-story building has stone lintels above the windows and a recessed entry door with sidelights. Another early example is the double house of Moses Gould and Eliphalet Clark at 79-81 North Street (1847). Like the Dresser House, the Gould-Clark House has recessed entries. The entry at 81 North Street retains its entry sidelight design. Altered by Italianate entry hoods, the Greek Revival style is evident in the building's strong gable-end pediments, the recessed brick window bays, and the stone lintels and sills at each window.

Additional brick dwellings are located at 16 Atlantic Street (1852-1853), 55 Atlantic Street (1855), 62 Waterville Street (1855) and 66 Waterville Street (1855-1857). A late example of a brick Greek Revival dwelling is the Gabriel Mark House at 74 St. Lawrence Street built in 1872.

St. Lawrence, Atlantic and Waterville Streets contain a high percentage of Greek Revival frame residences. There are thirteen examples of the Greek Revival style built between 1845 and 1855 on Atlantic Street. Nineteen Greek Revival frame dwellings built between 1847 and 1860 are located on St. Lawrence Street and nine built between 1846 and 1867 are located on Waterville Street.

The neighborhood contains examples of both gable front Greek Revival homes and side gable dwellings. Gable front dwellings are usually 2 1/2 stories, while one and two story examples of side gable dwellings are also present.

One of the most prevalent builders on Munjoy Hill in this period was William Hoit. Research indicates he was responsible for the construction of at least ten wood frame homes on Munjoy Hill in the 1850s. Most of these were Greek Revival homes, although two examples of his construction in the Italianate style are extant at 86 and 104 Congress Street.

Architecture



Ellen Moody York House, 140 Congress Street in 1924.



A Gothic Revival dwelling on North Street in 1924.



Tall narrow paired windows like these at 80 North Street are typical of the Italianate Style.

Another early 19th century architectural style is the Gothic Revival. There are few examples of the Gothic Revival style on Munjoy Hill. 140 Congress Street is the former home of Ellen Moody York, the granddaughter of Lemuel Moody and proprietress of the Portland Observatory until 1925. Her dwelling once featured ornate decorated vergeboards and drop mold window trim that characterized the Gothic Revival style. Many of the dwelling's details were lost when the dwelling was altered by the addition of a church sanctuary in the mid-20th century.

A second example of the style is located at the rear of 21 North Street. Less decorative than 140 Congress Street, the North Street dwelling features decorative verge board, steeply pitched gable wall dormers, and a projecting two story entry bay with a similarly steep gable roof and decorative verge boards.

Post-Fire Development (1866-1890s)

Most of the extant homes built in the aftermath of the Great Fire of 1866 were constructed in the Italianate and Second Empire styles that predominated during that period. Often similar in form to the gable fronted Greek Revivals homes, the typical Italianate house has more elaborate decoration and machine-made details. The details, such as brackets, were more readily available and affordable than earlier hand carved details due to new machinery technology.

Characteristic features of the Italianate style include tall paired windows, arched window openings, decorative door hoods, brackets below the roofline and bay windows.

The Italianate style predominates on Munjoy Hill. Projecting bays and door hoods are common features on both vernacular dwellings as well as more elaborately detailed homes on the Hill. The Italianate style is also found on commercial and civic buildings like the Shailer School (1880-1881) on North Street.

Architecture



Bay windows on gable front home are a typical feature on the Hill.



The Ann Freeman House on Congress Street is an early example of the Italianate Style. It is a designated local landmark.



While most Italianates style homes have a side hall plan, the Hill also has several examples of an L-plan house with a side entrance like this one at 56 St. Lawrence Street built c1860.

Brick examples of the style include the two-bay, two-story Ann Freeman House (1857) at 147 Congress Street and the three-story double house at 96 St. Lawrence Street. Both examples have hip roofs that formerly were capped by cupolas.

Early examples of the gable end form are the Benjamin Noble House at 63 North Street (1856) and the Jason H Davis House at 23 O'Brien Street (1866-7).

The three bay, one-and-a-half story Cushing House at 83 Munjoy Street (1878) is an unusual example of the Italianate style on Munjoy Hill. Unlike most of its neighbors, the dwelling is set far back on its lot and has an unusual central projecting entry tower form.

A third plan type is the L-shape plan. An example of the L-plan form with side entry, usually off a porch, is the Samuel Libby House at 30 Lafayette Street (late 1870s). Like many dwellings with this form, the Libby House has a narrow gable front form with a projecting bay window on the street façade.

Two of the most prevalent builders on Munjoy Hill in this period were William H. and John Weeks. Research indicates the Weeks family built several Italianate wood-frame houses on Vesper and O'Brien Streets in the last decades of the 19th century.



The Alfred Roberts House (1876) at 80 Quebec Street.



The Second Empire at 60 Kellogg Street retains its historic slate roof, window hoods, and corner boards.



39 and 45 North Street on Munjoy Hill in 1924

The Second Empire style shares many of the Italianate style's characteristics and was popular during the same time period. What distinguishes the Second Empire style, however, is its mansard roof form. It is another predominate style on Munjoy Hill.

Several good examples of small scale, one-and-a-half-story Second Empire dwellings are located on the Hill. The Alfred Roberts House (1876) at 80 Quebec Street and the John C. Main House (1876) at 52 Melbourne Street each have detailed woodwork over the dormers and elaborate brackets supporting the entry hood. The Mains House has a two-bay side hall plan, while the Roberts House has an unusual back hall plan and features bull's eye rosettes as a decorative exterior detail. Like the Mains and Roberts Houses, the Second Empire at 60 Kellogg Street has elaborate dormer and cornice details. It retains its historic slate roof, window hoods, and corner boards.

The late 19th century brought larger scale dwellings to the neighborhood, particularly on North, Congress and Merrill Streets. Larger two-and-a-half-story examples of the Second Empire style are present at 32, 39, 45, 96 North Street. The V.B. Fuller House (1884) at 45 North Street retains its double entry doors, bracketed entry hood, two-story projecting bays with narrow windows, cornice brackets, and dentil molding. The A.L.R. Huston House (1886) at 39 North Street retains its historic carriage house.



Swag detail on entry porch gable at 129 Morning Street.



William N. Taylor House (1895) at 64 Eastern Promenade.



Samuel D. Plummer House (1898) at 140 Eastern Promenade.

Housing a Growing Population (1890s-1930)

The extant homes built on Munjoy Hill at the turn of the century are constructed in the diverse styles that predominated during that period. The two most prevalent styles are Queen Anne and Colonial Revival.

While homes from this era located on the Eastern Promenade are often elaborate and large scale, on interior streets the Queen Anne and Colonial Revival style tend to be smaller scale and follow the same development pattern as earlier homes. Many Queen Anne homes are gable front with a side hall plan, like earlier Greek Revival, Italianate, and Second Empire style homes on the Hill. Only the stylistic details have changed. Similarly, Colonial Revival homes may also have a gable front or may have a hip roof.

The Queen Anne style features a variety of distinctive patterns of decorative detailing. Spindlework with delicate porch details and lace-like brackets is one common type of Queen Anne architectural embellishment found on Munjoy Hill. Another is the Free Classic, with classical columns and decorative details borrowed in part from the early 19th-century Federal period of architecture.

Towers are prominent feature in Queen Anne dwellings and towers are present on the R. Cutler Libby House (1895) at 34 Congress Street, the William N. Taylor House (1895) at 64 Eastern Promenade, the Robert D. Libby House (1901) at 84 Eastern Promenade, and the Samuel D. Plummer House (1898) at 140 Eastern Promenade.

The John E. Farr House (1893) at 39 Congress Street is a good example of a gable front Queen Anne dwelling. The gable front projects beyond the front wall and encompasses the two story projecting window. Typical of the Queen Anne style, the dwelling features a Palladian window, multiple window sizes and styles, panel work, patterned shingles, spindlework, dentil moldings, and gable ornament in the entry portico. A unique feature of the house is the different decorative pattern of the lintels on the first and second floor window trim.



Colonial Revival house at 188 Eastern Promenade.



Colonial Revival house at 150 Eastern Promenade.



Colonial Revival apartment house at 164 Eastern Promenade.

The Colonial Revival style on Munjoy Hill is represented in a wide range of residential building types: large-scale single-family homes, small-scale single-family homes, and on triple decker buildings.

Two excellent examples of the Colonial Revival style are the John W. Griffin House (1910) at 150 Eastern Promenade and the Lindsay B. Griffin House at 188 Eastern Promenade (1908). Both dwellings have a hipped roof with a barrel roof dormer, but one has a full width porch and the other has a central portico. Both have a symmetrical façade and entry door with flanking sidelights that is typical of the Colonial Revival style.

Enoch Richards (1854-1944) was one of the most prolific builders on Munjoy Hill. He built at least sixteen houses on the Eastern Promenade and Beckett, Vesper, and Moody Streets. He built single-family homes, two-units and triple decker apartment buildings in both the Queen Anne and Colonial Revival Styles.

The Colonial Revival Enoch C. Richards Apartment House (1903-1904) at 164 Eastern Promenade features a distinctive element Richards used on many of his buildings--large brackets to support an deep overhanging roofline. This detail is also present on his former home at 162 Eastern Promenade, his triple decker building at 45 Quebec Street and four triple decker buildings at 88-96 Vesper Street.

While most buildings from this turn-of-the-century period of construction are Queen Anne or Colonial Revival, there are other styles present on Munjoy Hill as well, including Folk Victorian, the Shingle Style and Beaux Arts Style.

Folk Victorian architecture has simple detailing inspired by Italianate and Queen Anne Styles. The small home at 100 North Street (1873) has a simple gable roof form, a jig saw cut balustrade, and brackets window hoods typical of the Folk Victorian style.



The Emma Fuller House (1892 at 50 Morning Street.



The Emerson School under construction in 1898, above. Collections of the Maine Historical Society, MMN 20355. The Emerson School today, below.



The Emma Fuller House (1892) at 50 Morning Street is a Queen Anne dwelling that exhibits some characteristics of the Shingle Style, including its strip of three windows in the front gable end, shingled pent roof, and shingle clad brackets supporting the projecting gable end.

The Henry F. Merrill House (1898) at 5 Eastern Promenade was designed by John C. Stevens and John H. Stevens. Colonial Revival in style, it also has elements found in the Shingle Style, including the recessed shingle window in the gable bay, the Palladian window, and the shingled exterior siding that unifies the irregular form of the house. Its porch with Ionic columns and decorative cornice detailing are typical Colonial Revival details.

Although not a dwelling, the Emerson School at 13 Emerson Street is an example of the Beaux Arts Style. Built 1897-1898, it was designed by Frederick Thompson in the Beaux Arts Style as an elementary school serving the Munjoy Hill neighborhood.

The Munjoy Hill neighborhood includes many triple decker apartment buildings. The triple decker is a residential building type that provided a greater number of units than early examples of multi-family housing on Munjoy Hill. It proved to be a critically important housing type to provide for Portland's growing population at the turn of the century. The building form is generally three stories high with one family unit on each floor, usually with a rear porch.

One street largely defined by its row of triple-deckers is Vesper Street. The land on Vesper Street wasn't developed until the late 1880s after being owned for many years by the Deering family. Enoch Richards, a prolific builder on Munjoy Hill, built five triple-deckers on the west side of Vesper Street 1896-1899.



An Italianate Triple Decker Building at 101 North Street



An example of the shingle bay form of triple decker buildings.



This apartment building on Morning Street has a similar form and features to a triple decker building, but has a single building entrance.

One of the most ornate triple-deckers on Munjoy Hill is located at 101 North Street. It was built in 1887 by Moses Gould, a prominent real estate developer who lived at 79 North Street. A similar triple-decker, but somewhat altered, is located at 98 Cumberland Avenue, near the Hill's only four-decker at 106 Cumberland Avenue and a brick triple-decker at 102 Cumberland Avenue.

The triple decker at 82 Beckett Street is a good example of a shingled bay style with a bracketed cornice and Italianate details. Particularly striking is its unusual curved brackets at the entry door. It was built in 1891 by Charles W. Cushing, a carpenter who lived at 87 Munjoy Street.

The Colonial Revival triple-decker at 129 Morning Street has a curved three-story bay, unusual on Munjoy Hill where most bays are segmented. The dwelling was built in 1908 for Edward L. Dame, who also owned the more traditional triple-decker next door at 125 Morning Street.

The triple decker is a more dense form of housing than early examples of multi-family housing that was built on Munjoy Hill. It was critical to house Portland's growing population at the turn of the century. In addition, the development of multi-family apartment buildings allowed for greater density in the neighborhood and accommodation for lower middle class residents. One example of a large apartment block is the building at 119 Morning Street, built circa 1926 for the Albert family and formerly known as the "Cleevesland".

The brick apartment building at 55-57 Morning Street, formerly known as the "Raymond Apartments" is an example of a housing type built to accommodate a greater number of units than the multi-family residences and triple deckers on Munjoy Hill. It was built c1912 for Samuel D Plummer and owned for many years by his family. Samuel D Plummer (1858-1917) was a real estate dealer who lived in a Queen Anne house at 140 Eastern Prom in 1898 on land he bought from the Deering heirs in 1897. He later built two apartment buildings at the rear of his house on Morning Street on the remainder of the land he purchased from the Deering family.

Visual Character of the Hill



Munjoy Hill is largely a neighborhood of wood framed dwellings.



Gables, bay windows, and raised stoops are common.



On many blocks, narrow lots contribute to a consistent streetscape.

Although Munjoy Hill exhibits a variety of architectural styles and residential building types, including single-family, multi-family, triple decker and the occasional apartment building, there are a number of shared building characteristics that serve to unify much of the neighborhood and give it its own identifiable visual character.

First and foremost, the neighborhood is distinguished by its dense development pattern. Buildings occupy narrow, deep lots and are closely spaced. With few exceptions, mostly on the Eastern Promenade, buildings are of modest scale, ranging from 1 ½ to 3 stories. Most dwellings are wood-frame construction with clapboard exteriors; the occasional brick building breaks this predominate material palette. Buildings generally have small footprints, with their narrow, usually gable, end facing the street. Most houses are two or three bays wide, often with a projecting one- or two-story front bay. Projecting front entry vestibules are also common.

Most houses sit above a high brick foundation, with a raised stoop and flight of exterior stairs leading to the main entry. Entries are typically located on the street façade and are generally shifted to one side, although there are examples of primary entrances on the side elevation. Most buildings are set back a short distance from the sidewalk, allowing for a shallow front yard. Driveways, where they exist, occupy much of the width of the lot's side yard.

Just as the scale of houses on Munjoy Hill is generally modest, so too is the architecture. Most of the houses, with the exception of those facing the Eastern Promenade, are vernacular expressions of the various architectural styles popular at the time of their construction. The very large number of Italianate buildings throughout the neighborhood, with their tall vertical expression, gable end facing the street, bracketed entry hood, and projecting bays, lends a certain consistency to the blocks.

Visual Character of the Hill



Unique porch details can differentiate a typical gable front dwelling from its neighbors.



Vernacular dwellings often feature a few character defining details, like a entry hood or tall narrow windows, that help identify these dwellings as Italianate.



Streetscapes like this on North Street, depict the typical rhythm created by vertically orientated facades .

Color photography by Greater Portland Landmarks

Certainly, there are some blocks within the neighborhood (Moody Street, for example) that do not follow this typical development pattern. There are also houses that do not exhibit the common building characteristics described above. These are, however, exceptions rather than the rule on Munjoy Hill. That is why later developments such as MacArthur Gardens, which features several separate-but-related brick buildings set back from the street within a campus-like setting, do not feel sufficiently integrated with the neighborhood.

Munjoy Hill is often described as “friendly” and “approachable”. While there are no doubt many factors that contribute to this reputation, the neighborhood’s distinct visual character is key among them.

List of Properties within the Proposed Munjoy Hill Historic District

Property Address	Classification
2 Atlantic Street	Contributing
6 Atlantic Street	Contributing
7 Atlantic Street	Non Contributing
12 Atlantic Street	Contributing
13 Atlantic Street	Contributing
16 Atlantic Street	Contributing
17 Atlantic Street	Contributing
18-20 Atlantic Street	Contributing
19 Atlantic Street	Contributing
22 Atlantic Street	Contributing
23 Atlantic Street	Contributing
28 Atlantic Street	Contributing
29 Atlantic Street	Contributing
34-26 Atlantic Street	Contributing
33 Atlantic Street	Non Contributing
37 Atlantic Street	Contributing
41 Atlantic Street	Contributing
42 Atlantic Street	Non Contributing
48 Atlantic Street	Contributing
52 Atlantic Street	Contributing
55 Atlantic Street	Contributing
58 Atlantic Street	Contributing
62 Atlantic Street	Contributing
63 Atlantic Street	Contributing
67 Atlantic Street	Contributing
68 Atlantic Street	Non Contributing
69 Atlantic Street	Contributing
73 Atlantic Street	Contributing
74 Atlantic Street	Contributing
75 Atlantic Street	Contributing
76 Atlantic Street	Contributing
71 Beckett Street	Contributing
75 Beckett Street	Contributing
76 Beckett Street	Contributing
81 Beckett Street	Contributing

82 Beckett Street	Contributing
83 Beckett Street	Contributing
84 Beckett Street	Contributing
85 Beckett Street	Contributing
86 Beckett Street	Contributing
87 Beckett Street	Contributing
88 Beckett Street	Contributing
91 Beckett Street	Contributing
94 Beckett Street	Contributing
95 Beckett Street	Contributing
98 Beckett Street	Contributing
99 Beckett Street	Contributing
25 Congress Street	Non Contributing
32 Congress Street	Contributing
33 Congress Street	Contributing
34 Congress Street	Contributing
35 Congress Street	Contributing
39 Congress Street	Contributing
43 Congress Street	Contributing
44 Congress Street	Non Contributing
45-47 Congress Street	Contributing
46 Congress Street	Contributing
48 Congress Street	Contributing
51-53 Congress Street	Contributing
52 Congress Street	Contributing
56 Congress Street	Contributing
58 Congress Street	Contributing
67 Congress Street	Contributing
73 Congress Street	Contributing
103 Congress Street	Landmark
127-129 Congress Street	Contributing
134 Congress Street	Non Contributing
135 Congress Street	Non Contributing
138 Congress Street	Landmark
140 Congress Street	Contributing (House at Rear)
	Non Contributing (Church)
141 Congress Street	Contributing

146 Congress Street	Contributing
147 Congress Street	Landmark
150 Congress Street	Contributing
151-153 Congress Street	Contributing
155 Congress Street	Contributing
157 Congress Street	Contributing
159 Congress Street	Contributing
161 Congress Street	Contributing
165-167 Congress Street	Contributing
5 Eastern Prom	Contributing
6 Eastern Prom	Contributing
13 Rear Eastern Prom	Contributing
17 Eastern Prom	Contributing
19 Eastern Prom	Contributing
21 Eastern Prom	Contributing
22 Eastern Prom	Contributing
28-30 Eastern Prom	Contributing
38-40 Eastern Prom	Contributing
46 Eastern Prom	Contributing
54 Eastern Prom	Contributing
60 Eastern Prom	Non Contributing
64 Eastern Prom	Contributing
84 Eastern Prom	Contributing
102 Eastern Prom	Contributing
108 Eastern Prom	Contributing
114 Eastern Prom	Contributing
118 Eastern Prom	Contributing
126 Eastern Prom	Contributing
130 Eastern Prom	Non Contributing
140 Eastern Prom	Contributing
150 Eastern Prom	Contributing
158-162 Eastern Prom	Non Contributing
164 Eastern Prom	Contributing
166-168 Eastern Prom	Contributing
172-174 Eastern Prom	Contributing
176 Eastern Prom	Contributing
182 Eastern Prom	Non Contributing

188 Eastern Prom	Contributing
208 Eastern Prom	Contributing
214 Eastern Prom	Contributing
218 Eastern Prom	Contributing
222 Eastern Prom	Contributing
13 Emerson Street	Landmark
7 Gilbert Lane	Non Contributing
9 Howard Street	Contributing
10 Howard Street	Contributing
12 Howard Street	Contributing
13 Howard Street	Contributing
15 Howard Street	Contributing
18 Howard Street	Contributing
19 Howard Street	Contributing
20 Howard Street	Contributing
21 Howard Street	Contributing
22 Howard Street	Contributing
25 Howard Street	Contributing
51-53 Kellogg Street	Contributing
55-57 Kellogg Street	Non Contributing
60 Kellogg Street	Contributing
61 Kellogg Street	Contributing
63 Kellogg Street	Contributing
64 Kellogg Street	Contributing
66 Kellogg Street	Contributing
7 Lafayette Street	Contributing
26 Lafayette Street	Contributing
30 Lafayette Street	Contributing
34 Lafayette Street	Non Contributing
42 Lafayette Street	Contributing
46 Lafayette Street	Contributing
48 Lafayette Street	Contributing
50 Lafayette Street	Contributing
56 Lafayette Street	Contributing
51 Melbourne Street	Non Contributing
52 Melbourne Street	Contributing
53 Melbourne Street	Contributing

57 Melbourne Street	Contributing
58 Melbourne Street	Contributing
61 Melbourne Street	Contributing
62 Melbourne Street	Contributing
63 Melbourne Street	Contributing
64 Melbourne Street	Contributing
67 Melbourne Street	Contributing
71 Melbourne Street	Contributing
72 Melbourne Street	Contributing
73 Melbourne Street	Contributing
74 Melbourne Street	Contributing
76 Melbourne Street	Contributing
80 Melbourne Street	Contributing
65 Merrill Street	Contributing
67 Merrill Street	Contributing
69 Merrill Street	Contributing
73 Merrill Street	Contributing
8-12 Montreal Street	Individually Designated Landmark
41 Montreal Street	Contributing
42 Montreal Street	Contributing
45 Montreal Street	Contributing
46 Montreal Street	Contributing
48 Montreal Street	Contributing
49 Montreal Street	Contributing
52 Montreal Street	Contributing
54 Montreal Street	Non Contributing
55 Montreal Street	Contributing
60 Montreal Street	Contributing
63 Montreal Street	Contributing
64 Montreal Street	Contributing
44 Monument Street	Contributing
48 Monument Street	Contributing
51 Monument Street	Individually Designated Landmark
9 Moody Street	Non Contributing
53-55 and 57-59 Moody Street	Contributing
52-54 and 56-58 Moody Street	Contributing
10 Morning Street	Contributing

11-13 Morning Street	Contributing
16 Morning Street	Non Contributing
17 Morning Street	Contributing
19-21 Morning Street	Contributing
20 Morning Street	Contributing
24 Morning Street	Contributing
25 Morning Street	Contributing
27 Morning Street	Contributing
28 Morning Street	Contributing
29 Morning Street	Contributing
32 Morning Street	Contributing
33 Morning Street	Contributing
36 Morning Street	Contributing
37 Morning Street	Contributing
40 Morning Street	Contributing
42 Morning Street	Contributing
46-48 Morning Street	Non Contributing
40-51 Morning Street	Contributing
50 Morning Street	Contributing
55 Morning Street	Contributing
58 Morning Street	Non Contributing
62 Morning Street	Contributing
63-65 Morning Street	Contributing (Original Structure) Non Contributing (Addition)
64-66 Morning Street	Contributing
68-70 Morning Street	Contributing
72 Morning Street	Contributing
76 Morning Street	Contributing
79 Morning Street	Non Contributing
80 Morning Street	Contributing
81 Morning Street	Contributing
85 Morning Street	Contributing
86 Morning Street	Contributing
89 Morning Street	Contributing
90 Morning Street	Contributing
93 Morning Street	Contributing
94 Morning Street	Contributing

95 Morning Street	Contributing
96 Morning Street	Contributing
102 Morning Street	Contributing
119 Morning Street	Contributing
125 Morning Street	Contributing
129 Morning Street	Contributing
131 Morning Street	Contributing
10 Munjoy Street	Contributing
11 Munjoy Street	Contributing
14 Munjoy Street	Contributing
15 Munjoy Street	Non Contributing
18-20 Munjoy Street	Contributing
19 Munjoy Street	Contributing
26 Munjoy Street	Contributing
27 Munjoy Street	Contributing
29 Munjoy Street	Contributing
30 Munjoy Street	Contributing
34 Munjoy Street	Non Contributing
38 Munjoy Street	Non Contributing
39 Munjoy Street	Non Contributing
42 Munjoy Street	Contributing
43 Munjoy Street	Contributing
60 Munjoy Street	Contributing
62 Munjoy Street	Contributing
66 Munjoy Street	Contributing
72 Munjoy Street	Non Contributing
76 Munjoy Street	Contributing
7 North Street	Contributing
9 North Street/28 Cumberland Ave.	Contributing
11 North Street	Contributing
12 North Street	Contributing
15 North Street	Contributing
14-16 North Street	Contributing
18 North Street	Contributing
19 North Street	Contributing
23 North Street	Contributing
24-26 North Street	Contributing

27 North Street	Contributing
28 North Street	Contributing
29 North Street	Contributing
31 North Street	Contributing
32 North Street	Contributing
34 North Street	Contributing
35 North Street	Contributing
36 North Street	Non Contributing
39 North Street	Contributing
42 North Street	Contributing
44 North Street	Non Contributing
45 North Street	Contributing
47 North Street	Contributing
48 North Street	Contributing
51 North Street	Contributing
54 North Street	Contributing
56-60 North Street	Landmark
63 North Street	Contributing
67 North Street	Contributing
73 North Street	Non Contributing
79 North Street	Contributing
80 North Street	Contributing
84 North Street	Contributing
89 North Street	Contributing
92 North Street	Non Contributing
96 North Street	Contributing
100 North Street	Contributing
101 North Street	Contributing
103 North Street	Contributing
104 North Street	Non Contributing
105 North Street	Contributing
106 North Street	Contributing
107 North Street	Contributing
110 North Street	Contributing
116 North Street	Non Contributing
122 North Street	Contributing
11 O'Brion Street	Contributing

12 O'Brion Street	Contributing
15 O'Brion Street	Contributing (Garage on Adjoining Lot Non Contributing)
16 O'Brion Street	Contributing
22 O'Brion Street	Contributing
27 O'Brion Street	Contributing
28 O'Brion Street	Contributing
30 O'Brion Street	contributing
31 O'Brion Street	Contributing (Outbuilding Non Contributing)
33 O'Brion Street	Contributing
36 O'Brion Street	Non Contributing
39 O'Brion Street	Contributing
40 O'Brion Street	contributing
42 O'Brion Street	Non Contributing
43 O'Brion Street	Contributing
45 O'Brion Street	Contributing
49 O'Brion Street	Contributing
65-67 Quebec Street	Contributing
71 Quebec Street	Non Contributing
75 Quebec Street	Non Contributing
77 Quebec Street	Non Contributing
80 Quebec Street	Contributing
81 Quebec Street	Contributing
84 Quebec Street	Contributing
86 Quebec Street	Contributing
90 Quebec Street	Contributing
8 Sherbrooke Street	Contributing
21 Sheridan Street	Landmark
16 St. Lawrence Street	Contributing
20 St. Lawrence Street	Contributing
23 St. Lawrence Street	Contributing
24 St. Lawrence Street	Contributing
28 St. Lawrence Street	Contributing
29 St. Lawrence Street	Contributing
35 St. Lawrence Street	Contributing
36 St. Lawrence Street	Contributing

37 St. Lawrence Street	Contributing
40 St. Lawrence Street	Non Contributing
43 St. Lawrence Street	Contributing
46 St. Lawrence Street	Non Contributing
47 St. Lawrence Street	Contributing
49 St. Lawrence Street	Contributing
50 St. Lawrence Street	Contributing
52 St. Lawrence Street	Contributing
56 St. Lawrence Street	Contributing
57 St. Lawrence Street	Contributing
61 St. Lawrence Street	Contributing
62 St. Lawrence Street	Contributing
65 St. Lawrence Street	Contributing
71 St. Lawrence Street	Non Contributing
72 St. Lawrence Street	Contributing
74 St. Lawrence Street	Contributing
75-77 St. Lawrence Street	Non Contributing
83 St. Lawrence Street	Contributing
87 St. Lawrence Street	Contributing
91 St. Lawrence Street	Contributing
94-96 St. Lawrence Street	Contributing
50 Turner Street	Contributing
52 Turner Street	Contributing
11 Vesper Street	Contributing
12 Vesper Street	Non Contributing
15 Vesper Street	Contributing
16 Vesper Street	Contributing
19 Vesper Street	Contributing
20 Vesper Street	Contributing
22 Vesper Street	Contributing
23 Vesper Street	Contributing
27 Vesper Street	Contributing
28 Vesper Street	Contributing
31 Vesper Street	Contributing
30-32 Vesper Street	Contributing
33 Vesper Street	Contributing
36 Vesper Street	Contributing

38 Vesper Street	Contributing
39 Vesper Street	Contributing
41 Vesper Street	Contributing
42 Vesper Street	Non Contributing
46 Vesper Street	Contributing
47 Vesper Street	Contributing
50 Vesper Street	Contributing
73 Vesper Street	Contributing
74 Vesper Street	Non Contributing
76 Vesper Street	Contributing
77 Vesper Street	Contributing
79 Vesper Street	Contributing
80 Vesper Street	Contributing
82 Vesper Street	Contributing
83 Vesper Street	Contributing
85 Vesper Street	Contributing
86 Vesper Street	Contributing
89 Vesper Street	Contributing
90 Vesper Street	Contributing
92 Vesper Street	Contributing
93 Vesper Street	Contributing
96 Vesper Street	Contributing
42 Walnut Street	Non Contributing
44 Walnut Street	Non Contributing
46 Walnut Street	Contributing
54 Walnut Street	Contributing
17 Waterville Street	Contributing
23-25 Waterville Street	Contributing
29 Waterville Street	Non Contributing
39 Waterville Street	Contributing
40 Waterville Street	Contributing
41 Waterville Street	Contributing
44 Waterville Street	Contributing
45 Waterville Street	Contributing
46 Waterville Street	Contributing
50 Waterville Street	Contributing
51 Waterville Street	Contributing

54 Waterville Street	Contributing
56 Waterville Street	Contributing
62 Waterville Street	Contributing
65 Waterville Street	Contributing
66 Waterville Street	Contributing
70 Waterville Street	Contributing
72 Waterville Street	Contributing
73 Waterville Street	Contributing
10 Willis Street	Contributing
20 Willis Street	Contributing
22 Willis Street	Non Contributing
24 Willis Street	Contributing
26 Willis Street	Contributing
14-16 Wilson Street	Contributing
27 Wilson Street	Contributing
29 Wilson Street	Contributing
32 Wilson Street	Contributing
56 Wilson Street	Non Contributing
58 Wilson Street	Contributing
61-65 Wilson Street	Contributing
74 Wilson Street	Non Contributing
76 Wilson Street	Contributing
80 Wilson Street	Contributing

Address: 21 Sheridan Street

Approximate/Documented Date of Building: 1903

Surveyed: 8/17/2018

Historic Name: John Ford boyhood home

Landmark, Contributing or Noncontributing: Landmark



Introduction

21-23 Sheridan Street was a boyhood home of John Ford. The noted movie director was born John Feeney at Cape Elizabeth. In 1897 the family moved to Portland and a series of rental accommodations, first at Danforth Street and then at 65 Monument. In 1905 the family moved to this triple decker on Sheridan and lived there until 1917. John was a football hero at Portland High School and in 1914 followed his brother Francis to Hollywood. The Feeney brothers changed their name to Ford and John went on to direct such classic films as "The Informer" (1936) "Stagecoach" (1939), "The Grapes of Wrath" (1940), and "The Searchers" (1956). The building's Landmark classification is based on its association with John Ford.

The building is a classic triple-decker built in 1903. Triple deckers were built in significant numbers on Munjoy Hill at the turn of the twentieth century and proved to be an important building type in providing affordable housing for Portland's growing population, especially immigrant population. Triple deckers allowed for higher density on a narrow building lot. While accommodating a greater number of units, the triple decker also offered numerous amenities such as a generous floor plan, projecting bays, large windows and, oftentimes, decks for each unit. (From the 1924 photo, it appears the 21-23 Sheridan did not include decks.)

21-23 Sheridan exhibits all the typical elements associated with this building type: a tall, narrow building form; a front porch supported by columns and positioned at the side of the façade; a large faceted bay window that extends the full height of the building; a deep overhanging cornice and generous-size windows. Given the fairly steep grade of Sheridan Street and the building's high foundation, the front porch is located well above the street and is accessed by winding steps.

Alterations and Additions since 1924

21-23 Sheridan remains in well-preserved condition. Although some architectural details are difficult to discern from the 1924 photo, it appears that many of the original details remain. These include the recessed panels at the base of the front bay, the pilasters flanking the bay windows, the front porch's square columns with recessed panels, and the denticulated cornice. Windows remain 2-over-one, however at least some of the windows are vinyl replacements.

Some changes are evident. For example, on the south elevation the single windows near the front corner of the building are now paired. More obvious is the addition of a three-level porch off the south elevation. Interestingly, the porch addition is consistent with what many triple-deckers featured as amenities when they were built. The changes are compatible with the original character of the building and do not diminish its historic integrity.

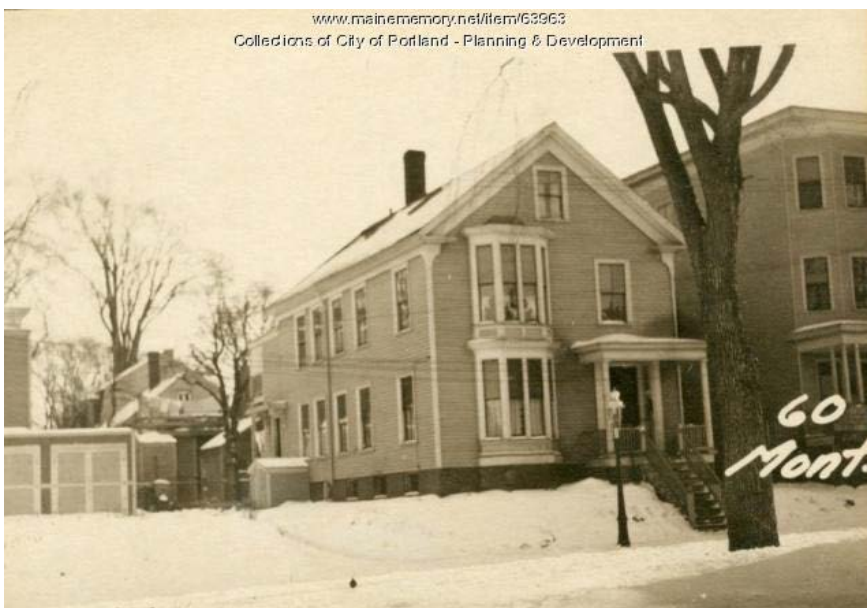
Address: 60 Montreal Street

Approximate/Documented Date of Building:

Surveyed: 8/17/2018

Historic Name:

Contributing or Noncontributing: Contributing



Introduction

60 Montreal Street is a vernacular Italianate dwelling, and is a good example of the many gable-front houses built on the narrow lots that typify Munjoy Hill's historic character. Distinguishing characteristics include eave returns, wide friezes, corner boards, and the façade's two-story canted bay window and recessed main entrance with partial porch.

The dwelling is two by five bays wide, with fewer bays on the southern elevation, and has vinyl siding and replacement 1/1 vinyl sash windows. The façade's bay window retains cornices on both stories. The entry porch in the second bay has tapered column supports and dentil moldings. The recessed, double-door main entry has a simple entablature with wooden paneling on the interior walls. The northern elevation has a secondary entrance in the first bay, which appears to have a bracketed hood, although it is partially obscured from the roadway by trees.

A shed dormer with three vinyl sliding windows runs the full width of the roof's northern slope. The gabled roof is asphalt and has one chimney adjacent to the interior ridge.

Alterations and Additions Since 1924

Changes since 1924 include loss of wood clapboard siding, the addition of 1/1 windows in place of 2/2 and 2/1 windows, replaced corner boards with some loss of detail, and the addition of the large shed dormer. Wooden paneling below the bay window lights has been replaced with vinyl clapboards. However, these changes do not diminish the dwelling's historic character, as it retains significant period details and its nineteenth-century form.

Address: 44 North

Approximate/Documented Date of Building: 1884

Surveyed: 8/17/2018

Historic Name: A. L. Johnson House

Contributing or Noncontributing: Noncontributing



Introduction

The multifamily residence at 44 North Street is a front-gable, two-and-a-half-story, wood-frame Italianate structure. The building is clad in natural wood clapboards with wood trim. Although the building's form and massing remain unchanged (at least near the street) and a few architectural details remain to convey its original Italianate style, the number and nature of alterations have effectively robbed the building of its historic integrity. The front entry has been altered with the replacement of the original canopy, front doors and entry porch. The prominent two-story bay has changed significantly in appearance with its windows being reduced in size and infill clapboard siding replacing the bay's decorative paneling and intermediate cornice. Other windows on the façade and side elevations have been reduced in size as well and a group of three single-lite casement windows have replaced a pair of taller windows in the front gable. A rear addition extends beyond the face of the south elevation.

While the building's form, scale and gable end-to-the-street orientation are consistent with North Street's prevailing development pattern, the degree of change has led to its classification as a noncontributing structure.

Munjoy Hill Historic District – Rationale for Delineation of Recommended Boundary

Scott T. Hanson

Sutherland Conservation & Consulting

July 2018

Munjoy Hill is a primarily residential neighborhood on the east end of the Portland peninsula that was largely developed between 1850 and 1925 to house middle-class and working-class residents. As its development was spread over a large area and a span of 75 years, several aspects or areas of historical and architectural significance are represented by the buildings in the neighborhood. Due to this development history there are concentrations of buildings related to different areas of significance and/or architectural styles. In delineating the boundary of the Munjoy Hill Historic District the range of styles, areas of significance, and concentrations of related buildings were taken into consideration, seeking to include examples of all areas of significance and architectural styles without attempting to include every example. Where there are similar concentrations of buildings with the same areas of significance and/or architectural styles, the objective was to select the representative concentration with the greatest architectural integrity that could reasonably be part of a contiguous district.

Congress Street is the “spine” of the Portland peninsula, including Munjoy Hill. As a primary transportation corridor for the neighborhood, it was the location of most commercial and institutional development on the “the hill.” Several significant commercial structures remain on Congress Street and have been included in the recommended district boundary or recommended as individual landmarks. Congress Street is also the location of the Portland Observatory, the oldest and most significant structure in the neighborhood. The Observatory was built in 1808 and is a National Historic Landmark, the highest level of recognition for historic significance in the United States. The district boundary was delineated to include the buildings leading to the Observatory when traveling up Munjoy Hill in order to protect the historic context for the landmark tower. This also happens to be one of the best concentrations of residential buildings with good architectural integrity along Congress Street on the hill, making their inclusion in the district more important than other concentrations of similar buildings with less integrity on Congress Street.

There are a few buildings of high historic or architectural significance that are located outside the recommended boundary which are recommended as individual landmarks as allowed under the preservation ordinance. These are important buildings surrounded by buildings of lesser significance and/or integrity and located some distance from the contiguous concentrations of significant buildings. Individual landmark status will allow for the protection of these buildings without including significantly more non-contributing buildings in the district. These individual landmark buildings include the childhood home of noted Hollywood movie director John Ford, early 20th century triple-decker at 21-23 Sheridan Street, and the Munjoy Block, an architecturally significant 1887 mixed use commercial and residential structure with a high degree of integrity, located at 101-107 Congress Street.

Portland's Historic Preservation Ordinance includes a provision that requires a lesser level of review by the Historic Preservation Board for new construction within 100-feet of a district boundary. This provision was waived for the India Street district when it was created in 2015. The boundary delineation recommended for the Munjoy Hill Historic District is based upon the assumption that the "100-foot rule" will apply in this new district. The rule ensures that if buildings are torn down and replaced at the edges of the district the new buildings will be respectful of the scale and character of the abutting district. If the rule were to be waived for this district, the recommended boundaries should be increased to include abutting buildings of the same period but which have lost architectural integrity. This would be for the same purpose – to ensure that the transition into the district is respectful of scale and character of the building with more integrity.

Areas of Significance Considered in Delineating the Boundary:

Atlantic and St. Lawrence RR and the Portland Company

Few events in Portland's history were more significant than the establishment of the Atlantic and St. Lawrence (later Grand Trunk) Railroad and the related Portland Company to manufacture steam locomotives. The railroad made Portland the winter port for Canada and provided a solid economic foundation for the Victorian prosperity that allowed the city to construct Commercial Street and a modern seaport infrastructure in the 1850's and then to rapidly rebuild and expand after the Great Fire of 1866. The development of the Atlantic and St. Lawrence Railroad and the Portland Company on filled land below Munjoy Hill led to the first significant residential development on the south slope of the hill above the Portland Company. The relationship between the arrival of the railroad and the development of houses nearby is clearly reflected in the names of Atlantic Street and St. Lawrence Street, two of the streets laid out and developed at the time the railroad and Portland Company were being established. Census records and city directories from 1850 into the twentieth century document that many of the residents of these streets and others in the area worked for one of these two entities. The houses built in response to the railroad and Portland Company represent the greatest concentration of pre-Great Fire development on Munjoy Hill and also the greatest concentration of Greek Revival style houses. As Greek Revival style houses they have particular relevance as surviving examples of the style in Portland, where hundreds of examples were lost to the Great Fire of the 1860's and to Urban Renewal projects of the 1950's and 1960's.

Great Fire of 1866

Although the Great Fire of 1866 barely touched the areas being recommended for inclusion in the Munjoy Hill Historic District, it greatly influenced the development of much of the district. Ten thousand Portland residents were made homeless by the fire that destroyed the historic core of the city. It was possibly the single most significant event in the creation of the city of Portland as it exists today. In addition to being the catalyst for construction of the Victorian era Old Port, the fire provided the impetus for the development of residential buildings on both Munjoy Hill and the West End. Large areas of Munjoy Hill that had previously been open fields were subdivided and built upon. This development

typically reflected the popular styles of the period, particularly the Italianate and Second Empire styles, leaving concentrations of houses in these styles.

African American Residents

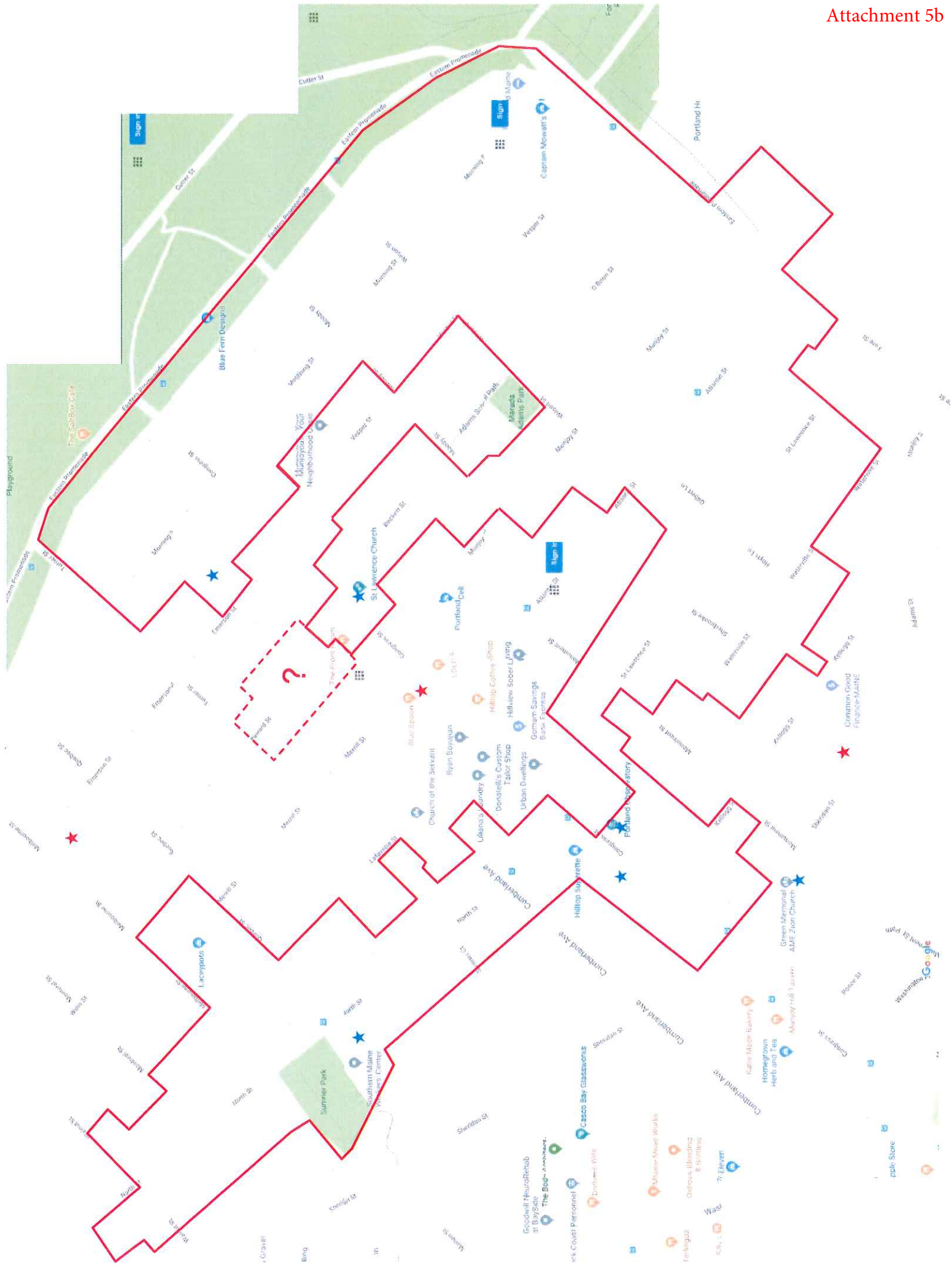
The history of Portland's African-American residents is less well known than that of many other ethnic groups. The city's population has included people of African descent since the Colonial era and during the nineteenth century there were several areas with concentrations of black residents, including a portion of Lafayette Street on Munjoy Hill. Several of these modest homes that retain a fair to good degree of integrity to the nineteenth century have been included in the district to reflect the significance of this often-overlooked aspect of the city's history.

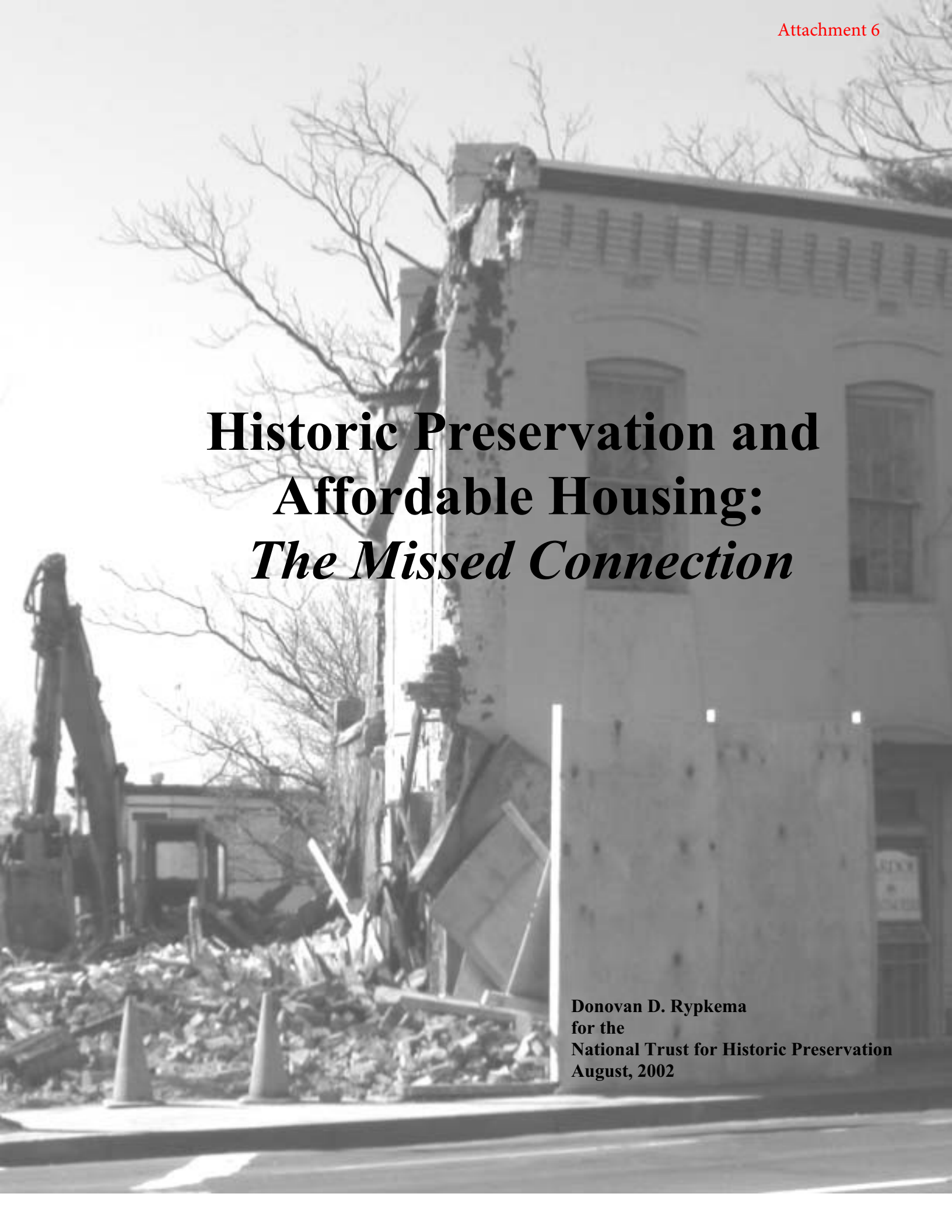
Late 19th and Early 20th Century European Immigrants

As Portland's population swelled with immigrants from southern and central Europe in the late nineteenth and early twentieth century, the triple-decker tenement buildings built in large numbers during the period provided housing for many of them. Often owner-occupied, the rents from tenants (often extended family members) allowed people of modest means to own their homes. As a type, triple-deckers were primarily an urban New England building form that was often ornamented with Queen Anne or Colonial Revival style detailing but could also be very simple and vernacular in architectural expression. The greatest concentrations of triple-deckers on Munjoy Hill are in the areas not developed until the beginning of the twentieth century, such as Morning and Vesper streets. The boundary has been delineated to include the group of these buildings retaining the highest degree of integrity.

The Eastern Promenade

Although the Eastern Promenade itself is already a designated historic landscape district, the houses built along Eastern Promenade are not included in that district. They reflect the appreciation for public landscapes and vistas that developed in the United States in the late nineteenth century. The relatively late development period for both the Eastern and Western Promenades in Portland (primarily 1890's through 1920's) documents how little appreciation of scenic views there was prior to that period. In general, the houses built on sites overlooking the Promenade are larger and grander than the majority of the houses built on Munjoy Hill. While a few of them could be considered mansions, the majority were large upper-middle-class single-family homes – mostly less grand than those on the Western Promenade. Many of the most architecturally significant homes on Munjoy Hill are located on the Prom and are included within the boundary due to that significance.





Historic Preservation and Affordable Housing: *The Missed Connection*

**Donovan D. Rypkema
for the
National Trust for Historic Preservation
August, 2002**

There is a crisis in housing in the United States

Headlines herald new levels of homeownership in America – recently reaching 68 percent. And that is indeed reason to celebrate. The National Association of Home Builders proclaims that the United States is the best housed country in the world – and they are no doubt correct.

But beneath the celebratory headlines another story is emerging – the story of a prosperous nation that is not meeting the housing needs of far too many of its citizens.

Voices are beginning to be heard on this other story – from real estate organizations to low income housing advocates, from columnists to business groups, from Mayors to the White House. There are a variety of identified causes and an assortment of proposed solutions, but there is one consistent description of the problem – *Crisis*.

*America is facing a silent housing affordability crisis.*ⁱ
National Association of Home Builders

*Rental Housing Assistance – The Worsening Crisis*ⁱⁱ
U.S. Department of Housing and Urban Development

*We have reached a point of crisis that will be solved only with sustained and dramatic action.*ⁱⁱⁱ
National Low Income Housing Coalition

Despite our nation's unprecedented economic prosperity, there is a continuing, growing crisis in housing affordability and ownership that is gripping our nation.^{iv}
National Association of Realtors

Housing crisis worsens as construction lags demand^v
USA Today

This is an American crisis whose solution can't be postponed much longer.^{vi}
Columnist Neal Pierce

Our nation's affordable housing crisis.^{vii}
U.S. Conference of Mayors

Historically lack of adequate and affordable housing has been seen as essentially a social service issue – taking care of the least fortunate among us. And that portion of the affordable housing problem is increasingly desperate. Of the over twelve million Americans with worst-case needs, 1.5 million are elderly, 2 million are disabled and 4.3 million are children.^{viii} The need for affordable rental housing by the poorest households exceeded the available supply by 1.8 million units in 1999.^{ix}

But today the crisis in affordable housing is not confined to the poorest of the poor. Today the housing crisis affects virtually every American family because it affects our children, our parents, our employees, and our public servants.

It is not just the unemployed who are being affected. In 1999 there were 3.7 million working families who were paying at least 50 percent of their income for housing.^x

Record numbers of adult children are living with their parents. Today 3.8 million adults aged 25 to 34 are living at home^{xi}, a pattern largely driven by rent levels too high to be affordable with their current incomes.

Nor is the problem confined to the bottom of the pay scale. Our communities cannot survive without teachers or police officers or nurses. But in two-thirds of metropolitan areas a household dependent on one teacher's or police officer's salary cannot afford to buy a median priced home, and licensed practical nurses are priced out of all but the lowest cost-to-income markets.^{xii}

The result is that people who provide the bulk of the services in these communities – teachers, policemen, firemen, laundry and restaurant workers – cannot themselves afford to live there^{xiii}.

Center for Housing Policy

The Urban Land Institute has noted that this need for “workforce housing” is not only critical today but is growing more rapidly than the need for any other type of housing.^{xiv}

While the affordable housing crisis is particularly apparent in urban areas, the problem is not confined there. Nearly 41 percent of low-to moderate-income families with critical housing needs live in the suburbs and another 16 percent live in non-metropolitan areas.^{xv}

The affordable housing crisis affects renters, homeowners, and those who would like to be homeowners. In America today there are 2.3 million lowest-income households who own their home but subject to a mortgage. 73 percent of these households are paying more than half of their income for housing.^{xvi} The standard for housing affordability has been generally accepted as being no more than 30 percent of income but today some 6 million families pay more than half of their income for rent.^{xvii} And for those who would like to be homeowners the U.S. Conference of Mayors points out that “moderate and middle income families increasingly struggle to afford a median-priced home in more than three-quarters of our nation’s largest housing markets.”^{xviii}

Thus affordable housing is no longer just a social service issue. It has become an issue of urban policy, of environmental protection, of community development and particularly an issue of economic development.

In some parts of the country where economic growth is the strongest, the labor force critical to sustaining the economy either cannot find housing that is reasonably priced or cannot locate within an appropriate commuting distance of their jobs.^{xix}

Center for Housing Policy

The lack of workforce housing has become an economic development issue as corporations decide not to locate in areas where their employees cannot acquire decent, safe, and affordable housing.^{xx}

Urban Land Institute

Corporate moves are prompted, as often as not, by the impact of the high cost of housing on available employees and the excessive burden commuting imposes on employees.^{xxi}

Center for Housing Policy

So the problem of affordable housing is wide-spread geographically, concerns renters, homeowners, and potential homeowners, has adverse impacts far beyond the poorest of the poor, affects young and old, and consequently is beginning to catalyze a diverse confluence of interests.

But this diverse array of interests has also reached another conclusion: without fundamental changes in programs and policies the problem is going to get much worse in coming years.

Over the next ten years around 20 million net new jobs are going to be created in America. But nearly seven million of those jobs – 34 percent of the total – are going to pay less than \$20,000 per year.^{xxii} What can those seven million workers afford as rent? About \$500 per month. But two-thirds of two-bedroom apartments built in 2000 rented for more than \$750 per month. In fact 87 percent of those units weren't affordable to renters earning the median income, let alone a minimum wage.^{xxiii} Researchers have noted that the affordability problem is particularly severe for new entrants to the workforce and those trying to get off welfare.^{xxiv}

Some would argue that as America moves into the “new economy” with high tech jobs and large paychecks, the affordability problem will solve itself. Well, in the next ten years for every new job for a computer programmer we'll need 7 clerical workers; for every chemist we'll need 43 cashiers; for every operations research analyst we'll need 73 janitors.^{xxv} Even today in ninety percent of the largest metropolitan areas those janitors are unable to rent a one-bedroom apartment within the range of affordability^{xxvi}. When one can't afford to rent a one-bedroom apartment, the American Dream of homeownership becomes a fading mirage.

Furthermore those so-called new economy workers are driven by quality of life issues on where they want to live. Quality of life means good childcare, and childcare workers make less than \$11,000 a year. Quality of life means nice restaurants – and waiters and waitresses, and we'll need 300,000 more of them over the next ten years, make \$12,730. Quality of life means clean and safe buildings, which require janitors and guards and they make less than \$16,000 a year.^{xxvii}

Without significant program and policy changes those who will be left out in the coming years are the same groups who have been left out in the past – minorities, families with modest incomes, inner city residents, the young and new immigrants.

Homeownership is widely seen not only as the fulfillment of the American Dream, but a crucial component of building household wealth, stabilizing neighborhoods, increasing citizen participation, improved property maintenance, and revitalizing cities. There is good cause to celebrate new records of homeownership. But there is a wide divergence in who those homeowners are.

- The white, non-Hispanic homeownership rate is 73.9 percent while the black rate is 47.8 percent and the Hispanic rate is 47.5 percent^{xxviii}
- The homeownership rate in the suburbs is 73.8 percent, while in the central city it is less than 50 percent.^{xxix}
- Households with incomes greater than \$120,000 per year have a homeownership rate of 92.3 percent while those with less than \$20,000 in annual income 47.2 percent.
- In spite of the increase in overall ownership rates over the last two decades, the percentage of young families owning their own home has actually fallen from 44.7 percent in 1979 to 41.2 percent today.^{xxx}

- Likewise with the immigrant population, in 1980 51.2 percent of immigrant households owned their own home but by 2000 that fraction fell to 47.4 percent.^{xxx}

Over the next two decades most of the increase in both population and in households is going to be among precisely those groups that today are being left behind in homeownership growth. An estimated 24 million households will be formed between 2000 and 2020^{xxxii}, and 64 percent of those will be minority households^{xxxiii}. The population aged 20 to 24 will grow nearly twice as fast as the overall population in the next five years.^{xxxiv} Even if the rates of immigration begin to decline as predicted, newcomers to America will constitute a third of the net growth in Hispanic households and almost two-thirds of the growth in Asian households.^{xxxv} White families will make up less than 30 percent of net new homeowners in the next 20 years.^{xxxvi}

President Bush has recognized this divergence and has noted, “We must begin to close this homeownership gap by dismantling the barriers that prevent minorities from owning a piece of the American dream.”^{xxxvii}

What are the solutions?

So can America build itself out of this housing crisis? Certainly new construction of both single-family homes and apartment houses will need to be a key component of addressing this issue. But there is one fact-of-life in real estate that must be reckoned with – you can’t build new and rent (or sell) cheap – it can’t be done. At least it can’t be done without either massive subsidies or very low quality units. In the first half of 2002 the median new house price approached \$185,000^{xxxviii}, meaning it is out of reach for over 60 percent of American households. For rental housing the same problem exists. “The private sector cannot produce apartments in most areas that are affordable to households with incomes under 70 percent of area median (and sometimes even higher) without a subsidy.”^{xxxix}

Furthermore, when affordable housing can be built, it’s often in locations that exacerbate other problems. As the Urban Land Institute’s housing expert notes, “It’s not how much we produce, it’s where it’s produced. In market after market, affordable housing is being built, but it’s in the fringes. Workers are being forced to move way out, and this compounds the cycle of sprawl.”^{xl}

Federal Reserve official Ron Feldman has noted, “Building new housing units appears to be a relatively expensive method of providing low-cost housing compared to the alternatives.”^{xli}

Manufactured housing provides an affordable homeownership alternative to traditional new construction. Today, greatly improved quality and technology are increasingly strengthening the role that factory-built homes play in long-term affordable homeownership. Such innovations along with continued design advances that heighten market appeal and integrate manufactured housing with site-built homes could someday place factory-built homes on par with traditional units as a means for acquiring wealth through homeownership.

But today a sizeable percentage of “manufactured housing” is, in fact, mobile homes. Between 1997 and 1999, 72 percent of new units built within affordable price ranges were mobile homes.^{xlii} As with new construction, additional mobile homes will, in some parts of the country, be an important part of the affordable housing solution. But certain other issues with mobile homes have to be considered. Two-thirds of mobile home units do not include the ownership of the land upon which they sit^{xliii}. The asset building character of homeownership may be more problematic without title to the underlying real estate. The steady rise of overall homeownership in the United States has been helped immeasurably by the availability of low cost mortgage

money. That economic boon hasn't always translated to buyers of mobile homes, however. "Many recent buyers of manufactured homes – especially with the lowest incomes who had the least ability to withstand household budget shocks – pay well above the prime mortgage rate."^{xliv}

Our older and historic neighborhoods

So new construction and mobile homes will be critical to addressing the affordable housing crisis in the next two decades, but clearly those are insufficient solutions given the magnitude of the problem. Where, then, can we find affordable housing? Exactly where it is being found today, in our older and historic neighborhoods.

The phrase *older and historic neighborhoods* refers to those buildings constructed prior to 1950. Certainly not every structure built before 1950 has been designated historic, and many do not merit that formal identification. However fifty years is time frame when the question, "Is it historic?" is appropriately asked. Furthermore, the historic preservation movement in recent years has moved beyond focusing on simply saving individual landmarks to being concerned, instead, with the conservation of neighborhoods. Historic preservation now encompasses more than the mansions of the rich and the homes of the famous. Historic preservation today celebrates and champions the neighborhoods, downtowns, and rural areas that are less grand architecturally, but perhaps even more significant in the building of America.

But older and historic neighborhoods contribute far more to America today than a sense of evolution and history. Older and historic neighborhoods, unlike any other areas, are providing homes for families from every financial strata, but particularly for those in need of affordable housing.

How significant are older and historic neighborhoods in providing affordable housing? Consider this:^{xlv}

- 32 percent of households below the poverty line live in older and historic homes
- 31 percent of homeowners whose household income is less than \$20,000 per year live in older and historic homes
- 34 percent of renters whose household income is less than \$20,000 per year live in older and historic homes
- 31 percent of black homeowners and 24 percent of Hispanic homeowners live in older and historic homes
- 29 percent of elderly homeowners live in older and historic homes
- 53 percent of all owner occupied older and historic homes have monthly housing costs less than \$500
- 48 percent of tenant occupied older and historic homes rent for less \$500 per month

To put it another way, if today we had to replace the older and historic homes currently occupied by households below the poverty level, using the most cost-effective of Federal housing programs, it would cost American taxpayers \$335 Billion. Numbers that large often lose their

meaning. How much is \$335 Billion? Nearly \$1,200 for every man, woman, and child in America.

Are we saving our older and historic neighborhoods?

So with the exceptional contribution not just to the culture, history, aesthetic quality and social fabric of our nation but to our desperate need for affordable housing, surely our older and historic neighborhoods are being protected and preserved, right? Unfortunately the numbers tell a different story.

In the last three decades of the 20th century we lost from our national inventory of older and historic homes 6.3 million year-round housing units!^{xlvi} Over 80 percent of those units were single-family residences. Now a few of those burned down or were lost to natural disasters. But the vast majority of them were consciously torn down – were thrown away as being valueless. And today millions of American families are paying the cost by paying for housing they cannot afford. Certainly not every one of those houses could or should have been saved. But if even half were retained instead of razed, the picture today would be much different for the millions of Americans inadequately or unaffordably housed.

For the last thirty years, every day, seven days a week, 52 weeks a year we have lost 577 older and historic houses. We as a nation can afford this no more. The Bipartisan Millennial Housing Commission almost got it right when they reported, “These units are disappearing at an alarming pace.” But these units aren’t disappearing – they are being intentionally torn down!

For our most historic houses – those built before 1920 – in just the decade of the 1990s 772,000 housing units were lost from our built national heritage. In fact we are moving backwards as we demolish a valuable part of the potential affordable housing inventory. Between 1997 and 1999 we lost over 160,000 older and historic homes. We will never address the crisis in affordable housing if this pattern is not reversed. President Bush is right – we have to dismantle the barriers to affordable homeownership. But we cannot do that if we are dismantling the very homes that could be affordable.

There is today almost universal agreement that the Urban Renewal demolition of large tracts of downtowns was misguided, self-defeating, and ultimately a failure as a revitalization strategy. The sustained success stories in downtown revitalization today are found in those cities that maintained and reinvested in their historic buildings and recognized their character, quality, and ultimate durability.

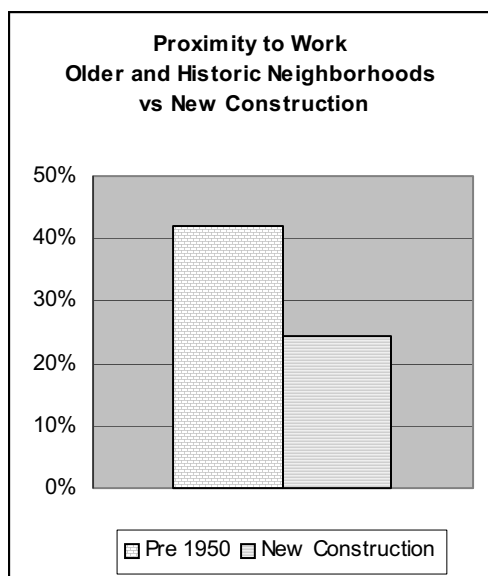
But today the same approach of wholesale destruction is being taken in neighborhoods in far too many American cities. And almost verbatim the same arguments are being made: “Those structures are about to fall down anyway.” “Those old buildings don’t meet the needs of today’s market.” “Once you fix them up you still have nothing but old buildings.” “They are an eyesore and we have to get rid of them.” “As soon as we tear those buildings down and have a clean site the developers will be lining up for a chance to redevelop the property.” The most charitable description of those arguments from the Urban Renewal days is that they were well intended but patently wrong. When George Santayana wrote that those who cannot remember the past are condemned to repeat it, he couldn’t possibly have imagined that the past would be forgotten so quickly. It is hard to conceive that cities are using what is a demonstrated failure in Urban Renewal as the strategy of choice in neighborhood renewal. It is not that no building should ever be torn down, rather that demolition should be the last resort not the first option.

Older and Historic Neighborhoods – Beyond the Architecture

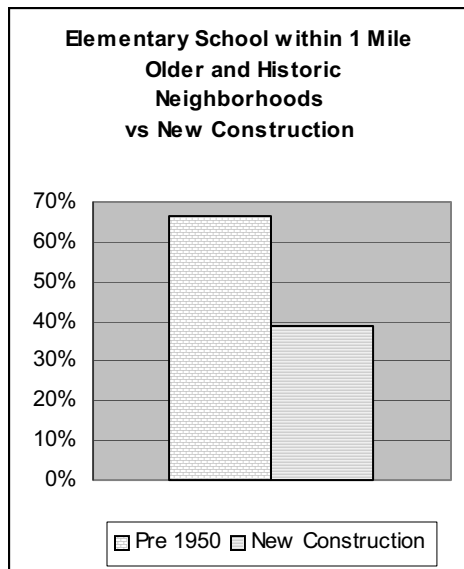
Preservationists are often accused of wanting to save buildings just because they are old, of valuing aesthetics over practicality, of standing in the way of progress for the sake of a bit of history.

So let's look at older and historic neighborhoods for a moment without the lens of the educational, cultural, social, and architectural values of preservation. There is a growing recognition that the affordable housing crisis can't be addressed with just housing – it must be addressed on the neighborhood level. So instead of looking at architectural styles, let's look instead at the needs of families, particularly families of modest means, and look at the nature of the neighborhood rather than the building. Families need proximity – to work, to schools, to shopping, and to public transportation. So compare older and historic neighborhoods to new housing.

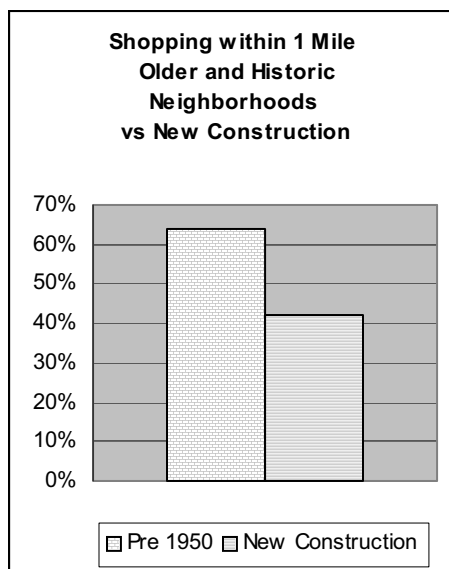
Over 40 percent of residents in older and historic neighborhoods are within five miles of work. Less than one resident in four in new housing is that close to their place of employment^{xlvii}



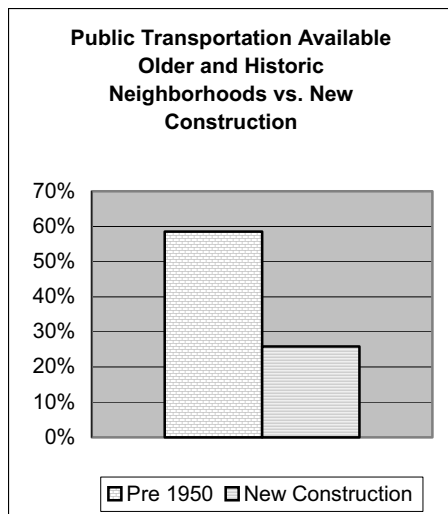
Over two-thirds of older and historic neighborhoods have an elementary school within one mile. Less than 40 percent of new construction does.



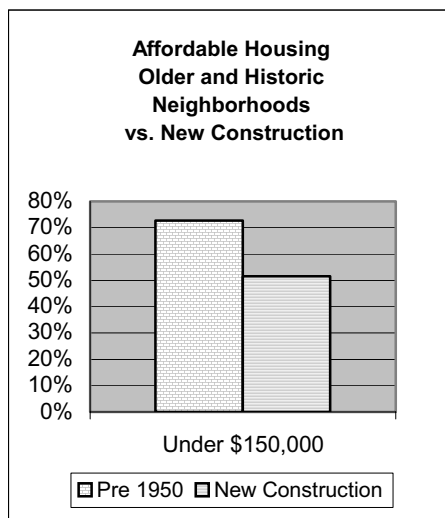
Over 60 percent of houses in older and historic neighborhoods have shopping within one mile. Barely 40 percent of new houses do.



Public transportation is available to residents in nearly 60 percent of older and historic neighborhoods. Three quarters of new housing has no public transportation available nearby. Recently lenders have recognized a household can, in fact, afford “more house” than would be the case under standardized formulas when public transportation is within walking distance.



And finally returning to the critical issue of affordability compare the percent of housing under \$150,000 in older and historic neighborhoods (over 70%) with the new units in that affordability range (barely half).



Taking Care of the Neighborhood

Public policy has not served older and historic neighborhoods well. The first step in reversing this pattern is to make the decision that “We have to destroy this neighborhood in order to save it” is no longer acceptable public policy. But stopping rampant demolition is not sufficient. We have to find ways to reinvest so that existing neighborhoods are stabilized. The National Association of Home Builders has identified the proximity of vandalized and abandoned housing as the variable having the greatest adverse impact on the value of single-family residences^{xlviii}. But where is that vandalized and abandoned housing found? Disproportionately in older and historic neighborhoods. Nearly 10 percent of our older housing stock is within half a block of vandalized and abandoned housing. What does that mean for property values? It means we are literally stealing an average \$8,000 of housing equity from each of those homeowners through our neglect. Twenty six billion dollars is missing from the value of housing because we have been

negligent. How can it possibly be fiscally responsible public policy to have simultaneously a housing affordability crisis and have empty and abandoned buildings? How can it possibly be fiscally responsible public policy to be building what is not affordable while we tear down what is affordable?

Will addressing these issues be cheap? No. But as the *Christian Science Monitor* has pointed out, “Affordable housing costs money. But a lack of it costs even more.”^{xlix}

It will cost money, but just as an important lesson is finally being learned regarding the loss of federally subsidized units, there are similar parallels in the demolition of privately owned buildings:

U.S. housing policy must recognize that preservation is cheaper than new construction, that the rehabilitation and preservation of units returns the units to low-income families faster than new construction can provide such units, and that maintaining and renovating existing units combats blight and contributes to healthy communities
Bipartisan Millennial Housing Commission

That’s what preservationists have been saying all along.

Why Preserving Older and Historic Houses Won’t Work

To put it mildly there exists considerable skepticism about a strategy that focuses on conserving and preserving our older and historic neighborhoods. In some quarters skepticism gives way to outright hopelessness. “...the prospects for preserving much of the older unsubsidized stock are dismal.”^l But not as dismal, one suspects, as having millions of American families priced out of the housing they desperately need.

But the issues raised about older and historic neighborhoods are legitimate and deserve being answered. Below are the most commonly heard.

Those old houses are in terrible shape and need to be torn down.

In fact, only 3 percent of pre-1950 occupied housing is identified as having severe physical problems and another 8 percent having moderate physical problems. Leaving fully 89 percent as being adequate.^{li}

But it’s just too expensive to fix them up.

A recent HUD sponsored study estimated that the cost of repairing an older home with severe physical problems at \$75,000 and one with moderate physical problems at \$25,000.^{lii} Clearly the specific costs on a particular unit will vary widely. But the point is this: 1) only 11 percent of the older housing stock suffers from moderate or severe physical problems, and 2) the \$75,000 figure is comparable to the most cost effective of Federal housing programs and significantly cheaper than some programs.^{liii} It is sometimes possible to build *something* more cheaply than the rehabilitation of an historic building. But when quality is part of the equation, historic rehabilitation is always a competitive alternative.

Those old neighborhoods, they just aren’t safe.

Well there is certainly crime in neighborhoods. And there is a public responsibility to address crime. But the assumptions should be tested against the reality. In fact 16 percent of residents in older and historic housing say there is crime in the neighborhood. But nearly as many (11.2%) of residents in all neighborhoods say the same.^{liv} That is not to minimize the issue, but it does mean that 84 percent of older housing residents don't see crime as a neighborhood problem. More importantly 89% of the residents of older and historic neighborhoods view police protection as satisfactory, virtually the identical percentage as do residents of new construction.

Those historic districts are enclaves of rich people, not a place where you could find affordable housing.

There are more than 11,000 historic districts in the country, which include over 850,000 buildings. About 60 percent of those buildings are in census tracts with a poverty level of 20 percent or more.^{lv}

We need a housing program to also be an economic development program – creating jobs – so we need a new construction strategy.

The affordable housing crisis will not be solved solely through the rehabilitation of older and historic housing – new construction will be a critical component of a comprehensive strategy. The National Association of Home Builders has well documented the economic impact of the housing industry. They have calculated that the construction of 1,000 single-family homes generates 2,448 jobs in construction and construction-related industries and approximately \$79.4 million in wages – impressive indeed.^{lvi}

The same amount of money spent on housing rehabilitation, however – which would create two to three times more housing units – would generate 2,838 jobs and \$88.7 million in wages^{lvii} – certainly a major economic impact.

Nobody would choose to live in those old neighborhoods if they didn't have to.

Why did residents of older and historic neighborhoods choose the neighborhood? For the best of reasons: convenient to job (22.8%), the house was an important consideration (20.7%), the looks and design of the neighborhood (14.4%) and convenient to friends and family (14%).^{lviii}

Those old buildings just don't fit the needs of the marketplace.

Again it is worth finding out why those choices were made. Affordability again emerges as important with 32.1% choosing their particular housing unit for financial reasons. But the next two most common responses were the size of the unit (14.6%) and the design and layout of the house (14.5%).^{lix} Not everyone is in the market for the two-story, 2,265 square foot, 3+ bedroom, 2+ bath, 2+ car garage house that is the typical new home built today.^{lx}

And there is a public policy reason to be glad that the typical new home is not what everyone is searching for.

Finding solutions to the growing nationwide shortage of workforce housing hinges on ...a fundamental shift in the public mindset that has been programmed to equate the American Dream with large houses on large lots.^{lxi}

John McIlwain, Urban Land Institute

Furthermore, the changing demographics of the next two decades will increase demand for a different kind of housing than is typically being built today. By 2020 72 percent of households will be made up of three categories: families without children (39.7%) single person households (27.3%) and adults living with others (4.8%). Married couples with children will be only one household in five.^{lxiii}

But our problem is that there just isn't enough housing. We have to add to the supply.

There certainly is going to be a need for additional housing. The National Association of Home Builders estimates a need for over 18 million additional housing units during the first decade of the 21st century^{lxiii} and many of them will have to be created through new construction – many of them, but not all of them. An interesting pattern has emerged in the development of rental housing under the Historic Rehabilitation Tax Act. Over the last five years over 44,000 units of housing have been created (27,851 of them low and moderate income apartments)^{lxiv}. Over 40 percent of the housing units came from historic buildings that weren't originally built as residential structures – warehouses, factories, department stores, office buildings, previously vacant upper floors of downtown buildings. This is a strategy that adds to the supply of housing, within existing cities, without the demolition of existing structures and without adding to the problems of sprawl.

Additionally there are nearly 3 million vacant older and historic housing units that ought to be brought back into use.^{lxv} There certainly has to be an increase in supply, but reusing our existing older and historic buildings can add significantly to that housing inventory.

Those rules for fixing up historic houses are just too stringent to be practical for affordable housing.

This is an argument frequently heard – most frequently heard from those who have never redeveloped an historic property. While there are – and should be – standards to maintain the quality and integrity of historic buildings, preservationists are increasingly accommodating other considerations. The Advisory Council on Historic Preservation has issued specific recommendations for historic rehabilitation projects that are geared toward affordable housing.

Exterior rehabilitation should emphasize the preservation and stabilization of the streetscape of a district or community.

Recognizing funding constraints, exterior and interior treatments should balance architectural character with the objectives of providing safe, livable, and marketable housing units.^{lxvi}

But what about these new approaches for housing – Transit Oriented Design, New Urbanism, Neo-Traditionalism, and New Community Design – shouldn't we be pursuing those avenues instead of trying to fix up this old stuff.

Over the last decade some members of the building and design professions have rethought how towns and cities have been built over the last fifty years. They have concluded that the predominant current pattern is not economically or environmentally sustainable and is not conducive to healthy cities and neighborhoods. They recommend, instead, a return to development patterns that have stood the test of time not for five decades but for five thousand years. And they are right. To the extent that Transit Oriented Development, and New Urbanism, Neo-Traditionalism, and New Community Design represent infill construction within existing

towns and cities they should certainly be encouraged. Even the greenfield development that falls under their respective banners is superior to most conventional suburban development. So are Transit Oriented Development, New Urbanism, Neo-Traditionalism, and New Community Design good ideas? Absolutely.

But older and historic neighborhoods are *already* transit oriented.

But older and historic neighborhoods aren't the new urbanism, they are the real urbanism.

But older and historic neighborhoods aren't neo-traditional, they are traditional.

But older and historic neighborhoods aren't new community design, they are the model upon which new community design is based.

As part of the comprehensive strategy for affordable housing and better towns and cities these approaches are welcomed. But we shouldn't be erecting the replica in one part of town while we are razing the original in another.

We need to have neighborhoods that are diverse, economically and racially, so that affordable housing is not concentrated in isolated locations.

Indeed we do, and that may be the greatest strength particularly of historic neighborhoods. In fact in many communities the *only* place where there is racial, educational, economic, and occupational diversity is the historic districts.^{lxvii} A HUD commissioned analysis looked around the country at neighborhoods that, over an extended period, managed to maintain ethnic and racial diversity.^{lxviii} Virtually every neighborhood was made up of older and historic housing and the vast majority of the diverse neighborhoods were either National Register Historic Districts, local historic districts, had a concentration of historic structures, or a combination of all three.

Historic neighborhoods are diverse for two simple reasons: 1) the building stock, regardless of its current condition, is usually of a quality, scale, and design that appeals to wide segments of the market, and 2) unlike newer neighborhoods, historic districts typically have a wide variety of housing sizes, conditions, ages, quality and price. When you have a wide diversity of housing options you get a wide variety of human beings who choose those options.

Nobody would live in those old neighborhoods if they didn't have to.

Certainly older and historic neighborhoods have their drawbacks. Mostly because of a failure of public commitment there are more abandoned and boarded up buildings, streets are in worse condition, crime is slightly worse and other adverse impacts are apparent. But in spite of those deficiencies residents in older and historic neighborhoods like where they live. When asked to rate their neighborhood on a scale of 1 to 10, residents of older and historic neighborhoods give an average rating of 7.7, just slightly less than all neighborhoods rating of 8.0.^{lxix}

Everyone knows that when you have a historic neighborhood there is gentrification.

Gentrification is a serious issue, especially when discussing affordable housing and merits a reasoned response.

First, diverse neighborhoods should be a public policy goal. Neighborhoods that are all poor can, in no sense of the definition, be considered diverse. What all neighborhoods need is economic integration.

Second, the ultimate defense against gentrification is homeownership, and historic preservation strategies for neighborhood revitalization consistently strive for homeownership by existing residents as a top priority.

Third, recent analysis indicates that far from having a negative impact on low-income residents, the revitalization of historic urban neighborhoods can improve the quality of life among disadvantaged households.^{lxx}

Fourth, since there is often significant vacancy in older and historic neighborhoods, there can be significant in-migration while keeping long-term residents in place.

Fifth, the reality of what happens in “gentrifying” neighborhoods is decidedly different than the rhetoric would suggest.

Low-income households actually seem less likely to move from gentrifying neighborhoods than from other communities. Improving housing and neighborhood conditions appear to encourage the housing stability of low-income households to the degree that they more than offset any dislocation resulting from rising rents.^{lxxi}

Citizens Housing and Planning Council

Sixth, historic preservation is often the erroneous target in the gentrification debates.

Clearly gentrification is occurring in our city...I don't chock that problem up to historic preservation, in fact I think in some ways by preserving and upgrading and restoring the housing in a neighborhood you can keep the prices more affordable than when new construction comes into a neighborhood.^{lxxii}

Seattle Mayor Greg Nickels.

Finally, “gentrification” is the result of too little historic preservation, not too much. People of all income brackets are attracted to historic neighborhoods because of the quality of the housing, because of the investment protection that a local historic district often provides, because there is usually a wide range of housing styles and sizes available, because typically there are citizen activists committed to advocating for the neighborhood, and because there are few tools other than local historic districts that can defend a neighborhood against inappropriate uses, out-of-scale development, low quality construction, and the encroachment of objectionable uses. Because the number of households looking for neighborhoods with those characteristics exceeds the supply, historic neighborhoods are in high demand. The answer is not to have fewer historic districts – the answer is to provide historic district protections to more neighborhoods

The 10 Policy Initiatives for Older and Historic Neighborhoods

The Bipartisan Millennial Housing Commission was very clear on the urgency to address the issue of “disappearing” affordable housing. They stated

The need to preserve at-risk units is immediate and pressing. Because time is of the essence, any proposed tools or approaches that can quickly and efficiently preserve

housing should receive heightened attention, support, and funding from the federal government.^{lxxiii}

The historic preservation community should respond with a policy agenda for older and historic neighborhoods that would include, but not be limited to the following:

On the local level:

1. Create more local historic districts to protect valuable cultural resources and preserve a rapidly vanishing inventory of affordable housing.
2. Inaugurate a fast-track system for the acquisition and redevelopment of vacant, abandoned, and tax-foreclosed properties.
3. Give priority to older and historic neighborhoods for infrastructure improvements, police attention, recreation and park facilities, and especially schools.

On the state level:

4. Adopt a rehabilitation-friendly building code as in New Jersey that has had an immediate and dramatic impact on the feasibility of the renovation of older and historic structures.
5. Institute Smart Growth initiatives that give priority to redevelopment within current municipalities.
6. Give priority to Low Income Tax Credit projects that utilize historic buildings.
7. Create state tax credits for the rehabilitation of historic properties as have been successfully enacted in Maryland, Missouri, Virginia, North Carolina and elsewhere.

On the national level:

8. Allocate bonus points for all competitive federal housing programs for building rehabilitation projects.
9. Take the suggestion of the Bipartisan Millennial Housing Commission to “undertake a study of the Davis-Bacon requirements and make improvements in such areas as the accuracy of the wage data, the applicability threshold, and the reporting requirements”^{lxxiv}
10. Adopt tax credits and other incentives, particularly those that would expand the use of the existing historic tax credit for commercial properties and provide for a historic homeownership equivalent. One example is the “Historic Homeownership Assistance Act.”

The Historic Homeownership Assistance Act

The proposed Historic Homeownership Assistance Act is modeled after the Historic Rehabilitation Tax Credit that has been operating successfully for over twenty-five years having spurred over \$25 Billion in private investment. Like the commercial rehabilitation this act would provide a 20 percent tax credit for the qualified expenditures made in rehabilitating a historic residence. But unlike the current credit which only applies to income-producing property, the HHAA would provide the credit for owner occupied housing.

The credit could be used in five different ways:

1. The homeowner could do the rehabilitation and take the credit him/herself if there was a sufficient federal income tax liability.

2. The housing developer could rehabilitate a historic house and pass the credit onto the buyer.
3. The housing developer could take the credit, which would effectively lower the required selling price.
4. The homeowner could assign the credit to a regulated lending institution in exchange for a lower interest rate.
5. The homeowner could assign the credit to a regulated lending institution as a down payment on the purchase price of the property.

Three separate barriers have been identified for increasing affordable home ownership: supply of units, affordability (purchase price and/or amount of monthly payment), and wealth (down payment capacity). The Historic Homeownership Assistance could, in the alternative, deal with each of these.

1. If the homeowner uses the credit – increased affordability.
2. If the developer passes the credit to the buyer – increased affordability.
3. If the developer keeps the credit – increased supply and increased affordability.
4. If the bank takes the credit in exchange for lower interest rate – increased affordability.
5. If the bank takes the credit in exchange for down payment – increased wealth.

What impact might the Historic Homeownership Assistance Act have? One analysis concluded that a \$10,000 asset infusion [the amount that a \$50,000 rehabilitation could produce] could allow more than one-third of all renters (and 20 percent of Hispanic and 30 percent of black renters) to realize moderately priced homeownership.^{lxxv}

The Three Principles for Housing Initiatives

Three principles should guide policy makers in seeking additional solutions to the housing crisis – quality, affordability, and responsibility. The best alternatives should meet all three principles.

Consider the possible combinations:

- We could build very low cost housing in existing neighborhoods. That would meet the affordability test and the responsibility test (not adding to the problems of sprawl) but would fail the quality test – and likely have an additional adverse impact on surrounding properties.^{lxxvi}
- We could build cheaply constructed housing far out where the land is inexpensive. That would meet the affordability test but fail the quality and responsibility standards.
- We could build well-constructed, traditionally-built housing out on the periphery, meeting the quality and affordability principles but failing on responsibility.
- We could build mobile homes and place them out of town, and only the affordability test is met.
- We could tear down older and historic homes and replace them with large new houses, which would pass the quality and responsibility measures, but at the expense of affordability.

- Or we could commit to the rehabilitation of older and historic houses and achieve affordability, quality, and responsibility.

The Time is Now

If the battle for conserving and preserving our older and historic neighborhoods were a battle fought only by preservationists, the outlook might be dismal indeed. But more voices are being heard – voices beyond the traditional preservation movement – that have grasped the lessons as well.

When they're done correctly [historic rehabilitation projects] make the finest affordable housing projects you can come across. The biggest advantage is that it's much more situated for mixed-income housing, if your basic premise is that mixed-income housing is a good objective. The kind of apartments created are so superior that they're attractive to people of a variety of income levels.^{lxxvii} Developer Richard Arnesen, Stone House Development, Inc.

Resuscitating dilapidated housing stock must become a priority if city neighborhoods are to thrive and support business.^{lxxviii}
PriceWaterhouseCooper's

By 71% to 24%, the public supports the idea of state and local governments giving tax credits to for-profit housing development companies if they build housing for low- to moderate-income working families.^{lxxix}
Fannie Mae Foundation Affordable Housing Survey

Revitalizing older neighborhoods is the perfect antidote to sprawl.^{lxxx}
Sierra Club

Restoring life to "undesirable" areas helps us make better use of our resources and reduces the pressure to develop new areas.^{lxxxi}
Miriam Axel-Lute, National Housing Institute

Common Ground's effort to restore old New York City buildings – preferably historic landmarks – to their former splendor and then place them into the care of homeless or low-income individuals seemed like a "far fetched vision" in the early 1990's when the nonprofit started out. Four projects later, and one on the way, its innovative approach has not only proven to be a success, it shows the path to cost-effective supportive affordable housing in the city and elsewhere.^{lxxxii}
National Mortgage News Daily

Provide tax credits and low-interest loans for people to rehabilitate historic houses and revitalize neighborhoods in cities and older suburbs – Strongly Favor – 44%, Somewhat Favor – 35%.^{lxxxiii}
Smart Growth America

The nexus of historic preservation and housing would be furthered by extending tax credit benefits, now limited to income-producing properties, to rehabilitation of historic structures occupied by the taxpayer as a principal residence.^{lxxxiv}
Housing Facts & Findings, Fannie Mae Foundation

Conclusion

America's historic resources have long been recognized for their contribution to our nation's cultural, aesthetic, educational, and social character. Many of our historic buildings are the physical manifestation of the challenges overcome in years past.

Today there is another challenge – the challenge of securing affordable housing for every family in America. Our older and historic neighborhoods have served generations of families well. Our older and historic neighborhoods now have a new mission – to provide homes for the young, homes for new immigrants, homes for those of limited means, homes for first homebuyers, homes for the retired citizen.

We can no longer throw away our older houses and our historic neighborhoods. They are needed today, they will be needed tomorrow, but they demand our attention right now.

ⁱ *Decent, Affordable Housing: It's the American Dream*. National Association of Home Builders, July 2002.

ⁱⁱ *Rental Housing Assistance – The Worsening Crisis: A Report to Congress on Worst Case Housing Needs*, Office of Policy Development and Research, U.S. Department of Housing and Urban Development, March 2000

ⁱⁱⁱ *Out of Reach 2001*, National Low Income Housing Council, Washington, DC 2001

^{iv} *Affordable Housing Production Initiatives*, National Association of Realtors, <http://www.realtor.org>, 2002

^v *Housing crisis worsens as construction lags demand*, USA Today, July 21, 2002

^{vi} *Housing: Back into the Political Limelight*, Neal Peirce Column, July 7, 2002

^{vii} U.S Conference of Mayors news release, May 22, 2002

^{viii} *Rental Housing Assistance – The Worsening Crisis: A Report to Congress on Worst Case Housing Needs*, Office of Policy Development and Research, U.S. Department of Housing and Urban Development, March 2000

^{ix} *Meeting Our Nation's Housing Challenges*, Report of the Bipartisan Millennial Housing Commission, May 2002

^x *Paycheck to Paycheck: Working Families and the Cost of Housing in America*, Barbara J. Lipman et.al., Center for Housing Policy, Washington, DC 2001

^{xi} *The State of the Nation's Housing 2002*, Joint Center for Housing Studies of Harvard University, 2002

^{xii} *Paycheck to Paycheck: Working Families and the Cost of Housing in America*, Barbara J. Lipman et.al., Center for Housing Policy, Washington, DC 2001

^{xiii} *Paycheck to Paycheck: Working Families and the Cost of Housing in America*, Barbara J. Lipman et.al., Center for Housing Policy, Washington, DC 2001

^{xiv} *Challenges to Developing Workforce Housing*, Urban Land Institute, Washington, DC 2002

^{xv} *Paycheck to Paycheck: Working Families and the Cost of Housing in America*, Barbara J. Lipman et.al., Center for Housing Policy, Washington, DC 2001

^{xvi} *The State of the Nation's Housing 2002*, Joint Center for Housing Studies of Harvard University, 2002

^{xvii} *National Housing Agenda: A Springboard for families, for communities, for our nation*, The United States Conference of Mayors, Washington, DC, May 2002

^{xviii} *National Housing Agenda: A Springboard for families, for communities, for our nation*, The United States Conference of Mayors, Washington, DC, May 2002

^{xix} *Paycheck to Paycheck: Working Families and the Cost of Housing in America*, Barbara J. Lipman et.al., Center for Housing Policy, Washington, DC 2001

^{xx} *Challenges to Developing Workforce Housing*, Urban Land Institute, Washington, DC 2002

-
- ^{xxi} *Paycheck to Paycheck: Working Families and the Cost of Housing in America*, Barbara J. Lipman et.al., Center for Housing Policy, Washington, DC 2001
- ^{xxii} *Employment Outlook: 1998-2008*, U.S. Department of Labor, Bureau of Labor Statistics, September 2000
- ^{xxiii} *Meeting Our Nation's Housing Challenges*, Report of the Bipartisan Millennial Housing Commission, May 2002
- ^{xxiv} *Paycheck to Paycheck: Working Families and the Cost of Housing in America*, Barbara J. Lipman et.al., Center for Housing Policy, Washington, DC 2001
- ^{xxv} *Employment Outlook: 1998-2008*, U.S. Department of Labor, Bureau of Labor Statistics, September 2000
- ^{xxvi} *Paycheck to Paycheck: Working Families and the Cost of Housing in America*, Barbara J. Lipman et.al., Center for Housing Policy, Washington, DC 2001
- ^{xxvii} *Employment Outlook: 1998-2008*, U.S. Department of Labor, Bureau of Labor Statistics, September 2000
- ^{xxviii} *Housing Policy Debate*, Volume 12, Issue 3, Fannie Mae Foundation, 2001. "The Potential and Limitations of Mortgage Innovation in Fostering Homeownership in the United States." David Listokin, et. al., Rutgers University
- ^{xxix} *American Housing Survey for the United States - 1999*, U.S. Department of Commerce, U.S. Department of Housing and Urban Development, 2000
- ^{xxx} *Housing: Facts, Figures and Trends*, National Association of Home Builders, Washington, DC 2001
- ^{xxxi} *Homeownership in the Immigrant Population*, Douglas G. Duncan for the Research Institute for Housing America, 2002
- ^{xxxii} *The State of the Nation's Housing 2002*, Joint Center for Housing Studies of Harvard University, 2002
- ^{xxxiii} *Keeping the American Dream Alive: Proceedings of the Home Ownership Summit 2001*, Summit 2001, Washington, DC, 2001
- ^{xxxiv} *The Next Decade for Housing*, NHAB Economics, Washington, DC 2001
- ^{xxxv} *The State of the Nation's Housing 2002*, Joint Center for Housing Studies of Harvard University, 2002
- ^{xxxvi} *The State of the Nation's Housing 2002*, Joint Center for Housing Studies of Harvard University, 2002
- ^{xxxvii} *White House press release*, June 15, 2002.
- ^{xxxviii} http://www.nahb.com/facts/forecast/New_Home_Prices_monthly.html
- ^{xxxix} *Meeting Our Nation's Housing Challenges*, Report of the Bipartisan Millennial Housing Commission, May 2002
- ^{xl} *ULI press release*, "Have House, Have Job, Have Awful Commute: ULI Looks at Ways to Build Housing Closer to Jobs", Urban Land Institute, Washington, DC, July 1, 2002
- ^{xli} *The Affordable Housing Shortage: Considering the Problem, Causes and Solutions*, Ron Feldman, Federal Reserve Bank of Minneapolis, 2002
- ^{xliv} *Examining Supply-Side Constraints to Low-Income Homeownership*, Michael Collins, et. al, Joint Center for Housing Studies of Harvard University, 2001
- ^{xliv} *Minding the Gap: Issues in Overcoming the Information, Income, Wealth, and Supply Gaps Facing Potential Buyers of Affordable Homes*, J. Michael Collins, Doug Dylla, Neighborhood Reinvestment Corporation, 2001
- ^{xliv} *The State of the Nation's Housing 2002*, Joint Center for Housing Studies of Harvard University, 2002
- ^{xlvi} *American Housing Survey for the United States 1999*, U.S. Department of Commerce, U.S. Department of Housing and Urban Development, Washington, DC, 2000
- ^{xlvi} *American Housing Survey for the United States 1999*, U.S. Department of Commerce, U.S. Department of Housing and Urban Development, Washington, DC, 2000
- ^{xlvi} *Data from American Housing Survey for the United States 1999*, which defines "new construction" as units built within the last four years. Unless otherwise noted that definition is used here.
- ^{xlvi} "Explaining House Prices", *Housing Economics*, Paul Emrath, National Association of Home Builders, 2002
- ^{xlvi} *Christian Science Monitor*, "Affordable housing – the nest still unbuilt", May 29, 2002
- ⁱ *The State of the Nation's Housing 2002*, Joint Center for Housing Studies of Harvard University, 2002
- ^{li} *American Housing Survey for the United States 1999*, U.S. Department of Commerce, U.S. Department of Housing and Urban Development, Washington, DC, 2000

-
- ^{lii} *Barriers to the Rehabilitation of Affordable Housing*, David Listokin, Barbara Listokin, Center for Urban Policy Research, Rutgers University, U.S. Department of Housing and Urban Development, 2001
- ^{liii} *Federal Housing Assistance: Comparing the Characteristics and Costs of Housing Programs*, United States General Accounting Office, 2002
- ^{liv} *American Housing Survey for the United States 1999*, U.S. Department of Commerce, U.S. Department of Housing and Urban Development, Washington, DC, 2000
- ^{lv} *Address to the U.S. Conference of Mayors – Madison, Wisconsin*, Richard Moe, National Trust for Historic Preservation, Washington, DC 2002
- ^{lvi} *Housing: The Key to Economic Recovery*, National Association of Home Builders, 2001
- ^{lvii} Based on relationship between new construction and rehabilitation multiplier from *Regional Multipliers: A User Handbook for the Regional Input-Output Modeling System (RIMS II)*, US Department of Commerce, 1992
- ^{lviii} *American Housing Survey for the United States 1999*, U.S. Department of Commerce, U.S. Department of Housing and Urban Development, Washington, DC, 2000
- ^{lix} *American Housing Survey for the United States 1999*, U.S. Department of Commerce, U.S. Department of Housing and Urban Development, Washington, DC, 2000
- ^{lx} *Housing: Facts, Figures and Trends*, National Association of Home Builders, Washington, DC 2001
- ^{lxi} *ULI press release*, “Have House, Have Job, Have Awful Commute: ULI Looks at Ways to Build Housing Closer to Jobs”, Urban Land Institute, Washington, DC, July 1, 2002
- ^{lxii} *The Implications of Changing U.S. Demographics for Housing Choice and Location in Cities*, Martha Farnsworth Riche, for the Brookings Institution Center on Urban and Metropolitan Policy, March 2001
- ^{lxiii} *The Next Decade for Housing*, National Association of Home Builders, Washington, DC 2001
- ^{lxiv} *Federal Tax Incentives for Rehabilitating Historic Buildings*, U.S. Department of the Interior, Washington, DC 2001
- ^{lxv} *American Housing Survey for the United States 1999*, U.S. Department of Commerce, U.S. Department of Housing and Urban Development, Washington, DC, 2000
- ^{lxvi} *Affordable Housing and Historic Preservation*, Advisory Council on Historic Preservation, Washington, DC 1995
- ^{lxvii} *The Economic Benefits of Preserving Philadelphia’s Past*, Donovan D. Rypkema, Preservation Alliance for Greater Philadelphia, 1998 and *Preservation & Property Values in Indiana*, Donovan D. Rypkema, Historic Landmarks Foundation of Indiana, 1997
- ^{lxviii} *Cityscape: A Journal of Policy Development and Research*, Volume 4, Number 2, US Department of Housing and Urban Development, Washington, DC 1998
- ^{lxix} *American Housing Survey for the United States 1999*, U.S. Department of Commerce, U.S. Department of Housing and Urban Development, Washington, DC, 2000
- ^{lxx} *Housingonline*, “Two Studies Challenge the Notion That Gentrification Harms Low-Income Residents”, National Housing and Rehabilitation Association, June 19, 2002
- ^{lxxi} *The Urban Prospect*, “Gentrification and Displacement”, Citizens Housing and Planning Council, Volume 8, Number 1, January/February 2002
- ^{lxxii} *Historic Seattle*, “Gentrification and Historic Preservation”, 2001
- ^{lxxiii} *Meeting Our Nation’s Housing Challenges*, Report of the Bipartisan Millennial Housing Commission, May 2002
- ^{lxxiv} *Meeting Our Nation’s Housing Challenges*, Report of the Bipartisan Millennial Housing Commission, May 2002
- ^{lxxv} *Housing Policy Debate*, Volume 12, Issue 3, Fannie Mae Foundation, 2001. “The Potential and Limitations of Mortgage Innovation in Fostering Homeownership in the United States.” David Listokin, et. al., Rutgers University
- ^{lxxvi} *The Affordable Housing Shortage: Considering the Problem, Causes and Solutions*, Ron Feldman, Federal Reserve Bank of Minneapolis, 2002
- ^{lxxvii} *Shelterforce Online*, National Housing Institute, July/August 1999
- ^{lxxviii} *Emerging Trends in Real Estate*, PriceWaterhouseCooper’s, 2002
- ^{lxxix} *Results of the Fannie Mae Foundation Affordable Housing Survey*, Hart/Teeter, Fannie Mae Foundation, 2002
- ^{lxxx} *Solving Sprawl: 1999 Sierra Club Sprawl Report*, Sierra Club, 1999
- ^{lxxx} *Solving Sprawl: 1999 Sierra Club Sprawl Report*, Sierra Club, 1999

^{lxxxii} *National Mortgage News Daily*, “Common Ground Weds Affordable Housing with Historic Preservation”, April 8, 2002

^{lxxxiii} *National Survey on Growth and Land Development*, Belden Russonello & Stewart, Smart Growth America, 2000

^{lxxxiv} *Housing Facts & Findings*, Volume 3 Issue 2., Fannie Mae Foundation.

April 30, 2019

Deb Andrews
Manager, Historic Preservation Program
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Petition for the Nomination of a Munjoy Hill Historic District

Dear Ms. Andrews,

We, the undersigned, owners of potentially affected property recommended for inclusion in a Munjoy Hill Historic District and/or recommended for designation as individual landmarks, write pursuant to City of Portland Land Use Ordinance Section 14-615 to petition for the nomination of a Munjoy Hill Historic District and the designation of related individual landmark buildings. We request that you forward this petition to Portland's Historic Preservation Board, and we invite two (2) or more members of that Board to officially sponsor this petition in order to formally initiate the nomination of the Munjoy Hill Historic District and related designation of related individual landmark structures.

As you know, Munjoy Hill was largely developed as a residential neighborhood between 1850 and 1925. It also contains a business district on Congress Street on top of Munjoy Hill, which establishes the context for the 1808 Portland Observatory, a National Historic Landmark. The area was not developed in uniform fashion, but rather the current building stock reflects several different important historical and economic influences operating in this section of Portland. These include railroad-influenced development above the Portland Company, post-1866 Great Fire intensive residential construction, sections of historic concentrations of African American residents, development of dense housing to accommodate late 19th and early 20th century European immigrants, and the later developed Eastern Promenade residences bordering the already-designated Eastern Promenade historic landscape district.

Many of the houses on Munjoy Hill are admittedly smaller and less grand than those built on the Western Prom and West End of the City. However, the large concentrations of intact buildings on Munjoy Hill, meant for middle-class and working-class occupants, reflect patterns of development that are equally important to the history of Portland and equally deserving of historic district protections. The Western Prom area and West End of Portland have benefitted from historic district designations for 25 to 30 years. It is time to extend the same type of protection to those portions of the Munjoy Hill neighborhood which exhibit the historical and architectural significance intended to be protected by Portland's Historic Preservation Ordinance.

Sincerely,



Printed name: Berry Marter

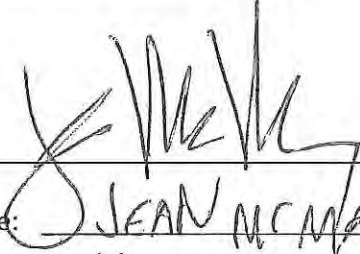
Property Address: 46 E Promenade

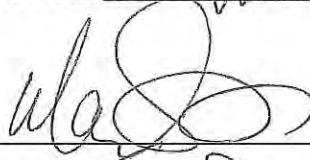


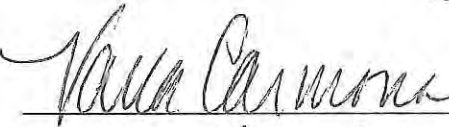
Printed name: Erna Koch

Property Address: 81 Vesper St.

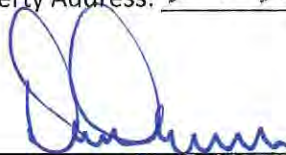
Petition for the Nomination of a Munjoy Hill Historic District, cont'd

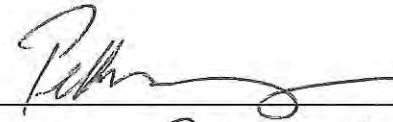

Printed name: JEAN MCMANAMY
Property Address: 10 WILLIS


Printed name: Tica Douglas
Property Address: 11 Munjoy St.


Printed name: Vana Carmona
Property Address: 105 North


Printed name: WAYDE VALZANIA
Property Address: 27 MORRILL ST.

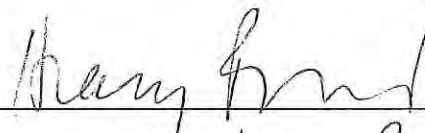

Printed name: Dine Davison
Property Address: 2 Morning St


Printed name: Peter L. Murray
Property Address: 104 North St.


Printed name: Michael Fovea
Property Address: 46 Melbourne


Printed name: R. J. Westhoff
Property Address: 11-15 Morning St.


Printed name: Betty Westhoff
Property Address: 11 Morning St


Printed name: Hilary Bassett
Property Address: 55 Morning St Apt 1-1

Petition for the Nomination of a Munjoy Hill Historic District, cont'd

Pamela Day
Printed name: Pamela Day
Property Address: 25 Waterville St.

Enoch Wenstrom
Printed name: ENOCH WENSTROM
Property Address: 86 Beckett St

Enoch Wenstrom
Printed name: ENOCH WENSTROM
Property Address: 83 Beckett St

Carol M. Connor
Printed name: Carol M. Connor
Property Address: 12 Montreal St

Karen Snyder
Printed name: Karen Snyder
Property Address: 72 Waterville St

Barbara Vestal
Barbara Vestal
22 O'Brien St
101-107 Congress

Mary K Casale
Printed name: Mary K. Casale
Property Address: 35 Waterville St

Edmund Chester
Printed name: Edmund Chester
Property Address: 7 Pine St / 14-16 North St

Edmund Gardner
Printed name: Edmund Gardner
Property Address: 84 Eastern Prom

G. Robinsan Whitten
Printed name: G. ROBINSAN WHITTEN
Property Address: 23 ST. LAWRENCE ST.

Robin F. Whitten
Printed name: ROBIN F WHITTEN
Property Address: 186 Eastern Prom

Deb Andrews
Manager, Historic Preservation Program
City of Portland
389 Congress Street
Portland, ME 04101

Belinda Ray
Portland City Councilor
City of Portland
389 Congress Street
Portland, ME 04101

Re: Munjoy Hill Historic District

Dear Ms. Andrews & Councilwoman Ray,

We, the undersigned, owners and residents of potentially affected property recommended for inclusion in the Munjoy Hill Historic District and/or recommended for designation as individual landmarks, write pursuant to the Portland Land Use Ordinance Section 14-615 to formally oppose such designation in our neighborhood. We request that you forward this petition to Portland's Historic Preservation Board, the Planning Committee and the City Council.

As you know, Munjoy Hill was largely developed as a residential neighborhood. It also contains a business district on Congress Street on Munjoy Hill, which establishes the context for the 1808 Portland Observatory, a national Historic Landmark. The area was not developed in uniform fashion, but rather the current buildings stock reflects several different important historical and economic influences operating in this section of Portland. These include railroad-influenced development above the Portland Company, post-1866 Great Fire intensive residential construction, sections of historic concentrations of African American residents, development of dense housing to accommodate late 19th and early 20th century European immigrants, and the later developed Eastern Promenade residences bordering the already-designated Eastern Promenade historic landscape district.

As the April 2019 inventory report indicates, 85% of the 408 buildings assessed are contributing. This illustrates that the vast majority of buildings considered for the Historical Designated area clearly communicate their architectural roots and contribute to the overall historic character of the neighborhood. With only 15% designated as non-contributing in the most heavily remodeled area of the Hill that was assessed, we are proud of the City's current processes and procedures to maintain the history of the Hill and we are equally as proud of homeowners who have, without restriction, maintained our neighborhood treasures at great individual expense.

With the current pressures facing our City to provide affordable and workplace housing and to support a diverse, working class demographic, we stand against Historical Designation of the Munjoy Hill neighborhood at this time and are very grateful for your work and your support to pass this letter onto the Preservation and Planning teams as well as our City Council.

Thank you very much

Re: 12th Historic Designation on Munjoy Hill

To City Councilors:

As a resident of Munjoy Hill, I am writing you to either slow down or stop the movement. Here are the reasons why:

1. Opposition does exist. It takes many forms.
 - a. There are citizens on the Hill who want no designation
 - b. There are some who want only additional Landmarks to be named
 - c. There are some who are interested in State or Nat'l Designation, not Local
 - d. There are **many** who want the City to stay out of it
2. Most of the Hill has no idea the City is pursuing designation so have not weighed in on the topic. With that said, 21 citizens reached out to the HPB to ask for designation to be accelerated which is a classic tactic by those who do not want the entire Hill to be polled and selfishly only want to get their NIMBY way. 21 people actually believe that they have standing to speak with 4500. It is a ridiculous notion that I hope all of you do not consider as you develop your own positions. (Yes, you know who many are because they write the Council often hoping quantity of letters from few leaves an impression that they are the majority.)
3. In only a two-year period, the City has put a moratorium in place on the hill and has changed the R6 zoning. Not enough time has passed to understand the impact of the recent actions. In this case, the city is moving too quickly without justification.
4. After speaking to 4 of the leading Affordable Housing developers in our city, each stated that adding another Historical District in our city will not only fundamentally stop further affordable or workplace housing on the Hill, it will also negatively impact values in surrounding neighborhoods reducing the prospects to add Workplace/Affordable housing nearby.
5. The HPB & Planning Board have aggressively gone from hearing a concern about demolition to now proposing one very large contiguous district on the hill without any presentation of other options. Why a local historic designation? Why not present a state designation or voluntary national? Further, the HPB has spent thousands of dollars of our tax money to fund a study to assess each and every building on the hill. While the study is of value, it is premature without a discussion on options for the hill or, as pointed out in #1 above, let's understand the effect of the recent changes over the past 2 years before we swing the

pendulum too far. (Please see the attached document that breaks down the HPB report/assessment and raises significant questions that are unanswered)

6. Much of Hill offers non-contributing & very diverse structures. This is not the West End for example where there are brick, similar-looking, contributing buildings. On the Hill, as evidenced by the HPB report, most buildings are already maintained well by their owners. Munjoy Hill is a highly architecturally diverse neighborhood AND with only <2% of older buildings demo'd in the past few years, the City is solving for an issue that simply does not exist. (And, many demolished were beyond the point of repair.)
7. Finally, the belief that slowing down the growth of modern multi unit buildings helps the renter is a myth. Look at the West End. In a recent conversation with a realtor / architect who works in that neighborhood, owners are increasing rents to maintain their buildings due to the oversight/HPB approval process. Renters are being pushed out. (And, don't forget, some modern buildings offer diverse architecture (which is a Hill tradition) and provides energy efficient buildings, which has an environmentally friendly benefit.

Personally, as a homeowner of an 1800s contributing house, we, like many, do our best to respect the past and the home's appearance while maintaining it. We moved onto the Hill in 2013 purposefully because it was not designated historic. We do not want the added pressures of expense and process to maintain, as we have for the last 6 years. As you'll see in the HPB report summary attached, most evaluated homes are deemed contributing. These building have survived decades without City oversight – why the push to add that now when, as stated above, there is no issue on the Hill?

Further, why isn't the City pushing for more information to be presented to the Hill neighborhood? Why is it that the HPB is the only team presenting (and refusing to participate on panels with those opposed or with those who recommend other options?) In other words, why is the City so focused on making this happen? If this is seen as another tax source, please consider what you are doing to the renters, the future of affordable housing, and the long time resident that wanted to sell to a developer to fund their retirement.

Maybe this needs to go to a city-wide vote? At the very least, I believe that every household on Munjoy Hill needs to be contacted regarding this issue and can work to accomplish this.

Finally, is this type of taking one's property even constitutional?

Thank you for your consideration.

Johanna Henry

From: **Carol Connor** c.connor0@icloud.com
 Subject: Historic Preservation on Munjoy Hill
 Date: April 16, 2019 at 12:37 PM
 To: dga@portlandmaine.gov
 Cc: Carol Connor balsamique@live.com

Dear Mrs. Andrews,

Here is an early picture of 8-12 Montreal Street provided by the Libby Family, owners around 1900.



I Have attended meetings, written comments and spoken to the Planning Board, the Historic Preservation Board and the City Council voicing my concerns about development in the R-6 zone, especially when it requires the demolition of historic homes and structures. It concerns me that we, the local citizens seem helpless to slow down or redirect the progression of this deterioration of our neighborhood's character. In spite of clearly stated Design Standards, decisions have been made and approval given for development plans that clearly violate the standards and offend the existing quality of the streetscape. Many of the residents of the Montreal/Willis St. neighborhood have expressed an interest in having this area be designated as part of the North Street/ Eastern Promenade Historic District. That information, along with signatures including mine, has been presented to you in writing by other interested neighbors. It appears that there has been little progress regarding this request, so I'm asking again. Please consider including Montreal Street in the historic district for this area.

If the Historic Preservation Board decided it is not an appropriate action to include the entire street, I would like my house at 12 Montreal to be designated as a stand-alone property that should be declared Historic and Preserved.

With support from a Greater Portland Landmarks representative, I have accessed and studied the deeds and early records of the house and historic period. I am confident that the house has historical significance, in a folksy working class kind of manner. I am mailing you an illustrated packet today that describes my house, its history and the reasons it should be included in the historic district of Munjoy Hill.

Please share this with your fellow board members. Thank you for your consideration.

Carol M Connor

The interior construction is unusual in its shaping of the wood to accomodate the narrow passageway and door to the bedroom. One gets the feeling of being on a boat. It makes me wonder about the original resident and builder of the house, Mr. James B. Newell. was a joiner which means he could have the skills to build houses or boats.



MAIN ENTRANCE AND STAIRCASE



UNUSUAL. STEAM BENT BOARD, SHAPED TO THE SPACE. FEELS LIKE BEING ON A SHIP. JAMES B NEWELL WAS A JOINER WHO BUILT THE HOUSE,



Circa 1943 Harry E. Libby's Granddaughters in the yard at 12 Montreal St.



HARRY E. LIBBY, 12 MONTREAL STREET OWNER EARLY 1900'S. HE CONSTRUCTED THE BOATHOUSE ON THE PROPERTY TO BUILD AND STORE HIS SMALL BOATS .EARLY MAPS SHOW MONTREAL ST. EXTENDED CLEAR DOWN TO EAST COMMERCIAL STREET ALL THE WAY TO THE WATER. COULD MR. LIBBY HAVE USED THIS ROUTE TO LAUNCH HIS BOATS?

Built in 1855, the home at 12 Montreal Street is one of the early houses on Munjoy Hill.

Though it is not necessarily a pristine architectural sample, it is evident that it has historical significance due to its early construction and style. The builder and first occupant was a joiner named James B. Newell. We can surmise by his occupation being a joiner and by his address in 1852-53 being described in the Portland Directory as near the old hospital on the Eastern Promenade, that he very likely built the house while living nearby. He had lived on Myrtle Street in 1850-1851 and moved to the Promenade after that. James and his wife Almira and two sons, James N. and Lendell R are the first occupants of the Montreal Street house, showing up in the 1856-57 Portland Directory.

Chronology

What follows is the chronology of owners/holders/ residents of 12 Montreal St

1855 Moses Gould sold the land to James B. Newell
1855 James B Newell build the house at 8-12 Montreal
1856-1858 James B. Newell (Mortgaged by Elbridge Gerry for \$300.00 in 1858)
Residents :James B, Wife Almira, sons James N and Lendell R, and Albert Newel, a painter
1867 Elbridge Gerry to John M. Stewart (Stewart doesn't move in until 1869)
1869-1873 John M. Stewart Molder (Moulder)
1899 John M, Stewart died and the property went to his daughter Mary F. (Huston) not sure of spelling, the script was difficult to decipher
Though John owned the property from 1869 until his death in 1999, his residence was in Falmouth Maine. A number of individuals lived in the house over the years
1882 Charles F. Griffin, Fisherman
1883 Edwin H. Pearson, painter
1884 George Foss Machinist @ the Portland Co
1885-1886 Joseph G FinlayCar Repairer Grand Trunk Railway
1886-George L. Kimball, Boiler-Maker, the Portland Co
1887 Vacant
1888-1893 William A. Fuller, painter
1895-1898 John R. Lowell clerk
1899-1903 Richard B. Lowell carpenter
1904-Anthony Coyle Stone Cutter
1905-1908 Matthew Conley, Laborer
1908 William Cavanaugh to Harry E. Libby and Harry S. Libby
1943 Harry E. Libby and Eleanor S. Libby to Elmer C. Libby
1946 Elmer C. Libby and Eleanor S. Libby
1948 Elmer C. Libby to Frank and Theresa Sherwood
1992 Frank Sherwood to Carol M.(Peterson) Connor
1992-present Carol Marie Conno

Google Groups

Please Support Tonight 7/10/2019-Nomination of Proposed Munjoy Hill Historic District

Karen Snyder <karsny@yahoo.com>

Jul 10, 2019 8:05 AM

Posted in group: **Planning and Urban Development**

Dear Historic Preservation Board Members,

Please nominate the proposed Munjoy Hill Historic District in the Historic Preservation Board Workshop that will be held tonight on 7/10/2019. The City Planning Dept/Planning Board continues to ignore adhering to the R6 infill design standards and protecting the street scape as well as to consider how the pre-existing community is affected by these oversized luxury cubes that are being built next to them.

It is bad enough affordable housing is being removed without being replaced but for the City to ignore the surrounding street scape and to not consider how these new structures affect the surrounding property owners is morally and ethically not right and potentially legally not right based on pending lawsuits.

Below are comments sent to the Planning Dept, PPH, and the new property owners by existing property owners that made this neighborhood a home and community rather than an investment flip. It is to show you how upset they are with this trend on Munjoy Hill and what happens when design standards, streetscape, and considering surrounding properties are being ignored by the City Planning Department/Planning Board.

Comment #1:

- > Dear xxxx and xxxx,
- > Not only is your monster house blocking light and air from my and the neighbors homes the much beloved and cherished views of the observatory from the street and gardens have now gone forever.
- > Maybe the rules and guidelines approved your plans but does that really, morally give you the right to do what you have done helping to turn our beautiful Munjoy Hill into Munjoy Hell.
- > I am someone who has dedicated the last ten years to beautifying the streets and gardens and providing affordable housing to this neighborhood.
- > I am heartsick and disgusted to witness your callous, selfishness. I had hoped for something so much better.

Comment #2:

City Representatives:

I'm writing in connection with the Demolition/Construction Project at 9 Moody Street on Munjoy Hill.

I'm the owner of a condominium unit at xx Morning Street, a building with 8 condominium units that has existed for more than 100 years with uninterrupted views of the western mountains and daily sunsets. Until now.

The City exempted this 9 Moody Street Demolition/Construction project from its new construction moratorium. However, by allowing this single-family 4 1/2 story tower project, the City (perhaps unwittingly) enabled the views in our historic Munjoy Hill neighborhood to be decimated. Rather than explain in words, the best evidence is seeing it for yourself. Accordingly, I've attached pictures taken with an iPhone from my kitchen window across the street.

The *before* and *after* pictures are dramatic. Attached please find:

- 1) One picture from Summer 2018 before demolition and construction (the rainbow actually rests on the prior house located on the lot)
- 2) Three pictures from the last couple days outside my kitchen window at xx Morning Street
- 3) A compilation of pictures in a Word document

It is sad and frustrating that the City allowed this to occur; for a single-family personal residence no less. I'm not sure how the owners of this house tower (developer Jim Brady according to the architect drawings) described the project to the City, but I can't imagine the City would have allowed it to go forward if it had any idea it would look so dramatically obstructionist, in a historic Portland neighborhood no less.

A couple of you have kindly met with me on this issue. I appreciate it, but steps need to be taken to avoid this occurring again, particularly in Portland's residential neighborhoods. Once the City allows projects like this, there is no way to turn back. Historic districts are one option, if properly adopted. Also, perhaps going forward the City should consider view easement protections to protect residents from developers like Mr. Brady who aren't interested in protecting the integrity of our City's residential neighborhoods.

While I appreciate your personal efforts, more needs to be done to preserve our communities and the residential neighborhoods in the City of Portland.

Thank you for your time and attention to this matter.

Comment #3:

LETTERS - posted July 3

INCREASE FONT 1

Letter to the editor: Historic district will help save what makes the Hill special

Share     

When I first walked into the house on Munjoy Hill that I would buy and begin to restore 23½ years ago, one of the first charms I noticed was the view from its front windows of one of our city's icons, the Portland Observatory.

Yesterday, I witnessed the total erasure of these views by the construction of the third floor of the building going up at 47 Monument St., a voluminous behemoth that occupies every possible square foot of the lot and grows as tall as it's allowed, apparently. Sad day for me.

RELATED HEADLINES

• Letter to the editor: Medical costs prevent expatriate Malmer's return

• Permanently pay for vital conservation fund

• Rein in Cumberland's proposed building, paving spree

Though mostly pro-development, I'm shocked by the lack of concern for local context in allowing these giant structures to be built with no concern for impact on others' property – in other words, for the pre-existing community. I look forward to actively participating in the consideration of a [Munjoy Hill Historic Preservation District](#) and hope that the City Council will urge it on.

Christopher Akerlind

BROWSE MORE IN OPINION

MEETINGHOUSE

EDITORIALS

LETTERS

MAINE VOICES

BILL NEMITZ

GREG KESICH

Introducing:



Meetinghouse

A new Opinion feature that aims to build community and entertain.

[Read now](#)

In conclusion, I sincerely hope you take into consideration how these demolitions and poorly designed oversized buildings that are being allowed affect existing property owners that have lived here for decades and don't consider this an investment flip but their home and community.

Once again, please nominate the proposed Munjoy Hill Historic District before the "Hill", it's character, and it's history are erased for good.

Regards,
Karen Snyder
72 Waterville



Deb Andrews <dga@portlandmaine.gov>

Public Comment: Proposed Munjoy Hill Historic Gerrymander - Missing Information

1 message

George Rheault <george.rheault@gmail.com>

Wed, Jul 10, 2019 at 2:32 PM

To: hp@portlandmaine.gov, Deb Andrews <dga@portlandmaine.gov>, rwiener@portlandmaine.gov, Christine Grimando <cdg@portlandmaine.gov>, Jeff Levine <jlevine@portlandmaine.gov>

It is impossible to assess the validity of the proposed Munjoy Hill Historic District under consideration by the HPB with the presently available information in the public record.

Therefore, please provide the following information to the general public and the HPB in advance of the next workshop on this item.

- Greater Portland Landmarks "windshield" survey
- Greater Portland Landmarks map showing potential Munjoy Hill historic district boundaries
- copy of any and all executed agreements (including amendments, extensions, side letters and attachments/exhibits/schedules to same) between Scott Hanson (a/k/a Sutherland Conservation & Consulting) & City of Portland
- copy of any and all executed agreements (including amendments, extensions, side letters and attachments/exhibits/schedules to same) between Sam Shupe and/or Tova Mellen & City of Portland
- copy of CV/qualifications of Scott Hanson, Sam Shupe and/or Tova Mellen including any affiliates of each assisting with their work product associated with Munjoy Hill historic resources evaluation
- copy of all work product including primary source identification delivered to City of Portland via any means (digital or otherwise) by Scott Hanson, Sam Shupe and/or Tova Mellen including any affiliates of each
- copy of all invoices/billing statements/timesheets submitted to City of Portland by Scott Hanson, Sam Shupe and/or Tova Mellen including any affiliates of each
- copy of all payments made by City of Portland to Scott Hanson, Sam Shupe and/or Tova Mellen including any affiliates of each
- copy of any and all executed agreements (including amendments, extensions, side letters and attachments/exhibits/schedules to same) between Munjoy Hill Neighborhood Organization and/or Greater Portland Landmarks & the City of Portland pertaining to any aspect of an evaluation of the built environment of Munjoy Hill for purposes of historic preservation
- copy of all payments made TO the City of Portland by Munjoy Hill Neighborhood Organization or Greater Portland Landmarks pertaining to any aspect of an evaluation of the built environment of Munjoy Hill for purposes of historic preservation
- copy of all drafts of proposed district boundaries generated to date by City of Portland planning staff
- footnote/underlying source identification for each conclusory statement made in MUNJOY HILL ARCHITECTURAL DEVELOPMENT & CONTEXT STATEMENT DATED APRIL 2019

Thank you.



Deb Andrews <dga@portlandmaine.gov>

50 Waterville St

1 message

George Reiche <reiche_george@yahoo.com>

Wed, Jul 10, 2019 at 8:43 AM

To: dga@portlandmaine.gov, planning@portlandmaine.gov, jlevine@portlandmaine.gov

Cc: jpj@portlandmaine.gov, bsr@portlandmaine.gov, sthibodeau@portlandmaine.gov, jduson@portlandmaine.gov, nmm@portlandmaine.gov, jcosta@portlandmaine.gov, pali@portlandmaine.gov, bbatson@portlandmaine.gov, estrimling@portlandmaine.gov

Dear Historic Preservation Board Members and Deb Andrews,

I chose to renovate 50 Waterville St because it was the right thing to do, and it's what would make the four generations of fathers who lived on the hill before me proud. It was not to save time or money, that's for sure. Every decision inside and out has been to preserve the character of the finest parts of this house. No one in their wildest dreams would build this house from the ground up, it holds too much character for the modern eye. I am so pleased to have had the chance to give this house another life. I support the proposed Munjoy Hill Historic District. Please nominate as soon as possible.

George Reiche
50 Waterville St.



Deb Andrews <dga@portlandmaine.gov>

FW: Please nominate Munjoy Hill as a historic district

1 message

e w <eenewb@hotmail.com>

Wed, Jul 10, 2019 at 9:51 AM

To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>

Hi: I sent a slightly different version of this last night. Please forward to the board today if possible.

Thanks

Dear Historic Preservation Board:

Unfortunately, I have a prior commitment so can not attend the Meeting tonight but please take this letter in lieu of attending.

As a long term resident of Munjoy Hill and owner of two late 1800 era 3 unit buildings, I am pleased to see a potential historic district including Beckett Street. I have sent many emails in the past and attended the recent city meetings about a Historic District, handed out flyers in support of a Munjoy Hill Historic District and/or preserving 1800 era buildings. In the 27+ years I have lived on Munjoy Hill I have seen a lot of historic architecture permanently destroyed. I am a true believer in preservation of historic architecture from the 1800's where possible. I have seen first hand of the transformation of other Portland Neighborhoods from run down areas to thriving Neighborhoods due to being in a Historic District. These positive transformations were not done by razing and rebuilding but instead by pride of ownership.

With that said, I believe a Historic District for Munjoy Hill would stabilize the out of control razing and destruction of the neighborhood character while once again instilling pride in owning and maintaining a piece of history that tourists and future generations will enjoy. I realize there are many differing opinions on maintaining old architecture or the value of it but the truth is 1800 era architecture is becoming more and more extinct across the country. Not to criticize but, the last few years have not been kind to Munjoy Hill. Developers such as Brady have decimated houses, blocked people's views and instead built mansions for their own personal gain. It is obvious to many that developers have the end goal to forever change Munjoy hill and the city seems to be participating in that goal. There seems to be no regard to what the long term property owners want which generally does not align with developers. I am sure the board has received many letters from these developers talking of the horrors of our old buildings. In retrospect these buildings on Munjoy hill are NO different than the other building protected in other Historic districts. I can not count the times tourists come down our streets and take pictures of the old buildings. Why would we continue to destroy them only because a few greedy developers and elite rich want to move in to the hill? I realize these developers, elite and Real Estate agents have a lot of money to throw around to publicize and promote the benefits of razing Munjoy Hill. But in reality, it is all for their personal gain and not for the good of the neighborhood.

Please nominate Munjoy Hill as outlined in the current proposal, which includes Beckett St, as a Historic District.

thanks

Enoch and Gail Wenstrom

88 and 83 Beckett Street

Portland



Deb Andrews <dga@portlandmaine.gov>

Proposed Munjoy Hill Historic District

1 message

Berry Manter <berrymanter@yahoo.com>

Wed, Jul 10, 2019 at 12:34 PM

To: Deb Andrews <DGA@portlandmaine.gov>

Cc: Planning and Urban Development <planning@portlandmaine.gov>, Belinda Ray <bsr@portlandmaine.gov>, Spencer Thibodeau <sthibodeau@portlandmaine.gov>, Kim Cook <kcook@portlandmaine.gov>, Pious Ali <pali@portlandmaine.gov>, Brian Batson <bbatson@portlandmaine.gov>, Justin Costa <jcosta@portlandmaine.gov>, Nicholas Mavodones <nmm@portlandmaine.gov>, Jill Duson <jduson@portlandmaine.gov>, Ethan Strimling <estrimling@portlandmaine.gov>, Jon Jennings <jpj@portlandmaine.gov>

Dear Deb Andrews,

I regretfully cannot attend tonight's workshop, but want to ensure that you and city staff know I fully support the proposed historic designation of Munjoy Hill as a vital addition to preserving the character of the city.

Thank you for all the time and work you and your staff have put into extensive research and presentations to date. Its been impressive to observe your knowledgable and gracious demeanor as you patiently answer/advocate/explain the torrent of concerns and questions regarding this complicated project in recent public presentations.

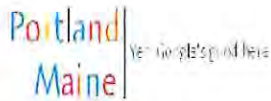
Should additional change be considered at this point in time, it would be to increase the protected historic boundary to cover more area of the Hill. The proposed rules and exceptions provide owners extensive freedom to adapt their properties to personal needs, as well as make available the many "non-contributing" properties for future non-historic development. We all win.

Thank you again,

Berry Manter
46 Eastern Promenade

7/11/2019

City of Portland Mail - Munjoy Hill Historic District Questions

~~XXXXXXXXXX~~

Deb Andrews <dga@portlandmaine.gov>

Munjoy Hill Historic District Questions

1 message

Mark Googins <mgoogins@verrilldana.com>
To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>

Thu, Jul 11, 2019 at 2:34 PM

Ms. Andrews:

My wife and I own two properties on the Hill (we have always been told they are 63 and 69 **Morning Street**; your inventory refers to them as 63 and **65 Morning Street**). I attended last night's information session. I enjoyed your presentation and although we have no plans to make any changes we will be following this process with interest.

I had two questions relating to our properties. I thought you would prefer to communicate by email but if you prefer I would also be happy to chat on the phone, or schedule a time to meet at your office.

If there is someone else that I should be addressing these questions to, please just let me know.

First, although both buildings are highlighted in blue on the district designation map, **63 Morning Street** was built in the mid 80's and so I do not understand how it could be eligible. I thought it would be orange (ineligible due to date of construction).

Second, the older house, which dates to the early 1920's, has an attached garage and two screened porches all dating from much later and not done in the style of the main house. If the historic zone passes as currently contemplated, and we wanted to restore and/or replace those later additions with the same or similar structures would that be limited or prohibited by the historic zone designation or are they forever "grandfathered"? I understand that almost any activity relating to the exterior will be subject to a review process, and I assume that if we were able to replace the existing screened porches and garage with structures that are more in the style of the old house that it would be approved, but what is the standard for replacing non-historic additions with equally non-historic new/replacement additions?

Thanks.

Mark Googins

Mark K. Googins

One Portland Square

Portland, ME 04101-4054

Office: (207) 253-4406

Cell: (207) 650-0180

Fax: (207) 253-4407

This email and any attachment was sent from the law firm Verrill Dana, LLP. It may contain information that is privileged and confidential. If you suspect that you were not intended to receive it, please delete it and notify us as soon as possible. Thank you.



Deb Andrews <dga@portlandmaine.gov>

MunjoyHill Historic District

1 message

Susan Yandell <sueyandell@gmail.com>

Mon, Jul 22, 2019 at 5:19 PM

To: dga@portlandmaine.gov

Hi Deb ,In follow up to our conversation today I wish to confirm my desire to have my property at 51 Monument St
Portland Me . become part of the Munjoy Hill Historic District .
Thank you,Sue Yandell



Deb Andrews <dga@portlandmaine.gov>

Good morning

1 message

Christopher Akerlind <chrisakerlind@gmail.com>

Tue, Jul 23, 2019 at 10:04 AM

To: dga@portlandmaine.gov

Good morning. Confirming my desire to have my home at 44 Monument Street included in HPD.

Thanks.

Christopher Akerlind
44 Monument St



Deb Andrews <dga@portlandmaine.gov>

Inclusion in historic district

1 message

JoAnn Dowe <joythroughhealing@gmail.com>

Sun, Jul 28, 2019 at 1:26 PM

To: dga@portlandmaine.gov

Hello Deb,

I live at 28 Waterville Street, a small yellow cape-style single family, and I was looking over the map and was surprised to see that my house was not included in the proposed designation. The overlay stops two houses before mine on Waterville, which seems strange considering it continues all the way down Waterville on the other side. My house is 1850s vintage. It survived the fire, and urban renewal tear downs. It also shows up on some of the earlier maps of the peninsula. I was a docent at the observatory and could identify my own house on the street. It is still very much the same house it was when it was built here. Looking at the character and design of my neighbors houses, I am thinking it is one of the oldest houses on the street. I would really like it to be included and feel it deserves the protection. It has survived this long as a single-family and that in itself is pretty amazing.

Thank you,

JoAnn Dowe,
28 Waterville Street
Cell: 2073317707

Sent from my iPhone



Deb Andrews <dga@portlandmaine.gov>

Fwd: Munjoy Hill Historic District

1 message

jmy <jmy@portlandmaine.gov>

Thu, Aug 8, 2019 at 8:12 AM

To: Deb Andrews <dga@portlandmaine.gov>

On Wednesday, August 7, 2019 at 8:19:19 AM UTC-4, Julius Ciembroniewicz wrote:

Dear Planning Board --

I'm writing in connection with the Munjoy Hill Historic District. If development continues as is, very soon the developers will have obliterated the historic integrity of Munjoy Hill. The City can no longer bury its head in the sand. **Accordingly, please vote YES to support the Munjoy Hill Historic District.**

Sadly the City of Portland is giving its historic integrity away, brick by brick, to developers that are taking a mile when they receive an inch (or a favor) from the City. The developers only care about \$ and themselves; it is the City's Planning Board that is responsible for protecting the City's waning identity and its historic integrity. Otherwise, at the rate things are going, it won't be much of a charming City anymore.

Projects like 9 Moody Street --- where a rich developer destroyed an existing house and replaced it with a 4 story square monster personal residence for himself that obliterated the views and integrity of Morning and Moody Street -- have no place in historic Munjoy Hill.

Thanks for the important work that you do. Please vote YES to the historic district on Munjoy Hill.

Julius Ciembroniewicz
55 Morning Street, Unit 4-2
Portland, ME 04101

8/8/2019

City of Portland Mail - Fwd: 122 North Street



Deb Andrews <dga@portlandmaine.gov>

Fwd: 122 North Street

1 message

jmy@portlandmaine.gov <jmy@portlandmaine.gov>
To: Deb Andrews <dga@portlandmaine.gov>

Thu, Aug 8, 2019 at 8:15 AM

On Wednesday, August 7, 2019 at 12:12:56 PM UTC-4, Lindsay Steven Mann wrote:

Hello, my name is Lindsay Mann. My wife and I are the owners of 122 North Street in Munjoy Hill. I was recently notified that our house is part of the zone nominated to be a Historic District.

While we have every intention of preserving the historical and architectural details of our home, it strikes me as arbitrary and unfair that our house is included in this zone. **We are surrounded on all four sides by construction that would not be included.** To the north are the Island View apartments - a large complex of apartment buildings (70 units) built in 2002. Abutting us to the south is Munjoy Heights - a group of condominiums built in 2015. To the east is a "non contributing building," which happens to be pretty neglected (paint peeling, shingles and siding falling off the building, etc.) To the west is a similar building not included in the proposal. When Greater Portland Landmarks made their recommendation, it stopped at Walnut Street. We would literally be the only house on the block that is designated historical - an island of one house.

We are new homeowners with two small children hoping to attend the East End Community School. We bought this house because we treasure the historical character and architectural craftsmanship. We have every intention of preserving that history, as we wish for the rest of Munjoy Hill, but we find it unreasonable that the city should single us out.

Do you have any suggestions for who I should talk to or angles I haven't considered?

Thank you!

Lindsay & Susan Mann
122 North Street



Deb Andrews <dga@portlandmaine.gov>

Fwd: Historic District = White District

1 message

jmy <jmy@portlandmaine.gov>
To: Deb Andrews <dga@portlandmaine.gov>

Thu, Aug 8, 2019 at 8:14 AM

On Wednesday, August 7, 2019 at 8:51:30 PM UTC-4, Alexis Santos wrote:

Dear community,

I'm a resident of Munjoy Hill and so will live with the consequences of the seemingly well-intended movement of creating a historic district.

As much as I like the appearance of historic districts I think trying to preserve or create them is misguided, particularly if the aim is to enrich the community.

The equation that I keep seeing in my mind is the following:

- **Historic District = White District**

Keeping Munjoy Hill and the East End as is, is to support the property owners, like me, in their current comfortable status. Folks that benefited from their white privilege typically favor holding on to the way things were, or keeping the status quo (ie historic district).

I understand that many are frustrated by the design choices of some of the new developments, but this can be better regulated.

If anything, I think we should go the way of Minneapolis, and get rid of single family zoning which has kept much needed housing out of reach of a growing and diverse community.

Minneapolis, Tackling Housing Crisis and Inequity, Votes to End Single-Family Zoning

<https://www.nytimes.com/2018/12/13/us/minneapolis-single-family-zoning.html>

Minneapolis Confronts Its History of Housing Segregation

By doing away with single-family zoning, the city takes on high rent, long commutes, and racism in real estate in one fell swoop.

<https://slate.com/business/2018/12/minneapolis-single-family-zoning-housing-racism.html>

<https://www.politico.com/magazine/story/2019/07/11/housing-crisis-single-family-homes-policy-227265>

Let things change, unless you are served by keeping things as they are.

If you really want Portland to do something worth remembering, promote *more* ways for the city to become diverse and inclusive, *not less*.

With good wishes,
Alexis

Historic Preservation Board
City of Portland, Maine

August 22, 2019

Dear Members of the Historic Preservation Board,

I am writing you to request that my house at 7 Lafayette Street be included in the proposed Munjoy Hill Historic District or that it be designated as a historic landmark.

The house at 5-7 Lafayette St. was built between 1849 and 1851, making it one of the oldest still standing dwellings in the north eastern quadrant of the hill (east of North Street and north of Congress St). The date range for the house of 1849 – 1851 comes from several primary sources: City street records show that Lafayette Street was laid out (accepted) on February 8th 1849. The 1924 City Assessors card for 7 Lafayette listed the house as being 75 years old (hence 1849). The date of 1851 comes from a map of Portland published in 1851 by H. F. Walling. This map shows building footprints that fit with 7 Lafayette and the house behind (#99 Congress St). The actual date for 7 Lafayette may be closer to 1849 as commercial maps such as the Walling map of Portland would have taken several years between conception and publication – surveying, drawing, and printing.

As noted in the City's "Munjoy Hill Architectural Development & Context Statement" (April 2019), this house is one of only a few buildings that have survived from the early settlement on Munjoy Hill.

Architecturally the house is a traditional side gable cape and has retained a great degree of the architectural features as seen in the 1924 assessor's photo. From this photo we can see that some changes likely took place during the 75 years following its construction in 1849. It can be assumed that the dormers on the front roof and the large floor to ceiling ground floor windows were added some time in the fourth quarter of the 19th century. In the 95 years following the 1924 photo, no drastic changes to the street view of house have been made. At some point the clapboard siding was covered with wood shingles and the wooden sash double hung windows were replaced with single pane double hung PVC windows. Also the original chimney was removed, leaving only the late 19th century chimney that was added when the steam central heating was installed.

Since 1999, when my wife and I purchased the house, we have replaced the single pane windows with mullioned double glazed, double hung windows. I have also rebuilt the decorative door surround to match the Greek revival door surround as seen in the 1924 photo. Please note that the skylight between the dormers, though slightly larger, replaced one that can be seen in the 1924 photo. The only significant change that we have made to the house is the addition of a shed dormer on the back roof of the house. I intentionally kept the original rear roof line to retain the architectural form of the house. The rear dormer can only be seen from the side of the house. When this work was undertaken we also had the front roof replaced. As part of this work the shingles on the front dormers were replaced with clapboards. It is our intent at a later date to remove the shingles on the rest of the house and replace the clapboards and corner boards as seen in the 1924 assessor's photo.

I would like to note that the 1869 Portland Directory shows a "Rowe Henry, architect," as living at 7 Lafayette Street. Henry Rowe (1812-1870) was an Irish architect who immigrated to the US around 1840. After working in Boston and New York, he moved to Portland and set up shop in 1845. He specialized in Gothic Revival Architecture. He is noted as having designed the John J. Brown house that is located at 387 Spring Street, and the S.L. Carleton House (Carleton's Castle) a European "petit chateau" that stood at 118 Congress St from ca. 1850 until 1914 when it was demolished.

If protected the house would not be alone on this part of Lafayette Street as the building at 103 Congress Street/corner of Lafayette St. has been proposed as a landmark. Further, the land locked house at 99 Congress St. is of equal age. These three buildings would make a small historic grouping within the B1 zone on the top of the hill.

Best Regards

George and Uschi Carhart



The house at 7 Lafayette Street in 2019



The house at 7 Lafayette Street in 1924

1924 Portland Tax Records: 5-7 Lafayette Street, Portland, 1924

Portland, Maine
Assessment 19

Name Owner O'Brien, John
Street Lafayette No. 5-7
Block 74 Lot 14
Use of Bldg. Residence Name
Tenants and Rooms
Rentals
Age
Condition of Repair

Class	Exterior	Plumbing
Single House	Clapboards	Common
Two family	Siding	Individual
Three family	Shingles	Open
Apartmented	Stucco	Set tubs
Store Building	Paper	Plumb
Office	Tapestry Brick	Main
Factory	Comm. Brk	Hardwood
Storage	Galy Iron	Have
Stables	Stone	Wood
Garage, private	Terra Cotta	Terrazzo
Garage, public	Concrete	Marble
Theatre	Heating	Roof - Roofing
Club House	Stove	Shingle
Cottage	Purage	Slate
Foundation	Hot Water	Gravel
Brick	Steam	Prepared
Stone	Light	Admiral
Concrete	Oil	Flat
Pile	Gas	Hy
Basement	Electric	Cable
Full		Downs
Cement Floor	Floor	Windows
Waterproof	Common	Main Glass
Construction	Hardwood	Wire Glass
Frame	Re-Concrete	Shutters
Brick	Concrete Slab	Miscellaneous
Tile	Waterproof	Boiler
Block	Ceiling	Sprinkler
Stucco	Plaster	Fire Escape
Re-Concrete	Metal	Refrigerator
Mail	Painted	Vacuum Cleaner
Steel Frame	Rough	Sales and Vauls
		Telephone Equip.

Ground Area 1.2 Height 12
Cubic Feet 144 Unit etc.
Utility Dep.
Dep. Per cent.
Sound Value, \$

Land 2519 Corner Interior Alley
Front Depth ft
COMPLETION

Area	Multiplier	Coefficient	
<u>1.2</u>	<u>12</u>	<u>3129</u>	
Year	Unit	Coefficient	Land Value
<u>19</u>	<u>72</u>	<u>2129</u>	<u>1.2</u>



Surveyed by
(Remarks on other Side)

Remarks about Buildings

Remarks about Land

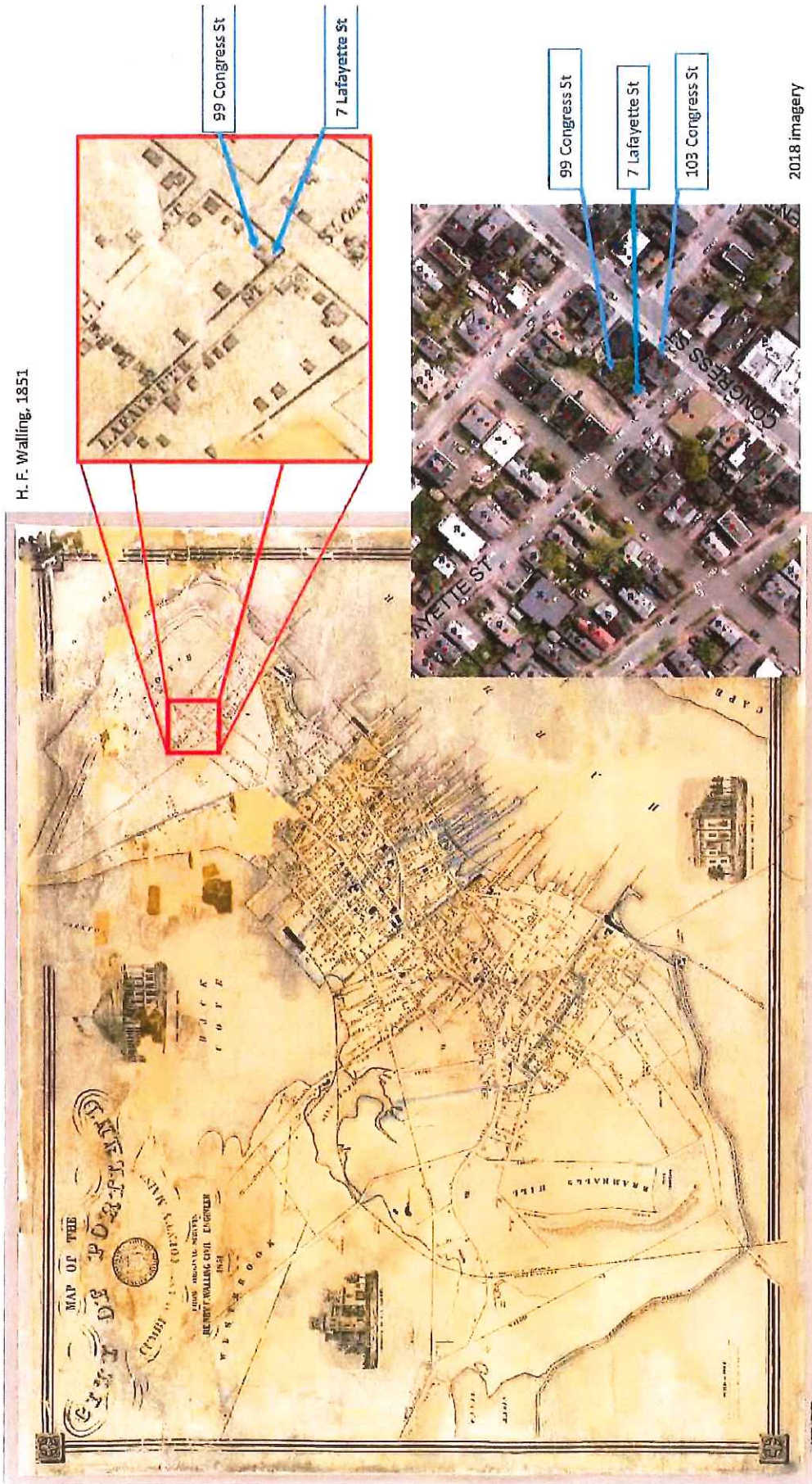


Lafayette St
243 x 24 x 27 x 28 = 146250
78 x 110

Remarks about Personal Property

CITY OF PORTLAND, MAINE ASSESSORS DEPARTMENT		
CHART	BLOCK	
3	Building Volumes Checked	<u>146250</u>
4	Building Values Placed	<u>146250</u>
5	Building Values Extended	<u>146250</u>
6	Land Only Questionable Made	<u></u>
7	Land Values Placed	<u></u>
8	Land Values Extended	<u></u>
9	Compare with 1923	<u></u>
10	Personal Property Added	<u></u>

H. F. Walling, 1851



Montreal and Willis Streets: proposed addition to potential North Street Historic District

North Street Historic District currently under study = - - - - -

Proposed Montreal and Willis Streets addition = - - - - -





Deb Andrews <dga@portlandmaine.gov>

Historic Designation Munjoy Hill

1 message

Henry family <cjechenry@yahoo.com>

Fri, Aug 30, 2019 at 10:25 AM

Reply-To: Henry family <cjechenry@yahoo.com>

To: Belinda Ray <bsr@portlandmaine.gov>, "sthibodeau@portlandmaine.gov" <sthibodeau@portlandmaine.gov>, Pious Ali <pali@portlandmaine.gov>, "bbatson@portlandmaine.gov" <bbatson@portlandmaine.gov>, "kcook@portlandmaine.gov" <kcook@portlandmaine.gov>, "jcosta@portlandmaine.gov" <jcosta@portlandmaine.gov>, "jduson@portlandmaine.gov" <jduson@portlandmaine.gov>, "nmm@portlandmaine.gov" <nmm@portlandmaine.gov>, "estrimling@portlandmaine.gov" <estrimling@portlandmaine.gov>, "planningboard@portlandmaine.gov" <planningboard@portlandmaine.gov>, "jpj@portlandmaine.gov" <jpj@portlandmaine.gov>, "dga@portlandmaine.gov" <dga@portlandmaine.gov>

Hello,

Attached you'll find a letter from 28 neighbors on the Hill who are opposed to any Historic Designation on the Hill.

As Jeff Levine stated in one of last summer's preliminary public sessions, "if the people on the Hill do not want a historical district, we won't do it." Well, more residents have signed a letter in opposition of historic designation than those who submitted a letter for it.

Could you please circulate and otherwise treat this letter with the same level of attention that the pro HD residents received? I'm unsure of the process to circulate (and to whom) so cc'd a number of city staffers above.

Last year, Jeff also committed that the Hill would be surveyed by the City. It was not. Instead, local surveying/polls have been completed, letters circulated, etc. There is a silent majority forming who oppose this direction since information is getting out to them other than Deb Andrews presenting at workshops.

Councilwoman Ray, when we met a few weeks ago, you described this matter as a 'two-for'....meaning, you packaged HD as a second step following R6. Why the rush? There has not even been time to let the R6 settle to see if it is the right business decision vs adding more regulation on top of new, unevaluated regulations.

Only 1 building has come down since the implementation of the R6. Additionally, in Deb Andrew's report, 85% of homes in this district are contributing homes (in the most developed part of the Hill.) That shows us that there is not an issue here maintaining structures. Munjoy Hill historically paints a picture of a diverse evolving neighborhood that should be allowed to continue it's historical pattern.

Opposition is now forming not just within Munjoy Hill but the impact it will have on the city overall. Organizations, architect firms, affordable housing, urban planners, business owners, families, young millennials are all concerned about stricter zoning and how HD regulation is negatively effecting affordable housing, economy, diversity, and positive growth in our working city.

Any timelines set with the Planning Board or Council regarding this matter?

Thank you,

Carle Henry

3 attachments



Page 2 of Signatures.jpg
378K



Signatures page 1.jpg
709K

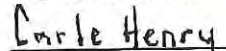


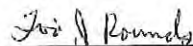
Neighbor Signed Letter to DA.docx
137K

Thank you very much,

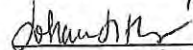

Printed Name: AMY SMITH
Property Address: 14 KENNESAW ST #3

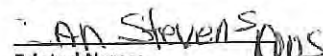

Printed Name: Tim Wells
Property Address: 33 MONTREAL

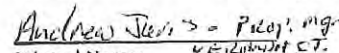

Printed Name: Carle Henry
Property Address: 50 Saint Lawrence St.

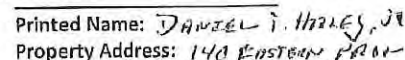

Printed Name: Lori J. Rounds
Property Address: 47 MONUMENT ST


Printed Name: Timothy Mayo
Property Address: 47 MONUMENT ST.


Printed Name: Johanna Henry
Property Address: 50 St. Lawrence St

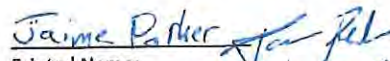

Printed Name: Ann Stevens
Property Address: 604 E. POND

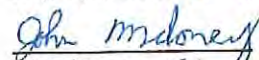

Printed Name: Andrew Davis
Property Address: 13-212 St. J. (102-104 Water College St)

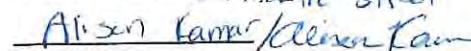

Printed Name: DANIEL I. HAZLEY, JR
Property Address: 140 EASTERN AVE (102-104 Water College St)

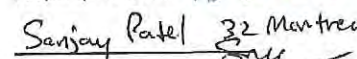

Printed Name: Markus Miller
Property Address: 17 ATLANTIC ST

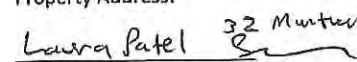

Printed Name: SARAH CUSHMAN
Property Address: 91 BECKETT ST., 2ND FL.


Printed Name: Jaime Parker
Property Address: 73 ATLANTIC ST.

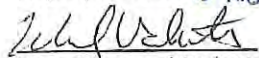

Printed Name: John McHoney
Property Address: 73 ATLANTIC STREET


Printed Name: Alison Kamm
Property Address: 73 ATLANTIC ST.

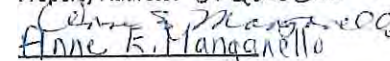

Printed Name: Sanjay Patel
Property Address: 32 MONTREAL

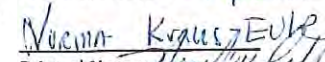

Printed Name: Laura Patel
Property Address: 32 MONTREAL

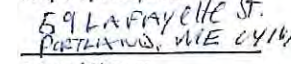

Printed Name: CHRISTINA GERARD
Property Address: 33 ATLANTIC ST


Printed Name: Michael Valentine
Property Address: 81 QUEBEC #4


Printed Name: Justin Ward
Property Address: 81 QUEBEC ST #1


Printed Name: Anne E. Manganello
Property Address: 84 QUEBEC STREET


Printed Name: Naomi Kraus
Property Address: 59 LA FAYETTE ST.


Printed Name: Patricia W. WIE
Property Address: 59 LA FAYETTE ST.

Property Address:

Andrew RayPrinted Name: Andrew Ray
Property Address: 76 Quebec St.Edward GillisPrinted Name: Ed Gillis
Property Address: 24 Montreal StMark RankinPrinted Name: Mark Rankin
Property Address: 24 Montreal StKevin CarterPrinted Name: Kevin Carter
Property Address: 37 Montreal_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:

Property Address:

Samrat SinghPrinted Name: Samrat Singh
Property Address: 33 Montreal StMEV HAWLICKSPrinted Name: MEV HAWLICKS
Property Address: 33 Montreal St_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:
Property Address:_____
Printed Name:

August 31, 2019

To Deb Andrews, Chair Sheridan, and the esteemed members of the Portland Historic Planning Board,

I am writing to express my concerns about the proposed Historic District designation being considered for Munjoy Hill. I've been living on Munjoy Hill for over 20 years. Back then people told me not to buy a home in this neighborhood. I had moved from Seattle, WA, where I had been trying, unsuccessfully, to buy a home. Prices were rising rapidly, offers were often well over the asking price, and people from "away" (California) had a lot more to spend on real estate.

When I arrived in Portland I was pleased to find an environment where I could work hard, save money, and afford to buy a 3 unit home, with the help of the City's New Neighbors program. One thing that made Portland so special back then was that young adults like myself, of modest means, were able to take a stake in our neighborhoods, contribute to our communities, and help foster the dynamic place we have today. I fear we are losing this Portland, and Munjoy Hill is a perfect case study of how we are turning traditionally diverse neighborhoods into exclusive retreats for the well-to-do. Our loss will not only be the socio-economic diversity that a vibrant city needs, but the diminished pool of younger generations, families, young professionals, the energy of tomorrow, that our city can draw upon to continue its rich legacy. This is the principal demographic challenge we should be planning for. The proposed historic district in one of our traditionally most diverse and population rich neighborhoods will only exacerbate this challenge.

I love the architectural legacy and diversity of Munjoy Hill. It is rich, vibrant, and unthreatened. The City's own data indicates that 85% of the structures are conforming to historical standards. There is no imminent threat like there was in the days of urban renewal. Furthermore, the Hill is already protected. There has only been one house torn down since the Conservancy District was established in 2018. This district was created to balance the needs for preservation and development. It is only prudent to collect data on its long-term effectiveness and allow a five year period to understand the effects of its protections before further zoning changes are considered.

Historical Districting on Munjoy Hill is antithetical to Portland's goal of growing and creating housing choices for all residents. It is a given that a historic district will increase the cost of housing on the Hill, and thus push up demand for housing in other neighborhoods, at the very time when the region is experiencing a well documented housing crisis. As a result, the historic district will create barriers for families to move to the neighborhood, and indirectly, to the rest of the City, denying Portland of the next generations we will need for sustained economic and cultural vibrancy. Socio-economic diversity will be limited, forcing much needed service workers further out into the surrounding regions, creating greater demands on our roads and local ecology. The Hill will be even more exclusive, captured in a nostalgic past for those wealthy enough to get in. That's not the Munjoy Hill I love.

Vibrant neighborhoods grow and change over time. Even the purported "Golden Age" of Portland was the result of a gradual amalgamation of architectural and design styles, with Italianate features added to Greek Revival homes, for example. The historic district will prevent further architectural innovation of existing properties. Historic district regulations will impose greater limits and controls on what homeowners can do with their properties. It adds layers of bureaucracy and review on what is already a cumbersome, byzantine property improvement process. Finally, the historic district places greater burdens on increasing the number of units in a building. The historic district designation is not congruent with our goals of strengthening housing options for families and the middle class, nor fostering a socio-economically diverse community, as outlined in our Comprehensive Plan.

To close, the designation of a historic district on Munjoy Hill will have a number of consequences that we should fully research and understand first. Policy makers and the public should be informed of the impacts on affordable housing, the rental market, property sales, applications for renovations and new construction, and other effects related to the goals of the Comprehensive Plan. It is essential that City staff undertake this initial research and present performance data from existing historic districts here and in other comparable communities. Taking action without this critical information is irresponsible. In the meantime, the temporary designation should be lifted. I ask for your support in halting the process for establishing a historic district on Munjoy Hill, removing the temporary HD status, and directing staff to complete a wholistic study to better understand the far-reaching impacts of HD designation. It is only right that decision makers and the public fully understand the tradeoffs that come w/ a Munjoy Hill historic district and can weigh the consequences. Sound public policy must be based on informed decisions.

Thank you for your service,

Markos Miller
17 Atlantic St
Portland, ME
04101

Google Groups

Historic District on Munjoy Hill

Peter Murray <pmurray@gwi.net>

Sep 2, 2019 10:10 PM

Posted in group: **Planning Board**

Dear Ms. Andrews, City Manager Jennings, members of the Planning Board, and members of the City Council -

Here's hoping that this is one of many communications you are receiving in support of the prompt and comprehensive designation of a Historic District on Munjoy Hill.

The unanimous action of the Historic Preservation Board to nominate a district covering about one third of the historic Hill neighborhood is a great start. Now is the time for the City to show its residents as well as would-be developers that its historic neighborhoods are precious civic assets that merit careful stewardship and preservation for the good of the entire City over the medium and long term.

We will not be able to make the upcoming workshop on Wednesday, 9/4 before the Historic Preservation Board. This e-mail is intended to convey our strong support for the district under consideration and our hope that it might be enlarged. We live within the boundaries of the district currently under consideration. The protection afforded by Historic District status is very important to preserving the value of our property from being adversely affected by development efforts of the kind taking place at 33-37 Montreal Street.

We thank you for your prompt and decisive action on this matter.

Sincerely,

Peter L. Murray
Deborah D. Murray
104 North Street
Portland, ME 04101
pmurray@gwi.net

Google Groups

Make Munjoy Hill an Historic District

Liz Hays <lizchays@gmail.com>

Sep 3, 2019 6:10 PM

Posted in group: **Planning and Urban Development**

Dear City of Portland Planning Board

I am a year round resident of Munjoy Hill for the past 2 years. I live in a restored 1864 home at 107 North Street which would be on the edge of proposed the historic district.

I am strongly in favor of making Munjoy Hill an historic district. I feel the historic character and continuity of this character is important to the neighborhood's appeal to maintain long term residents and prospective residents as well as maintaining the cities historic charm. I also feel it will help maintain some of the multi- units that will keep the neighborhood housing affordable.

I would be in favor of expanding but not decreasing the proposed historic district area.

Thank you for your consideration of my comments.

Liz Hays
107 North Street
Portland, ME 04101

Google Groups

Munjoy Hill Historic District

Markos Miller <markossmiller@hotmail.com>

Sep 3, 2019 11:14 AM

Posted in group: **Hlstric Preservation**

Hi Deb,

I hope you had a wonderful summer. I'd like to submit the attached letter to the HPB for inclusion in materials for the Sept 4 discussion about the proposed Munjoy Hill historic designation district.

All the bests,

Markos

August 31, 2019

To Deb Andrews, Chair Sheridan, and the esteemed members of the Portland Historic Planning Board,

I am writing to express my concerns about the proposed Historic District designation being considered for Munjoy Hill. I've been living on Munjoy Hill for over 20 years. Back then people told me not to buy a home in this neighborhood. I had moved from Seattle, WA, where I had been trying, unsuccessfully, to buy a home. Prices were rising rapidly, offers were often well over the asking price, and people from "away" (California) had a lot more to spend on real estate.

When I arrived in Portland I was pleased to find an environment where I could work hard, save money, and afford to buy a 3 unit home, with the help of the City's New Neighbors program. One thing that made Portland so special back then was that young adults like myself, of modest means, were able to take a stake in our neighborhoods, contribute to our communities, and help foster the dynamic place we have today. I fear we are losing this Portland, and Munjoy Hill is a perfect case study of how we are turning traditionally diverse neighborhoods into exclusive retreats for the well-to-do. Our loss will not only be the socio-economic diversity that a vibrant city needs, but the diminished pool of younger generations, families, young professionals, the energy of tomorrow, that our city can draw upon to continue its rich legacy. This is the principal demographic challenge we should be planning for. The proposed historic district in one of the our traditionally most diverse and population rich neighborhoods will only exacerbate this challenge.

I love the architectural legacy and diversity of Munjoy Hill. It is rich, vibrant, and unthreatened. The City's own data indicates that 85% of the structures are conforming to historical standards. There is no imminent threat like there was in the days of urban renewal. Furthermore, the Hill is already protected. There has only been one house torn down since the Conservancy District was established in 2018. This district was created to balance the needs for preservation and development. It is only prudent to collect data on its long-term effectiveness and allow a five year period to understand the effects of its protections before further zoning changes are considered.

Historical Districting on Munjoy Hill is antithetical to Portland's goal of growing and creating housing choices for all residents. It is a given that a historic district will increase the cost of housing on the Hill, and thus push up demand for housing in other neighborhoods, at the very time when the region is experiencing a well documented housing crisis. As a result, the historic district will create barriers for families to move to the neighborhood, and indirectly, to the rest of the City, denying Portland of the next generations we will need for sustained economic and cultural vibrancy. Socio-

economic diversity will be limited, forcing much needed service workers further out into the surrounding regions, creating greater demands on our roads and local ecology. The Hill will be even more exclusive, captured in a nostalgic past for those wealthy enough to get in. That's not the Munjoy Hill I love.

Vibrant neighborhoods grow and change over time. Even the purported "Golden Age" of Portland was the result of a gradual amalgamation of architectural and design styles, with Italianate features added to Greek Revival homes, for example. The historic district will prevent further architectural innovation of existing properties. Historic district regulations will impose greater limits and controls on what homeowners can do with their properties. It adds layers of bureaucracy and review on what is already a cumbersome, byzantine property improvement process. Finally, the historic district places greater burdens on increasing the number of units in a building. The historic district designation is not congruent with our goals of strengthening housing options for families and the middle class, nor fostering a socio-economically diverse community, as outlined in our Comprehensive Plan.

To close, the designation of a historic district on Munjoy Hill will have a number of consequences that we should fully research and understand first. Policy makers and the public should be informed of the impacts on affordable housing, the rental market, property sales, applications for renovations and new construction, and other effects related to the goals of the Comprehensive Plan. It is essential that City staff undertake this initial research and present performance data from existing historic districts here and in other comparable communities. Taking action without this critical information is irresponsible. In the meantime, the temporary designation should be lifted. I ask for your support in halting the process for establishing a historic district on Munjoy Hill, removing the temporary HD status, and directing staff to complete a wholistic study to better understand the far-reaching impacts of HD designation. It is only right that decision makers and the public fully understand the tradeoffs that come w/ a Munjoy Hill historic district and can weigh the consequences. Sound public policy must be based on informed decisions.

Thank you for your service,

Markos Miller

17 Atlantic St

Portland, ME

04101

Markos Miller
17 Atlantic St
Portland, ME
04101
(207) 807-2681

September 4, 2019

To: Historic Preservation Board and Others

As a long time Munjoy Hill resident I have enjoyed its natural beauty, richness of humble homes and family living. The Hill has traditionally been an affordable setting for students, young families and members of the working class. The current atmosphere of exploitive development threatens affordable housing, discourages young families and destroys the precious architectural history of the Hill.

I support the proposed Historic District for the Hill, however the current plan is a puzzle with missing pieces. It leaves out many areas worthy of inclusion and should be broadened to protect whole neighborhoods, perhaps the entire R6 zone.

In the many HPB meetings I have attended I have spoken on behalf of developing a Munjoy Hill Historic District and have sent in documentation materials relating to my 1855 House at 12 Montreal Street. Once again I repeat my request that my house and the entire South side of Montreal Street be included in Historic Preservation Plan.

Respectfully,
Carol M. Connor
12 Montreal Street
Portland, Maine 04101
207 232 2265

Google Groups

Yes, please, on Munjoy Hill Historic District

Berry Manter <berrymanter@yahoo.com>

Sep 4, 2019 7:21 AM

Posted in group: **Planning Board**

Dear Deb Andrews, Planning Board, City Mgr, and City Councilors,

While this is not my first letter of support for the proposed Munjoy Hill Historic District, I write again to urge the MHHD proposal be fully supported by all given the success of Portland's other historic districts as well as the areas of Portland that would better benefit from cautious and well placed development.

I say this in no small part knowing that the Hill is one of the important "faces" of this city to both those who reside here as well as those who visit from local neighborhoods and from away. I say this in no small part knowing that my own modest Victorian building on its exceptional piece of property looking over the park with its exceptional gardens, as well as so many of my neighbor's properties would not survive and quickly be replaced at a great loss to the face of Portland...

Sincerely,
Berry Manter
Portland



Jennifer Munson <jmy@portlandmaine.gov>

Fwd: Letter for the HP board

Deb Andrews <dga@portlandmaine.gov>
 To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Oct 1, 2019 at 5:22 PM

please add to public comment for Munjoy Hill

----- Forwarded message -----

From: **nini mc manamy** <ninimaine@aol.com>
 Date: Tue, Oct 1, 2019 at 3:07 PM
 Subject: Letter for the HP board
 To: <dga@portlandmaine.gov>

Chair Sheridan and members of the Historic Preservation Board:

I am writing to urge you to support the Munjoy Hill Historic District with all the protections provided under the city's Historic Preservation Ordinance—in particular, the provision for impact review of any structures or land use changes that fall within 100 feet of an identified Historic District. The pattern of recent development on the Hill has been one of large popup structures in midblock, which interrupt the streetscape and which tend to have a negative impact on the entire block.

Recently, this board considered a project proposal at 33-37 Montreal St. Having waited out the one year demolition delay required by the Munjoy Hill Conservation Overlay zone, the developers have recently proposed a different structure from the project reviewed by this board just a few weeks ago. During the planning board review, the planning board accepted the staff's identification of that area of Willis and Montreal Streets to be a "transitional" neighborhood. We assume this means that block is not characteristic of the streetscape lying across the street from it, and therefore exempt from the compatibility design standard.

This sets up a situation where there will be steady creep into traditional neighborhoods, as each new nonstandard building creates a new transitional block next door.

The 33-37 Montreal project is one of those popup structures, towering over its neighbors, and within 100 feet of the pending Historic District. This is apparently not a consideration for the planning board. Nevertheless, that proximity provides us, the neighbors, with a valuable opportunity to open a discussion about the impact on the streetscape. We can see how important the 100 foot perimeter for review would be to protect against future project impaces.

Finally, the Munjoy Hill Overlay Zone provides an exemption from the current design standards for buildings over 10,000 square feet, and contains no prohibition on combining lots to create projects of that size—as was done for 33-37 Montreal.

Our neighborhood is in part special because of the many small lots. A Historic District with a 100 foot sweep would provide some protection from the impact of large projects which consolidate small landholdings.

Thank you for all your dedicated and careful work to date on the Hill.

Sincerely,

Jean (Nini) McManamy
 10 Willis St.
 October 1, 2019

Sent from my iPad

—
 Deb Andrews
 Historic Preservation Program Manager
 City of Portland
 389 Congress Street
 Portland, Maine 04101
 (207) 874-8726



Jennifer Munson <jmy@portlandmaine.gov>

Fwd: Munjoy Hill Historic District Comments

Deb Andrews <dga@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Oct 1, 2019 at 2:02 PM

Munjoy Hill public comment

----- Forwarded message -----

From: **Mike Hoover** <chzstk@gmail.com>
Date: Tue, Oct 1, 2019 at 5:38 AM
Subject: Munjoy Hill Historic District Comments
To: Deb Andrews <dga@portlandmaine.gov>

Hi Deb -

I strongly support the designation of a Historic District for Munjoy Hill.

I would like to request that my home, located at 40 Melbourne, be included in the proposed Historic District.

Consistent with the nomination criteria outlined in the National Historic Preservation Act (NHPA), and the historical analysis completed for the Munjoy Hill Historic District, I believe that the HD needs to be expanded to incorporate the intent of a Historic District. I request that the distinct includes the portion of Munjoy Hill between Congress Street, North Street, Walnut Street, and the Eastern Promenade. This boundary is consistent with the NHPA intent of a HD to encompass the broad pattern of historical development within a HD boundary.

Thank you.

Michael Hoover
40 Melbourne

--

Deb Andrews
Historic Preservation Program Manager
City of Portland
389 Congress Street
Portland, Maine 04101
(207) 874-8726



Jennifer Munson <jmy@portlandmaine.gov>

Fwd: 65 Saint Lawrence Street -contributing designation

Deb Andrews <dga@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Oct 1, 2019 at 2:03 PM

Munjoy Hill public comment

----- Forwarded message -----

From: Liv Chase <livchase@yahoo.com>
Date: Mon, Sep 30, 2019 at 5:24 PM
Subject: 65 Saint Lawrence Street -contributing designation
To: dga@portlandmaine.gov <dga@portlandmaine.gov>
Cc: Brent Adler <brentadler@gmail.com>

Dear Deb Andrews,

Brent and I just received your notice in the mail in regards to [65 Saint Lawrence Street](#). We are shocked by the news presented in this letter and also unclear as to why it was sent out 30 days after a decision was made. We are strongly opposed to being a contributing building in the new proposed historic district. We attended the first meeting for the proposed historic district and our building was non-contributing. Prior to the first meeting, the city had every opportunity to assess and decide on which buildings were to be contributing and which ones were not. 65 Saint Lawrence Street has been significantly altered and it does not represent any form of historic architecture. A tenement style building that provided housing for workers does not classify a building as historic nor does it contribute to the character of the district. Please let us know how we can have this designation removed.

Regards,

Liv Chase and Brent Adler

--
Deb Andrews
Historic Preservation Program Manager
[City of Portland](#)
[389 Congress Street](#)
Portland, Maine 04101
(207) 874-8726

Google Groups

10/2/2019 - Historic Preserv. Board-3rd Workshop for Proposed Munjoy Hill Historic District

Karen Snyder <karsny@yahoo.com>

Oct 1, 2019 1:03 PM

Posted in group: **Planning and Urban Development**

Dear Historic Preservation Board Members and Deb Andrews,

I am presenting a recently initiated petition to show the latest and continued steadfast support for the City's proposed Munjoy Hill Historic District.

So far, it has been signed by over **80 Munjoy Hill residents** which represents **almost 60 Munjoy Hill properties** which specifically support the City proposed Munjoy Hill District.

This petition states the following: ***We the undersigned, support the designation of a Munjoy Hill Historic District which is generally consistent with, and at least as big as that proposed by Portland's Historic Preservation Department.***

Please note this petition statement also includes preserving the zoning 100 foot "boundary" rule surrounding a Historic District.

Please see below petition pages as well as it is attached for documentation purposes.

Regards,

Karen Snyder

72 Waterville St.

Attachment: Proposed_MHHD_Petition_20191001.pdf

Petition: Proposed Historic Preservation District for Munjoy Hill

We the undersigned, support the designation of a Munjoy Hill Historic District which is generally consistent with, and at least as big as that proposed by Portland's Historic Preservation Department.

#	Address	Name (PRINT ONLY)	Signature	Email Address	Date	"X" if Owner
1	Munjoy St.	Martine Douglas			com 09-29-19	✓
2	11 Munjoy St.	Beth Snyder			com	
3	81 North St.	Maggie Wolf			09-28-19	
4	28 St. Lawrence	R. John Westhoff			9/28/19	X
5	11 Morris St.	Martine Savin			g mail.com	X
6	28 St. Lawrence	Catherine Waycote			9/28/19	X
7	91 BECKETT ST.	Nina Miller			9/28/19	X
8	76 Watson St.	Janet Springborn			9/28/19	X
9	340 Eastern Promenade Unit 145	Jaye Cortin			9/28/19	X
10	20 Essex St	Sally Dolcan			9/28/19	X
11	118 Congress St	Ralph Carmona			9/28/19	X
12	105 North St. #1	James Isaacson			9-28-19	X
13	71 St. Lawrence	Debra Davis			9-28-19	X
14	29 Manning	Abramovic			9-28-19	X
15	32 North St.	James Cowie			9/28/19	X
16	432 North St	April Chao			9/28/19	X
17	41 Mount St	Richard Reed			9/28/19	X
18	46 Cumberland Ave	Linda Dillinger			9/28/19	X
19	36 North St	Steven Goodman			9-28-19	X
20	46 Cumberland Ave	Steve BAKER			9/28/19	X
21	89 Morning St	Nadine Nigindemba			9-28-19	X
22	89 Morning St				9-28-19	X
23	89 Morning St				9-28-19	X
24	Saco, ME				9-28-19	X

Petition: Proposed Historic Preservation District for Munjoy Hill

We the undersigned, support the designation of a Munjoy Hill Historic District which is generally consistent with, and at least as big as that proposed by Portland's Historic Preservation Department.

#	Address	Name (PRINT ONLY)	Signature	Email Address	Date	"X" if Owner
25	312 SHERBROOK	TERRY KRISTIN	Terry Kristin		9-28-19	former
26	72 St. Lawrence St	David Di Matteo	David Di Matteo		9-28-19	former
27	25 High St #301	Susan W Lynn	Susan W Lynn		9-28-19	X
28	76 Watson St.	Steven Teel	Steven Teel		9-28-19	X
29	51 Congress St	M. Jakes	M. Jakes		9-28-19	X
30	51 Congress St	G. Jakes	G. Jakes		9-28-19	X
31	63 Congress St	MIKE FERRANTE	Mike Ferrante		9-28-19	✓
32	56 North St Apt 203	Justine Denny	Justine Denny		9-28-19	
33	751 North # 209	Lavette Prochaska	Lavette Prochaska		9-28-19	
34	56 North St	Susan Emerson	Susan Emerson		9-28-19	red
35					9-28-19	NO
36					9-28-19	YES
37	24 MELEN ST.	DAVID PRICE	David Price		9-28-19	YES
38	196 Mungy South	Diana Burton York	Diana Burton York		9-28-19	YES
39	593 Broadway for Ale	Debbie Smither	Debbie Smither		9-28-19	YES
40					9-28-19	YES
41	76 Cambridge Ave	Peter Blackstone	Peter Blackstone		9-28-19	NO
42	292 Eastern Prom	Alison Weiss	Alison Weiss		9-28-19	YES
43	27 MERRILL ST	WAYNE VALZADIA	Wayne Valzadia		9-28-19	NO
44	71 Mellowine St	Kelly Maguire	Kelly Maguire		9-28-19	YES
45	71 Mellowine St	Richard Sabol	Richard Sabol		9-28-19	YES
46	51 MOWEN ST	SUE YARBRO	Sue Yarbrow		9-28-19	YES
47	32 North St	J.D. GOWIE	J.D. Gowie		9-28-19	YES
48		Margaret Gowie	Margaret Gowie		9-28-19	YES

Petition: Proposed Historic Preservation District for Munjoy Hill

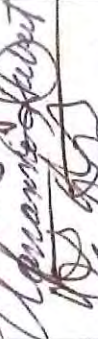
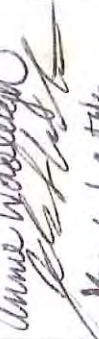
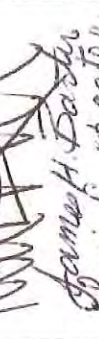
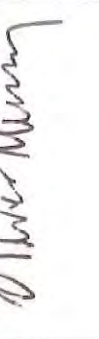
We the undersigned, support the designation of a Munjoy Hill Historic District which is generally consistent with, and at least as big as that proposed by Portland's Historic Preservation Department.

#	Address	Name (PRINT ONLY)	Signature	Email Address	Date	"X" if Owner
49	80 Quebec St	K.E. SMITH	[Signature]		28 Sept 19	X
50	63 Melbourne	apt 1 Leslie Stewart	[Signature]		11/20/19	X
51	11	RONALD DEERY	[Signature]		9/20	X
52	124 North Street	Peter Murray	[Signature]		9/30	
53	104 North St.	DEBORAH DUBIELLO	[Signature]		9/30	
54	25 Waterville St.	Pamela Day	[Signature]		9/30	
55	25 Waterville St.	Michael Petit	[Signature]		9/30	
56	12 Montreal St.	Carol M. Connor	[Signature]		9/3/19	
57	46 E. Promenade	Berry Minter	[Signature]		9/30/19	
58	88 Beck St	ENDY WENSTON	[Signature]		9/30/19	X
59	105 North St #1	Vana Carmona	[Signature]		9/30/19	X
60	23 ST-LAWRENCE ST.	G.R. WHITTEN	[Signature]		9/30/19	X
61	40 Melbourne	Michael Hoover	[Signature]		10/1/19	
62	10 Willis St	JEAN McMANNY	[Signature]		10/1/19	X
63	14-16 North, 101-107 Congress	Barbara Vestal	[Signature]		10/1/19	X
64	39 Waterville St	Wary West-Castle	[Signature]		10/1/19	X
65	11 St. Lawrence St	Jayne G. Hurley	[Signature]		10/1/19	X

Petition: Proposed Historic Preservation District for Munjoy Hill

We the undersigned, support the designation of a Munjoy Hill Historic District which is generally consistent with, and at least as big as that proposed by Portland's Historic Preservation Department.

Portland

#	Address	Name (PRINT ONLY)	Signature	Email Address	Date	"X" if Owner
121	81 Vesper St	Erna Koch			9-28-19	X
122	72 Waterville St, #3	Karen Snyder			9/28/19	X
123	147 Congress St	Margaret Hubert			9/28/19	X
124	147 Congress St	Robert Hubert			9/28/19	X
125	54 Walnut St.	Sarah Goan			9/28/19	X
126	108 Dorset St	George Weatherbee			9/28/19	X
127	74 Grant St #1	Annie Wadeigh			9/28/19	X
128	104 Congress St	John Whitaker			9/28/19	X
129	104 Congress St	Kerry Whitaker			9/28/19	X
130	33 Howard	Greg Brown			9/28/19	X
131	79 North	Stephen Booth			9/28/19	X
132	9 Howard St	Allison Rogers			9/28/19	X
133	9 Howard St	Michael Marsoco			9/28/19	X
134	89 Waterville St.	Katy Bruner			9/28/19	X
135	80 Vesper St. #3	Catherine Moser			9/28/19	X
136	80 Vesper St. #3	Gregory Moser			9/28/19	X
137	340 Eastern Prom #142	Jeff von Numbritz			9-28-19	X
138	23 Greenway Dr.	Jim Smith			9-28-19	X
139	55 Kellogg St	JOIS BARTER			9-28-19	X
140	55 Montreal St.	Alison Grey			9-28-19	X
141	55 Montreal St	Oliver Murray			9-28-19	X
142						
143						
144						

to: Portland Historic Preservation Board
% Deborah Andrews, Executive Director

October 12, 2018

Dear Chair Sheridan and members of the Board:

Enclosed please find a petition from residents of Willis and Montreal Streets asking your consideration for addition of parts of those streets to the proposed North St Historic District on Munjoy Hill. Specifically we are asking to have that portion of Montreal St not now included in the proposed district (houses at the top of the street have been selected for study as part of the North St District) with the exception of the MacArthur Gardens apartment complex be added to the proposed district.

We have talked with as many of our neighbors as we could. A few properties are absentee-owned. One resident is in a nursing home and unavailable at this time. We understand that public discussion about the impact of a Historic district on the neighborhood is part of the process, and the Board would need to know that most of the residents were in favor. We hope this petition provides some of the evidence you need to initiate a process, and are anxious for the opportunity to ask questions such as, "can I replace my windows?" and "will my children be unable to develop the property?".

We believe Montreal and Willis Streets represent a rare surviving snapshot of what Portland was like before and after the great fire of 1866. The period represented by the homes identified by Greater Portland Landmarks as significant or contributing covers the years from the 1850s to the mid 1930s. 86% of the properties in our proposed district were found last year to be significant or contributing to the historic streetscape of the Hill, and since that time an additional Willis Street property has undergone considerable restoration of its exterior. In its August 15 testimony to the Board, Greater Portland Landmarks described Montreal Street as having what were "urban farmhouses".

The streetscape still includes many small single family homes that housed tradespeople typical of the period. At the bottom of Montreal Street, what is now #12 (built 1860) housed a boatbuilder, and his shop survives today. This house is part of a row of houses dating from the mid-1860s on both sides of the street. Near the top of the street, closer to North, stands a property at #55 which housed a long-surviving greenhouse and nursery business from the 1850s onward. Residents there today report remarkable soil conditions. Across the street at #48 (built 1860) the neighborhood speakeasy was in business during Prohibition and the house still contains a cellar phone and sliding door accessible to customers from the street.

Landmarks has already begun the work of researching the histories behind this unique streetscape, including the social fabric it supported, and we are grateful to them for the history we have drawn upon for this petition. And MacArthur Gardens (1947) at the bottom of Montreal Street, while not built in the period of significance, sits on a piece of land which was integrated into the streetscape with small Italianate dwellings until the great reservoir flood of 1893 washed out four houses and four people lost their lives. The land remained empty until MacArthur gardens was built in 1947 and thus these apartments, in their way, preserve a piece of the history of Montreal Street.

Willis Street enjoys a similar history, with many single family tradespersons homes and three multifamily homes built for rental purposes during the midcentury, at least one by well-known Munjoy Hill developer Moses Gould. The house at #9 is believed to have been a farmhouse when it was built; early city maps showed the property originally extending all the way to the Eastern Promenade. The home still sits on a property covering one entire block on the north side of the street.

Munjoy Hill properties are in danger of teardowns for highly lucrative condominium developments seeking ocean views and proximity to the Old Port. While the new Conservation District can slow the pace of teardowns, it does not have sufficient teeth to prevent outsized and incompatible replacement buildings. Historic District status would help preserve the streetscape and inhibit incompatible development. There is continuous improvement and restoration work underway on the street, and homeowners generally strive for historic compatibility.

Willis and Montreal Streets still house small businesses of the type historically located there. They continue to provide family housing and children are often on the streets. We love our neighborhood and wish to preserve its unique streetscape and the social fabric it supports. We hope you will agree and include it in consideration of the proposed Historic District for Munjoy Hill.

Thank you.

Jean (Nini) Mc Manamy, 10 Willis Street
329-1232

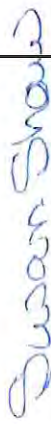


Enclosures:

1. Map of proposed Montreal and Willis Streets addition to potential North Street Historic District
2. Petitions of property owners requesting inclusion in the proposed district

Petition: Historic Preservation District for Munjoy Hill

We the undersigned request the Portland City Council and Planning Dept conserve and preserve the structures that makes Munjoy Hill vibrant by being included in the Munjoy Hill Historic District districts.

Street Address	Name (PRINT ONLY)	Primary	Signature	Email Address
✓ 1 9 Willis St.	Maragret Hillman	Y		
✓ 2 10 Willis St.	Jean McManamy	Y		
3 20 Willis St.	John Mahoney & Allision Kamar	N		
4 22 Willis St.	Rebecca Dreher	Y		
✓ 5 23 Willis St.	Frances McGovern	Y		
6 24 Willis St.	Patricia Bleech	Y		
✓ 7 28 Willis St.	Susan Shaw	Y		
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				

Petition: Historic Preservation District for Munjoy Hill

We the undersigned request the Portland City Council and Planning Dept conserve and preserve the structures that makes Munjoy Hill vibrant by being included in the Munjoy Hill Historic District districts.

Street Address	Name (PRINT ONLY)	Primary Signature	Email Address
✓ 1 12 Montreal St C	Carol Connor	<i>Carol Connor</i>	<i>balsamique@live.com</i>
✓ 2 16 Montreal St C	George Libby		
3 18 Montreal St C	Linda Douglass		
✓ 4 22 Montreal St C	Vanessa McGrath	<i>Vanessa McGrath</i>	
5 24 Montreal St C	Edward Gillis & Marta Rankin		
✓ 6 32 Montreal St C	Sanjay & Laura Patel		
7 33 Montreal St C	St. John's Valley LLC		
8 37 Montreal St C	Kevin Carter		
✓ 9 41 Montreal St C	Kevin Johannen & Meghan Connolly	<i>K. for</i>	<i>Kevin@iknow.net</i>
10 42 Montreal St C	Liane C. Billings	<i>Liane C. Billings</i>	<i>lisanect@illnesses.com</i>
✓ 11 45 Montreal St C	James Cole	<i>James Cole</i>	<i>jonk@degrail.com</i>
✓ 12 48 Montreal St C	Cama Clarkson Woodward	<i>Cama Clarkson</i>	<i>kia104@comcast.com</i>
13 49 Montreal St C	Colleen Jackson-Commoss		
14 52 Montreal St C	Ryland & Brook Rankin		
15 54 Montreal St NC	Montreal St. Realty LLC		
16 55 Montreal St C	Alison Grey & Oiver Murray		
✓ 17 60 Montreal st	Patricia Ryan	<i>see below</i>	<i>pryan2@maine.vn.com</i>
✓ 18 46 Montreal St	Marguerite Cartorio	<i>Marguerite Cartorio</i>	
✓ 19 55 Montreal St	Alison Grey	<i>Alison Grey</i>	
20			
21			
22			
23			
24			

Google Groups

Munjoy Hell

Susan Yandell <sueyandell@gmail.com>

Oct 14, 2019 6:44 PM

Posted in group: **Planning and Urban Development**

My beloved Portland is no more. The city government should be ashamed for the dreadful destruction and ruination of 'The beautiful town by the sea'.

Longfellow would weep, as I do. I walk the very streets that he did. He described with such love the joys of his surroundings, as I once did.

No more.

You will one day, perhaps, feel great SHAME at the horrors and unspeakable

decimation that you brought to this cherished place which to me has lost its sense of 'place'.

What I now see is the GREED and INDIFFERENCE and INCOMPETENCE you and the DEVELOPERS have wrought.

With such a horrible sense loss and sadness I remain a resident of 51 Monument St. and a VICTIM of your ARROGANCE.

Sue Yandell....beautifier of the neighborhood.

Historic District changes in East End

Adam Frederick <afrederick@gogginenergy.com>

Oct 30, 2019 3:56 PM

Posted in group: **Planning Board**

Dear Planning Board and City Council,

Though I strongly endorse the City of Portland doing everything in its power to limit the further construction of hotels and parking garages on the very limited remaining real estate in our decreasingly charming Port City, and though I support placing of many structures within Historic District for the sake of architectural preservation, I must voice sincere concern about what this will do for the energy future of the town.

We are at a critical point in human history. We can continue burning fossil fuels for power and heat and find humanity "clinging to the poles" of our planet for survival within one generation, OR we can do everything in our power now to offset the impact of our energy use. This requires support of technology like Solar and Wind Power, Heat Pumps (geothermal and mini-split), and batteries. Limiting the effective usage and placement of these carbon-offsetting technologies for the sake of aesthetics is, in my mind, short sighted. I say this not as a business owner and capitalist, but as a citizen of this planet, as a father, and as a Portlander.

I support the Historic District and the core of its mission. I have worked with Rob Wiener on a number of projects in the west end, and believe that we are all fundamentally trying to do what is "right" for the City of Portland. Preserving the architecture and aesthetics of this city is so important to the look and feel of Portland. However, I believe that compromises may have to be made when it comes to the very real environmental catastrophe at our door. ALL buildings in this town should be encouraged (if not required) to install solar panels if their orientation and structure allows. Passing of sweeping regulation without adapting to or accommodating for a new energy paradigm will be to the detriment of all.

I encourage the Planning Board and City Council to consider not only the architecture of our past, but the Portlanders of the future while making these zoning changes.

--
Best Regards,

Adam Frederick
VP, Director of Sales and Design
207.408.6616(m)
207.772.7557(o)
Goggin Energy
75 West Commercial
Suite 202
Portland, ME 04101
gogginenergy.com

Support for Munjoy Hill - expansion of proposed Historic District

EJ Koch <ejkoch@gmail.com>

Oct 28, 2019 9:28 PM

Posted in group: **Planning and Urban Development**

This is my letter of support for the proposed, and an expanded, Historic District.

Because the materials are lengthy, I have included a cover summary.

Please take these as part of the record concerning the Historic District proposal, and again register my (and hundreds of others') support for a Munjoy Hill Historic District.

Erna Koch
617-818-0882



ERNA KOCH

81 Vesper St., Portland, Maine 04101

Phone: 617-818-0882

E-Mail: EJKoch@gmail.com

October 29, 2019

City of Portland Historic Board, Planning Board, and City Council members

This is a cover summary of the materials attached. I hope you will read my letter, but I recognize that time is valuable and limited.

Please Adopt and significantly expand the proposed Munjoy Hill Historic District

- After a great deal of community effort, with no discernable impact, adopting a Historic District on Munjoy Hill appears the best/only way to protect the Hill's character and livability. It seems that the City has allowed developers to control development on the Hill through lobbying and private agreements. This is anathema to an open process.
- **Broad Local and popular sentiment runs overwhelmingly in support of preservation** over demolition, and against predatory development producing massive scale and incompatible new developments. These opinions, directly from Hill residents and others are reflected by hundreds of people on Social Media over a term of years. [SEE: Appendix A, for a broad sampling of actual local comments about inappropriate development on the Hill]
- An "Opposition Petition" to the Historic District presented to the City is representative of just 12 properties, one of which has already been demolished and redeveloped, and one of which was demolished this week for development, pending review of yet another controversial, oversized building plan.
- New building is supposed to comply with Design Standards, which provide in relevant part that the style, scale and massing of new buildings be compatible with the rest of the local streetscape. The Planning Board appears to be paying no

attention to these standards, and approves inappropriate proposed building just about every time. I'm not aware of any time the Board has turned down a plan – they accept "revisions" of inappropriate plans regularly, failing the community every time. Staff appears to be captured by the developers.

- New Planning Board-approved buildings are usually oversized eyesores crammed onto small lots that tower over their neighbors and contribute nothing good to the streetscape or the local community. They do *not* add to Portland's housing stock in any way that is meaningful to residents. A good proportion of the condos are bought by people who don't live in Portland more than 3-4 months a year.
- The minor effort by the City in response to sustained and vigorous resistance of residents has not been effective to preserve the Hill's valuable assets. We need a Historic District to accomplish that. [SEE: pictures pp 6-11 of letter]

For more detail about my strong support for a broad Historic District on Munjoy Hill, see my full letter. Thank you for your consideration.

Erna Koch



ERNA KOCH

81 Vesper St., Portland, Maine 04101

Phone: 617-818-0882

E-Mail: EJKoch@gmail.com

October 20, 2019

City of Portland Historic Board, Planning Board, and City Council members

Hello,

My name is Erna Koch. I am 40 year resident, and a 35 year property owner of a three family house on Munjoy Hill, in an area that falls within the currently proposed Historic District.

This is a long letter which enumerates developments that have informed my conclusion that enacting a Historic District is the only reasonable path to preserve the Munjoy Hill streetscape. I have included extended community commentary in the Appendix, to allow readers to get a sense of what actual local discussion on this issue looks like.

Please Adopt and expand the Munjoy Hill Historic District

I support and encourage expansion of the Munjoy Hill Historic District for all the reasons you've heard from others, and as I've written in the past. As both the zoning ordinance, design standards, and the Comprehensive Plan require, new buildings "should be" compatible in scale, massing and design to the neighborhood. Munjoy Hill has a Historic story – much of it as housing for the many working class families who worked in Portland's industries. This should not be destroyed by developers' building to the "limits of the envelope" as they have heretofore been allowed. This kind of development is not desirable for anyone but developers looking to maximize square feet they can cram in, and thus higher profit. THIS is one important reason why the buildings they erect end up looking like big boxes.

Another reason to support the adoption and expansion of a Historic District for the Hill is the culture our human scaled streetscape has encouraged and sustained for over a hundred years. Although many of the original families from my neighborhood have moved, and their triple

decker buildings have been converted to condos, at least those condos remain part of the neighborhood streetscape. We retain a sense of community, walking neighborhoods, and a strong feeling of connection to each other and to the working families that have lived here so many years.

While the Hill has traditionally been a place where working people have lived and raised families, its character is rapidly being compromised by speculative development of “big box” type condo housing. The housing thus added is far out of the financial reach of most Maine residents. It is opposed by most property owners and residents of Munjoy Hill for this reason, *and* because it is not compatible or consistent with the type, design, and scale of housing here.

The new big box buildings contribute nothing, and in fact stick out like oversized monoliths, many of them not even having front doors to the street. Many of the new residents come from places where this type of building is common, car-centric. So far, we have seen little participation or connection by the new residents to the ethos of the local community here. I am not faulting them personally – they are moving here from other communities that often have the appearance of the new condos they’ve chosen. It is important to note that architecture and streetscape strongly suggest what kind of community exists, but many of the new buildings point to the normalized isolation many of us feel in bigger cities. It’s what many of the new residents are more familiar with. Ironically, our area’s character, appearance, and culture is part of what attracts new residents and visitors to Portland. As we allow changes that do not fit, we become “every city” USA.

This kind of development has been supported to date by the planning board, through the use of variances and other techniques, while cynically calling it “adding to housing stock.” In the past, Hill residents have supported reasonable regulation standards that would curtail predatory development. But, developer practices endorsed by the Planning Board have already changed the face of the hill, and we have learned that the considerable effort to add clearer standards has had little effect on Planning Board deliberations and actions. If action is not taken now to create a Historic District, incompatible development will continue to overtake this part of the city that we (and the many visitors to Portland) love. And, I want to live in a community I can still recognize.

This is as **Portland’s Comprehensive Plan** emphasizes:

- * The need to stabilize and enhance historic areas of the to ensure quality investment in existing structures and ***compatible infill development***;
- * That we encourage additional ***contextually appropriate housing*** density in and proximate to neighborhood centers.... as a means of supporting complete neighborhoods;
- * That we ***promote historic preservation*** as a key economic, sustainability, and community development strategy.

The planning board is failing miserably to hold developers to any actual compatible design/scale/massing standard or code provision [SEE: Appendix B], even after an Ordinance change for which many fought long and hard. We don’t have a couple years to “***be in a better place to look at the results and what is happening and [we will] be in a better place to take stock and see how it worked out.***”¹ We don’t have more time. Given our experience

¹ Christine Grimaldi, PPH, talking about the Historic District designation, 2019

with a clear ordinance revision including standards which produced no change on the ground, we already know how it's been working out.

Not as intended.

A Historic District will provide CLEAR guideposts to residents and developers. We need it. Nothing else has worked.

There is a Petition that has been circulated in opposition to the Historic District. It is not unreasonable to believe it represents less than 2% of property owners on the Hill.

Looking up the 25 signatures on the "opposition" petition, there are some notable factors.

- The signatures represent owners of 12 properties (with 33/37 Montreal which is currently slated for development and in process, counted as one).
- Three or four of the 12 properties are older, modest single or multifamily dwellings, which could be attractive targets for teardown and "development."
- Two of those properties that could be development "targets" are directly across the street from the proposed development at 33/37 Montreal St.
- One signatory appears to be a renter at one of the 12 properties, and one is a property manager who is not an owner.
- One signatory listed an address that can't be found in the City Assessor's database, and his name is nowhere listed as an owner on that street.

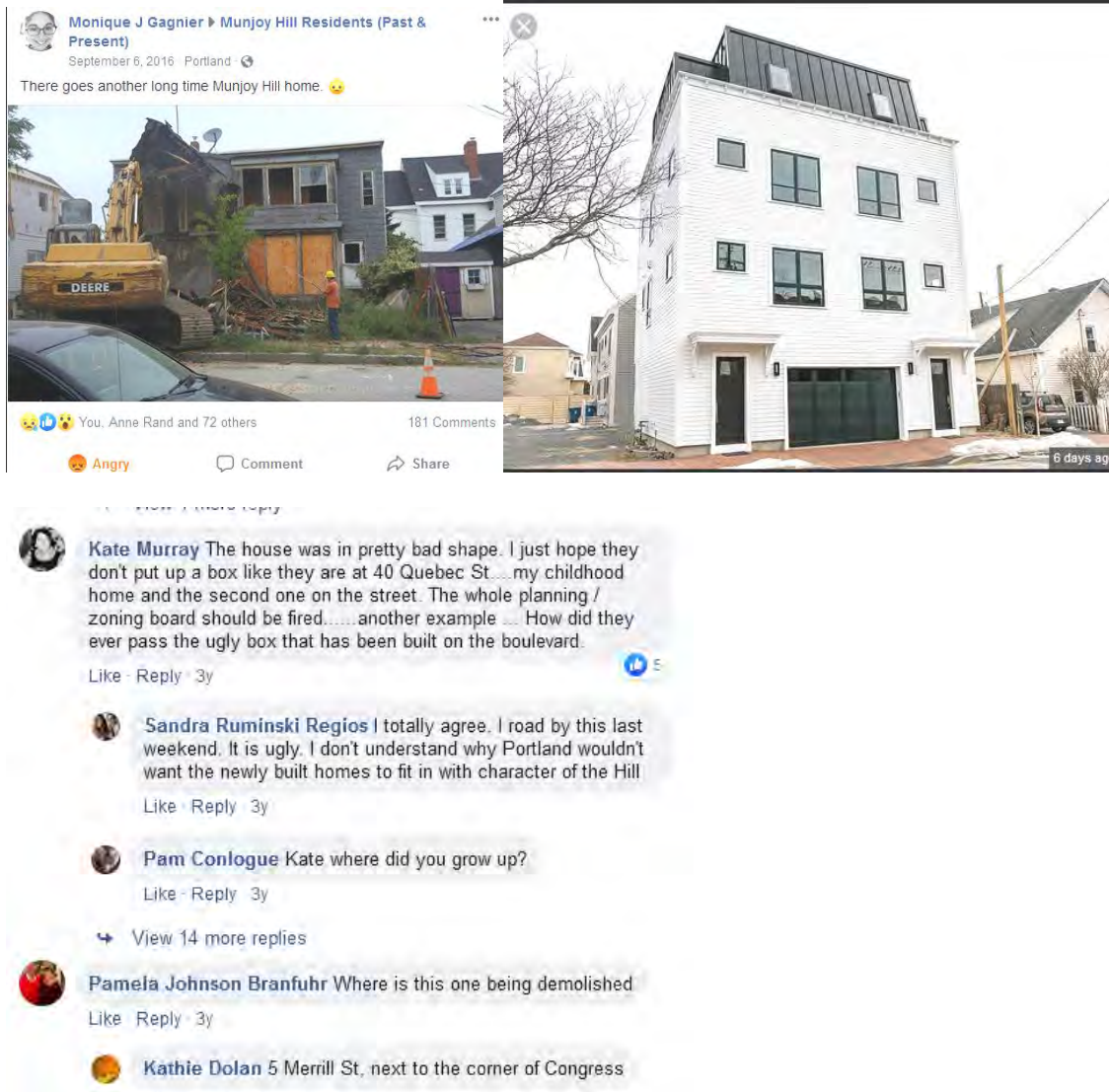
What are the opinions of those who live on the Hill who have not signed any petitions?

It is worth considering the opinions of a swath of Munjoy Hill residents. Many of us have made our position clear at City Hall and information meetings. However, there are others who have not signed petitions, and don't approach City Hall. These are people who are working hard, pursuing their lives, who feel cut off from "politics." However, that doesn't mean opinions aren't expressed. When a teardown happens, or when a development is proposed or built, there is usually active commentary on social media and in the community, dating back to well before 2016.

An example: 5 Merrill St. This is now a two family condo building, with 6 bedrooms and 6 bathrooms, which looms over its neighbors and is thought by many to be the ugliest building on the Hill. Many say it "gives the neighborhood a black eye." It's a typical example of "building to the limits of the envelope." (See before and after pictures below).

From the upper floors, it has "sweeping views", which is what they're selling. That and the "charming neighborhood." One wonders, how long will it remain "charming?" An apartment in this building was listed for \$1,500,000.

From Face book group: “Munjoy Hill Residents (Past & Present)”



For more of the hundreds of comments this and other Face book posts have generated, See Appendix A.

Note the difference in scale and design between what became “new 5 Merrill” and “old 5 Merrill,” *and* the 181 comments on Facebook in 2016.

Words that appear most frequently related to the teardowns and/or new developments are “sad,” “ugly,” “box,” “ugly condo,” and “eyesore.” There are a couple references to Union Station, and at least two comments in that thread asking ***“Doesn’t Portland have design ordinances so neighborhoods will retain their character?”*** and ***“I don’t understand why Portland wouldn’t want the newly built homes to fit in with the character of the Hill.”***

As someone who is passionate and involved, I speak about development with other property owners and residents daily. Many of my closest neighbors live in condos – they are from other parts of the country and bought a condo in an updated three unit because they love the

Hill's character, their own restored or updated building, and the area. Sentiment among residents I speak with, long term and newer, runs overwhelmingly towards protection from massive and inconsistent design, as do the Facebook posts.

The point I'm making here is that despite the fact that many Portland residents don't speak up – people are busy with their lives, or intimidated, or don't know who to talk to/don't think "fighting city hall" is productive – if one looks, it is easy to see that a large majority strongly disapprove of the rampant teardowns and oversized overdevelopment on the Hill. Also on this Facebook site, are several references to Union Station. We cannot be allowed to destroy ourselves to please developers.

The above comments were from 2016, when the Merrill St. building was torn down. In that case, the building had gone without maintenance for too long, and was unsafe. Yet, people were still concerned about what would replace it. And they were right to be.

Indeed, can it be understood “*why Portland wouldn't want the newly built homes to fit in with the character of the hill?*”

The negative consequences of the R-6 zoning, meant to allow/promote infill development for more housing became clear quickly.

From a *Portland Press Herald* article in 2019:

“Residents and policymakers are reacting to development patterns that emerged after the City Council made changes to the R-6 zone. Those changes opened up smaller lots for development.

Since then, large boxy condominiums have popped up next to more traditional-style homes and apartments. In some cases they are built to the property lines, reducing the amount of sun and light between buildings and making the streets less welcoming, residents said.

[See, 47 Monument St., p. 7]

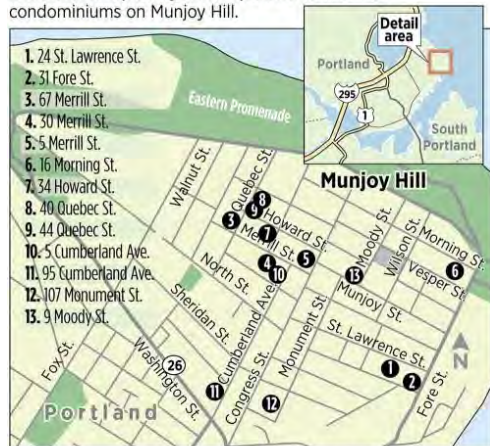
“Those Soviet structures are popping up like Japanese knotweed,” Morning Street resident John Wuesthoff said.”

Moratorium and 9 Moody St: Following many months of advocacy by Hill neighborhood residents and property owners, a 6 month moratorium was enacted on teardowns. Note that the last one on the permit list (next page) is 9 Moody St., in my neighborhood. Jim Brady had a teardown permit, and I believe he demolished the building at 9 Moody St the day before the moratorium went into effect.

I met Brady the night before his teardown, and he told me the 9 Moody St. building was “unsalvageable” and that he intended to construct something very much like the then-existing building for him and his family to live in. It was not in fact unsalvageable, and you can judge for yourselves whether it is similar in style and scale to the building that was demolished.

Munjoy Hill demolitions

Developers have demolished or submitted plans to demolish homes on these properties in the past two years, part of a trend that is replacing rental apartments with new condominiums on Munjoy Hill.



9 Moody before:



After:



There have been many other demolitions and “redevelopment.” Some buyers have chosen to restore or build in a compatible fashion. However, many have not.

A tiny single family on a small lot was “redeveloped” and now is massive and interferes with houses on both sides of it.

47 Monument before:



After



The 47 Monument building was close to neighbors before, but still allowed the neighbor to its left to “breathe” and have access to light.

Then (Small grey house to right)



Now



25 Monument Before:



Now:



30 Merrill St.

before:



30 Merrill St.

2 Existing Rental Units Replaced with 7 Luxury Condos and Incompatible Scale to Surrounding Buildings



BEFORE



AFTER

Karen Snyder photos

33 Lafayette St.

An Old Church and Mature Street Tree Replaced with Incompatible Architecture To Surrounding Buildings



BEFORE



AFTER

Karen Snyder photos

34 Howard St. (Again, as with most of these, built to the “limits of the envelope”)

A Traditional Single Family replaced with a Contemporary Single Family



BEFORE- Single Family



AFTER-Single Family

Fore St.

3 Existing Rental Units and Mature Street Tree (on left) Replaced with the Scale and Mass of 4 Luxury Condos with No Front Door



BEFORE



AFTER

And coming up:

Montreal and Morning Street proposed developments:

From Portland Press Herald, September 2019

[Developer] Wells’ project is said to be the only proposal that has gone in front of the preservation board since the overlay was enacted, said Christine Grimaldi, acting planning and urban development director. ***With so little engagement in the process, it is hard to say how well it is working or if it should be tweaked, she said.*** ♦

“I feel confident about it, ***but I feel like in a couple years we will be in a better place to look at the results and what is happening and we will be in a better place to take stock and see how it worked out,***” she said.

♦ It is not clear what she’s referring to here. There has been a great deal of community “engagement.”

I think we can see how it's working out. We don't need *more* years more of this and further destruction of usable/restorable compatible housing for expensive condos with "sweeping views."

The 33/37 Montreal project is a plan to remove a salvageable, compatible two/three family house on a corner in a neighborhood of small single and two family residences, and tear down two other houses, in order to combine 2-3 lots and build a massive out of scale "modern" condo building in their place on the combined lots. As proposed in both the first and second iterations, the builder want to, as most do, build to the "envelope" of permissible area, since scale, massing, and design do not appear to be considered as obstacles by the planning board, even though Portland's Design Standards require it [See Appendix B].



Game plan? It appears the game is to propose something so out of scale and objectionable that provokes community outcry, and cannot be approved. Then, to return with something that is presented by the builders as "significantly revised," even though it does not comply with the code either. By that time, builders are crying that the process is a hardship on them, the community is exhausted, and it often appears the Board is less inclined to reject the "revised" design because of all the "effort" the developer has made to "comply" with the standards.

There is a similar game afoot for infill building in an empty lot at 130 Morning Street. While several of the surrounding buildings are large (they are a redeveloped school and were apartment workforce housing), the proposed design extends again right up to the "envelope" of permissible lot lines. The architects confirmed to me that their instructions were to design

the build to the boundary of the “envelope” to maximize interior square footage. It did not appear that anyone in the design process considered compatibility with existing structures.



133 Morning St



129 Morning St



119 Morning St



130 Morning

Karen Snyder photos

I will end with this sentiment by Karen Snyder: “When the hot market of Munjoy hill is over, real estate agents and developers will survive and will move on to the next market leaving behind junk ‘new’ ugly buildings where once stood a neighborhood of historic charm. This IS the reality of what is happening and why I hope Munjoy hill is considered as a historic district.”

A Historic District will provide CLEAR guideposts to residents and developers. We need it. Nothing else has worked.

I agree with Karen - we have tried everything to bring attention to the conflict of the design, size and character of these new developments with the existing streetscape and neighborhood. My fear is that if this progresses further, those proposing new oversized and incompatible developments will begin to point to other “box structures” nearby to leverage their requests to build more of the same.

As has been done in the West end, a Historic District on the East End will bring us to a place where reasonable renovation and building can continue to be implemented, and not inflict damage on the area.

Thank you for your consideration.

/S/

Erna Koch

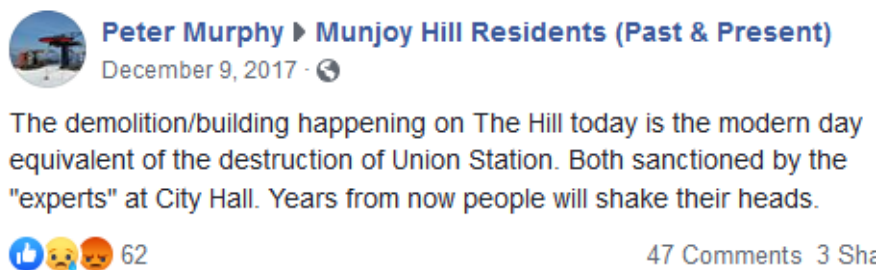
APPENDIX A: Public Comment from Social Media *[this is a sample only]*

Many Hill residents and property owners have made our position supporting an (expanded) Historic District clear. However, there are many who have not signed petitions, and are unable, or don't know how to approach City Hall as advocates.

When a development is proposed or built, there is usually active commentary on social media, dating back to at least 2016. A posting about 5 Merrill Street in 2016 generated 181 comments.



(See Appendix pages 2-6, for sampling of comments on this post, 2016-present)



Comments concerning the 5 Merrill Street teardown (Facebook, 2016; “Munjoy Hill Residents (Past & Present)”):

 **Kate Murray** The house was in pretty bad shape. I just hope they don't put up a box like they are at 40 Quebec St...my childhood home and the second one on the street. The whole planning / zoning board should be fired.....another example ... How did they ever pass the ugly box that has been built on the boulevard.
Like · Reply · 3y

 **Sandra Ruminski Regios** I totally agree. I road by this last weekend. It is ugly. I don't understand why Portland wouldn't want the newly built homes to fit in with character of the Hill
Like · Reply · 3y

 **Pam Conlogue** Kate where did you grow up?
Like · Reply · 3y

↳ View 14 more replies

 **Pamela Johnson Branfuhr** Where is this one being demolished
Like · Reply · 3y

 **Kathie Dolan** 5 Merrill St, next to the corner of Congress

 **Nini Mc Manamy** Not only that one, the tenants in the building at the corner of North and Congress, formerly Fuller Glass and before that a beauty shop, were given 30 days to get out.
Like · Reply · 3y

 **Monique J Gagnier** Fuller Glass has been gone quite some time now. It's a shame the tenants have to move out.
Like · Reply · 3y

 **Lydia Savage** 4 stories of condos going up with parking on first level and decks for views. let's just hope it is not a boxy building of awful colors (terra cotta orange seems to be the rage)
Like · Reply · 3y

 **Kathie Dolan** Bleeecchhhh! 🙄😞😞
Like · Reply · 3y

 **Erica Scothorne** I was back there last weekend after being gone for about 15 years, it's changed so much 😞



Michele Latham Saw this the other day and was very surprised. I knew they were renovating but tearing down? What's going in there? another ugly looking 4 story condo no doubt.

Like Reply 3y



3



Betty Calderwood-Martin Had to come down. It wasn't healthy and was too far gone for renovation. It's SUPPOSED to fit the neighborhood. I heard it will be a two unit condo.

Like Reply 3y



Kathie Dolan Condos suck, especially when they look like the ones where Nite Owl was!

Like Reply 3y



1



Carol Lambert Sad

Like Reply 3y



1



Ashley Webster I drive by yesterday, it looked like it was touching the other house behind it. I couldn't bring myself to take a picture though

Like Reply 3y



Betty Calderwood-Martin It was only about 3 inches from the house in back on one side.

Like Reply 3y



Ashley Webster You can see the shape of your old. House I the back of the other one.

Like Reply 3y



Chris Coose There is more retrofitting going on on the Hill than there is tear down. The replacement buildings just plain suck in relationship to the surrounding neighborhood.

Like Reply 1y



1



Enoch Bradford Wenstrom do yu people live around the corner from this building like I do? it is a really classic nice looking place. it is a shame it is being destroyed vs rennovated

Like Reply 1y



1



Heather Ashby Actually quite the contrary. I own lots of property in Portland and have never overhauled one. Always brought it up to its prior glory. Never have we torn one down. We also own a very iconic and historic building downtown that we are restoring and we a... [See More](#)

Like Reply 1y



Beatrice A. Brush What the hell is the matter with these people? You bought a building on Munjoy Hill. Why do you feel the need to change the way it looked? You liked it enough to buy it. RIGHT? Then leave it the hell alone. These buildings have character, good bones, HISTORY.....and you asshats come in and change it to "modernize" the Hill. Well the Hill was fine without you. Please stop tearing down History. I pray for you all.

Like Reply 1y



2



Heather Ashby These buildings might not be up to today's code, and life safety standards, or economically built to reduce energy consumption, old drafty windows, expired heating systems, difficult and expensive to maintain or rent... whomever sold it has a right to do so, and the new owner has a right to do with it what they want. People complain about it, but don't maintain their buildings and they are run down and cost so much to repair that the new owners would rather start anew. Rundown buildings draw rundown tenants who don't care about the property. Just my 2 cents and I know that everyone opposes that opinion it seems, but I like new. That's MY taste, not for ya'll I guess.

Like Reply 1y



1

^ Hide 13 Replies



Enoch Bradford Wenstrom obviously said by a person who has no regard for any historic value of architecture. no one is saying renovation is not needed.

Like Reply 1y



Enoch Bradford Wenstrom people tearing down these buildings are trying to make the hill like the place they escaped from back home..



1



Chris Coose Coming very soon, the demolition of 25 Monument for another box of condos. It was once a school and it is structurally sound. The long time African American owners got over a million dollars for it. Charlie's house across the street from 25 Monument go... [See More](#)

Like · Reply · 1y · Edited



2



Mary Brennan I agree. I was so sorry to see Union Station destroyed for a discount store that failed miserably. I think it was Arlans, are something like that. Complete junk!

Like · Reply · 1y



Cynthia Ann Wildes Smith I agree, and the distruction of LongFellow house on Fore Street that he was born in leading to the Prom . That was torn down as well. So we could house all that ugly business 's that took its place. Yes we had residents down there as well.

Like · Reply · 1y



1



John Bennett I'm already shaking my head I disbelief couldn't wait til years from now.

Like · Reply · 1y



Eddie Fowler Brutal architecture describes it to a T...

Like · Reply · 1y



1



Peggy Harrington Wilson It's a disgrace! Tearing down all those homes of people and families that have lived there with memories that are now gone. So sad 😞

Like · Reply · 1y



Timothy M. Smith As a life long resident of the hill still living here today,im disappointed in the councilor that represents munjoy hill,why did you wait so long to want a temporary ban on teardown and build.you are the reason we need more true residents to hold your office.

Like · Reply · 1y



Anne Mazur Pappalardo Portland's disappearing history is heartbreaking. My 18 and 25-year-old sons are even lamenting what is going on. Incredible lack of value and historic pride.

Like · Reply · 1y



Solange Kellermann We're shaking our heads now.

Like · Reply · 1y



Kate Tylor It's really sucked to hear the mayor on TV talking about high income places in the city like Munjoy Hill. My heart sank.

Like · Reply · 1y



Kathie Dolan I don't think I care much for that mayor or his politics!

Like · Reply · 1y



Bob Taylor anywhere they can find a dollar.....

Like · Reply · 1y



Carol Connolly So true! So sad!

Like · Reply · 1y



Timothy Trott It's not like it used to be like we grew up the yuppie are taking over not the working class people were used to

Like · Reply · 1y



Nini Mc Manamy ▸ **Munjoy Hill Residents (Past & Present)** ***

October 6, 2016 · 🌐

30 Merrill St scheduled for demolition to make way for condos. This historic house was built in 1840.



👍❤️👍 65

59 Comments



Rebecca Milliken Sad.

Like · Reply · 3y



Robin M. Plante I hate what the hill has become.

Like · Reply · 3y



Theresa McGeehan WHAT THE HELL IS GOING ON

Like · Reply · 3y



Doreen Lund Burnett Is that little house that sat back from the street with the fence around it still there? It was just past 17 Merrill Street.

Like · Reply · 3y



Donna Stults 😞 so sad

Like · Reply · 3y



Mary Anderson Emmons Why don't they just demolish the whole friggin hill! They are ripping it apart piece by piece anyway! This is so sad what they are doing

Like · Reply · 3y



3



Joanne Devine Why doesn't landmarks protect this place?

Like · Reply · 3y



3



WM Jel Where is the historical society, Landmarks and City officials? The Hills preservation should be a priority. City Halls basking in tourism money that won't continue ft the old charm of the community goes to condo after condo giving away green spaces to
... See More

Like · Reply · 3y



10





Jack Milton ✓ <http://www.pressherald.com/.../portland-planning-board.../>



PRESSHERALD.COM

Portland Planning Board approves new 7-unit condo development on Munjoy...



Like · Reply · 2y



Lori Baxter-Gaunder 750 sq feet? That's like living in a walk in closet!

Like · Reply · 2y



Chuck Vessey I wonder where they will park

Like · Reply · 2y



Monique J Gagnier ▸ Munjoy Hill Residents (Past & Present)

February 27, 2016 · 🌐

The remnants of 40 Quebec St. Demolished yesterday.



👍 🙄 😡 34

103 Comments



Matt Nickerson Crazy

Like Reply · 3y



Michele Collins Lane by any chance any before pictures ?

Like Reply · 3y



Pam Conlogue It was my sisters house she sold and they told her they would not demolish.

Like Reply · 3y · Edited



Pam Conlogue Monique I have many before pictures, even as early as last month inside and out.

Like Reply · 3y · Edited



↩ View 3 more replies



Michele Collins Lane why did it come down ?

Like Reply · 3y

^ Hide 12 Replies



Monique J Gagnier The owners are going to rebuild. Sadly I don't have a before photo but someone on here will probably.

Like Reply · 3y



Michele Collins Lane was it the white house on the corner ?

Like Reply · 3y



Monique J Gagnier Nope. Here it was this past October. It's the one hidden behind the tree



Like Reply · 3y





Tom Martin It came down so the rich from out of state can build another house and help drive up local taxes and force good locals out...

[Like](#) [Reply](#) · 3y



Pam Conlogue You have that right. My sister recently sold this house and the buyer told her they would not demolish the house. They waited 6 months they never lived in it. So Sad...It is what it is.

[Like](#) [Reply](#) · 3y · Edited



Soozy Mack I just drove past today and did a doubletake

[Like](#) · [Reply](#) · 3y



Rita Woodman Progress has to go on!!!

[Like](#) · [Reply](#) · 3y



Liz Coburn Very sad Portland losing all its roots

[Like](#) · [Reply](#) · 3y



Kristian Webber We should burn munjoy and Start over

[Like](#) · [Reply](#) · 3y · Edited



Pam Conlogue Why? Kris Weber?

[Like](#) · [Reply](#) · 3y



Robin M. Plante I felt really sad seeing it being torn down so another condo can be put up. Property taxes will go through the roof.

[Like](#) · [Reply](#) · 3y



Pam Conlogue Sorry Robin, aren't they already

[Like](#) · [Reply](#) · 3y



Robin M. Plante Yes Pam, taxes are very high on the hill.

[Like](#) · [Reply](#) · 3y



Constance Mailman I lived at 60 :-(

Like Reply · 3y



Robin M. Plante I live across the street at 39.

Like Reply · 3y



1



Kathie Dolan Why did they take it down?

Like Reply · 3y



Pam Conlogue To rebuild a more modern home new buyer new condos

Like Reply · 3y · Edited



Kathie Dolan Grrr! 🤔

Like Reply · 3y



1

↩ View 1 more reply



David Lee I lived on the hill when only people who lived there were consider poor money way we were but we were very rich with friends all around us

Like Reply · 3y



11



Jean Locey Time moves on someone said. Cool... But put a house there not something that resembles a prison or warehouse... Smdh... The hill is going away slowly. Bottom of Fox St. another monstrosity going up... Fox and Anderson St. Naaaasty

Like Reply · 3y



3



Patty Galope Hate those ugly ass buildings... a nice house would be better , but I still don't like all the rich from out of state buying & ruining our neighborhood ...disgusting !!!

Like Reply · 3y



3



December 2017:

Check out today's Portland Press Herald article:
<http://www.pressherald.com/.../public-divided-over-munjoy-hi.../>

Next Steps:

- Since Moratorium has now passed, we will be engaging with the Munjoy Hill community in January 2018 to coordinate efforts to ensure we get changes in place to protect Munjoy Hill neighborhood. These efforts will be communicated in early January. We will need all of you to continue to engage to see this through.

A big thanks again for all of YOU in engaging!!!!




PRESSHERALD.COM

✓ **Portland council puts freeze on Munjoy Hill demolitions**

After hearing conflicting viewpoints for more than 2 hours Monday...

👍❤️😊 You and 138 others 96 Comments · 13 Shares



Melissa Darling Good

Like · Reply · 1y



Annie Foley I'm sad my house came down but if this is the last straw that preserves the buildings then the house was sacrificed for a good reason and that makes my heartache a little less

Like · Reply · 1y


 10



Lau Cormier Annie - were you 9 Moody?

Like · Reply · 1y

 1



Annie Foley Lau Cormier yes

Like · Reply · 1y

↩ View 5 more replies



Meredith E Miller Priscilla Totten

Like · Reply · 1y



Theresa McGeehan I HOPE IT SAVES THE HILL.

Like · Reply · 1y

 3



Maureen Joyce Martelle Thank you God

Like · Reply · 1y

 2



Joe Bean It's about time. Now let's work to create reasonable standards and preserve the character of the city.

Like · Reply · 1y

 4



Jim DiBiase What a shame to tear down such a beautiful building just to replace it with a box-like structure.

Like · Reply · 1y

 2

-  **Ruth Tuttle-Jones** I am glad 😊 that passed. It is very sad that the person who bought the house that was demolished the other day 😞 couldn't have found a way to fix it up to fit into their plans. They do not make houses like they did back in the day. Merry Christmas to all the Munjoy Hill family past and present.
- [Like](#) · [Reply](#) 1y Edited  4
-  **Robert Freeman** They make them better, not necessarily better looking.
- [Like](#) · [Reply](#) 1y  1
-  **Korel Davis-Williams** I wish this had taken place a long time ago. I took a walk on munjoy about a month ago. My heart sunk.
- [Like](#) · [Reply](#) 1y  3
-  **Jean Dunphy** Awesome! Save the Hill. Save Portland!
- [Like](#) · [Reply](#) 1y
-  **Chris Coose** I am very grateful to you, Nini. I can probably speak for all the residents of 87 St. Lawrence St. too.
- [Like](#) · [Reply](#) 1y Edited  1
-  **Bill Soper** Good
- [Like](#) · [Reply](#) 1y
-  **Francene Downs** Wonderful we can't let them destroy the hill. Look what happened to Lincoln park, half gone, Union Station destroyed. No more
- [Like](#) · [Reply](#) 1y  1
-  **John Bennett** Thankful but also wary!
- Can't demolish to make room for the ugly condos?
- Will this lead to creative removal? Do we need more firefighters!
- Think we need ordinances requiring new housing to actually blend into current styles in neighborhoods
- [Like](#) · [Reply](#) 1y  1



Monique J Gagnier There has to be some middle to agree on. I've seen some really nice restores up on the hill and then some really ugly things, like on upper Sheridan street... it all looks the same.

Like Reply · 1y · Edited



Kathleen Carr Bailey I remember many years ago when the protect on North & Walnut St. was proposed the neighborhood seemed to have a lot more say. Though the project was built, and we didn't get all the green space we wanted, they still respected our voice.

Like Reply · 1y



Rebekah Kirsanova I'm just curious, now that you've stopped new buildings from going up, who's footing the bill to fix the ones currently falling down?

Like Reply · 1y



Mary Casale Clearly you don't understand what the moratorium is . It does not stop new buildings . Please educate yourself before you speak .

Like Reply · 1y



John Bennett City has code enforcement regs that need to be enforced. Property owners need to be responsible

Like Reply · 1y



Rebekah Kirsanova That's provided those owners both have and want to spend the money needed to actually make the home livable. I'm actually currently living in a home that I know as a carpenter by trade, is cheaper to demolish than fix. I agree 100% no more condos in Portland. Period. There are more than enough. I'm not a fan of the up in a month, cookie-cutter, "low income" housing establishments either. I've also seen the inside of a great many homes on the hill. It's sad to see old homes go. Old landmarks that are precious to us. But if moratoriums are going to be handed out, a better long term plan needs to be in place. Something a lot better than the landlord should fix it up. If they came down hard on



Heather Ashby What is "ugly" is a matter of opinion. I think run down, peeling paint, cracking wood, splintered steps, unkept, homes of any sort are ugly

Like Reply 1y



Mary Casale Clearly you don't know what the moratorium is about. It is a pause. The R-6 zoning that was enacted in 2015 had no restrictions on tear downs. Realistically someone could buy a block of homes and tear them down. They didn't need to be in disrepair, or neglected. The current tear downs in my block are 2 buildings that were meticulously maintained by the owners (for the last 40 yrs that I am aware of)

Like Reply 1y



Heather Ashby Thanks for insulting my intelligence. I do know what it is, and what it means. Who you should be explaining it to is all the people breathing a sigh of relief thinking that the Hill is now saved from demolition. The fact of the matter is not that the home was meticulously maintained, but that the new owner has the right to do with it what they wish...because they own it...not the city...not the neighbor...

Like Reply 1y



Mary Casale Heather Ashby Well again Heather, that's not quite correct. We have zoning ordinances and design standards for a reason. Cities have Conservation Districts and overlay zoning for the protection of neighborhoods to maintain a scale, mass, and streetscape that reflects the existing properties. Hopefully this is where we are heading.

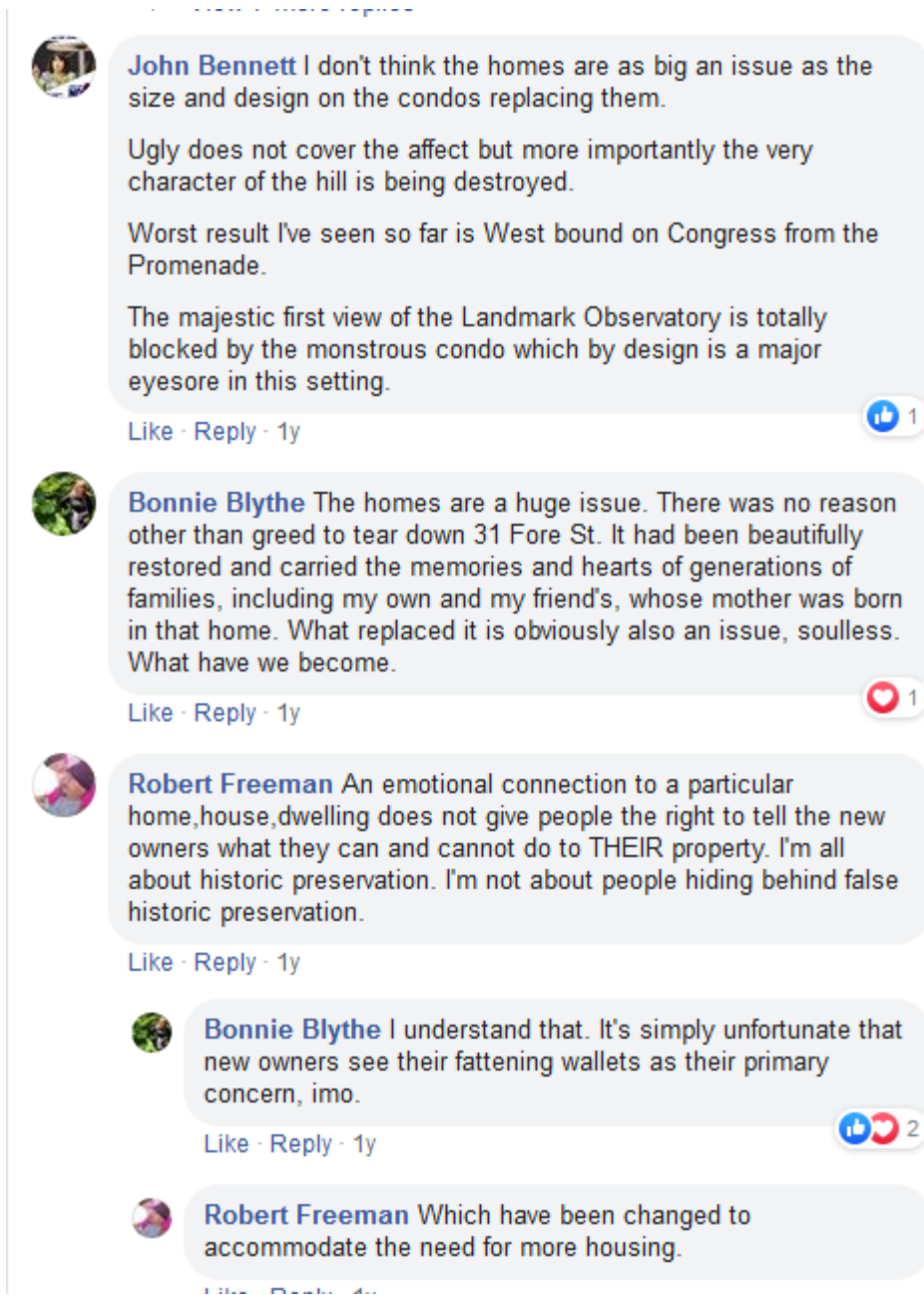
Like Reply 1y



Enoch Bradford Wenstrom Property owners in portland have never had the right to do anything they want to. Not sure what neighborhood you own property in. There are always restrictions. There is nothing wrong with munjoy hill residents wanting to put restrictions in place that maybe focus more on rennovation vs teardowns. You cant tear everything down in the west end just because you own it.

Like Reply 1y





Words that appear most frequently related to the teardowns and/or new developments are “sad,” “ugly,” “box,” “ugly condo,” and “eyesore.” There are a couple references to Union Station, and at least two comments asking “Doesn’t Portland have design ordinances so neighborhoods will retain their character?” and “I don’t understand why Portland wouldn’t want the newly built homes to fit in with the character of the Hill.”

Sentiment among those I speak with runs about 97% towards protection of the neighborhood from out of scale and inconsistent design, as do the Facebook posts.

And, finally,



-  **Frank Fowler** once again money takes priority so sad
Like Reply · 1w  3
-  **Bonnie Blythe** So much BS. The current council needs to take responsibility. Why/how do they keep getting voted in??
Like Reply · 1w  2
-  **Brent Owen** New residential construction per se isn't the issue. Older buildings often reach the end of their useful life. The issue is these proposals are ugly and out of place. Doesn't Portland have any design ordinances so that neighborhoods will retain their character?
Like Reply · 1w  2
-  **Rosemarie Cartonio Dynda** This is very disappointing grew up on Montreal Street and lucky enough my elderly mom is still there unfortunately she lives across from where this project is being proposed, this will destroy the neighborhood and over crowd yet another street on munjoy hill and a lot of bs on making more affordable housing in the city that will never happen on the hill again 😞
Like Reply · 1w   2
-  **Ellen Kanner** Sure, demo, as long as affordable housing is part of the plan for this building! And make it fit the character of Portland - where are the ordinances for this?
Like Reply · 1w  4
-  **Karen Snyder** The ordinance have specific loopholes for developers to get out of putting affordable housing. Thank these specific city councilors for this.. Duson, Thibodeau, Mavodones, Ray, Costa, Cook
Like Reply · 1w
-  **Timothy M. Smith** Stop the demo, no more distraction of houses that can be used as affordable housing for young people looking to buy a house
Like Reply · 1w
-  **Timothy M. Smith** Distruction
Like Reply · 1w
-  **Connie Green** Give it to em Smitty! That's all BS And I don't live there. But I've had plenty of family that has. Those were childhood memories, and great ones they were.
Like Reply · 1w
-  **Shirley DiBiase** They spoiled Portland when they got rid of Union Station and made the Mall /which took away all the business from down town Congress St.
Like Reply · 1w
-  **Shirley DiBiase** So now they plan to spoil the Prom, Sad 🙄
Like Reply · 1w

-  **Sandra Wyman** Seriously I grew up on the hill I have not been able to go on to munjoy Hill since before my mother sold the house makes me very sad they have destroyed what was once a family community I could walk down the street anytime of the day and night and feel safe not no more I won't even go up there it's so depressing not to see condos everywhere just saying
Like Reply · 1w   3
-  **Terry Thompson Westberry** Leaving it alone
Like Reply · 1w
-  **Lee Theriault** This is absolute bull. this should not be happening, it's a historic place and it should be left alone. they can find plenty of other areas to build their condos or apartments whatever it is they're doing
Like Reply · 1w · Edited   3
-  **Shirley DiBiase** What a sad thought....but sadly they will do it 🙄
Like Reply · 1w 🙄 1
-  **Nini Mc Manamy** Would you pay \$500000 to a million for a condo in this awful building? It looks like a mill.
Like Reply · 1w
-  **Lydia Savage** Nini Mc Manamy no but a developer would and hope to turn a profit down the road.
Like Reply · 1w
-  **Lydia Savage** Nini Mc Manamy the bigger question about this is what Mainer can afford to do that.
-
-  **Theresa McGeehan** This IS VERY SAD
Like Reply · 1w
-  **Francene Downs** Horrifying construction that is replacing beautiful homes like on Moody Street.
Like Reply · 1w   3
-  **WM Jel** voters have to change whose in city hall that's who is allowing this
Like Reply · 1w  2
-  **Donna Ramos** Oh no!
Like Reply · 1w
-  **Kevin Dyer** Portland leadership only care about the money to bad they have no clue how to use it!!!
Like Reply · 1w  2
-  **Greg Loring** My old neighborhood Willis st. And Montreal st. I can't believe this will be allowed! Destroying family neighborhoods and an incredible way of life for future families! Totally insensitive and stupid land and money grubbing fools! Haven't they learned anything from the union station debacle or Franklin arterial displacing hundreds of families and homes for what? A road!! To where ...the old port! People have to organize and kill this development! A perfect example of the goose that laid the golden egg! The city council must be reigned in! They are destroying what makes Portland a great and unique city! Selling out to these fly by nighters who hit! Make their money 🤑! And disappear leaving a trail of immoral destruction in their wake!!!
Like Reply · 1w · Edited   3

Comments below range from when this was posted (August, 2019) through 25 hours ago.

 **Bill Skoolicas** is with Noreen Moriarty Skoolicas.
August 6



Bill Skoolicas is with Noreen Moriarty Skoolicas in Portland, Maine.
August 6

As I passed by the end of Hancock Street on my morning ride to the State Pier, I took note of the view, which will be interesting to anyone who grew up in Portland, like myself. It is as though a new street from another place was just plonked down at the base of Munjoy Hill, fully formed and functioning. It's a bit surreal.

   239 270 Comments 22 Shares

 Like  Comment  Share

[View previous comments](#) 52 of 139

 **Michael Mcgarvey** Seattle ?
Like · Reply · 11w

 **Elaine Saulle** Don't like it

 **Mike Lafavore** They ruined the area. I was born on the corner of India and Newbury and lived on Commercial Street later. The waterfront could be a little stinky and those train tracks were treacherous in the winter, but it was real. Now it's a Disney version of a working waterfront
Like · Reply · 11w · Edited  7

 **Stephen McCarthy** Ugly, ugly architecture.
Like · Reply · 11w  7

 **Kathie Dolan** They look like a cross between Lego-land and the shipping crates down by the bridge! 🤔
Like · Reply · 11w

 **Mike Mitchell** Trendy Condos for the trendy rich I sure miss the Portland I knew and loved.
Like · Reply · 11w · Edited  8

 **Jeremiah St.Clair** That's not our Portland.
Like · Reply · 11w  4

 **Mike Mitchell** No its a real shame Portland has become trendy and for the rich
Like · Reply · 11w · Edited  2

 **Jeremiah St.Clair** I didnt mean it wasnt real or Portland, Maine. It's just not "our" Portland. At least, not anymore.
Like · Reply · 11w  2



-  **Terri Pierce-Moriarty** Disgusting
Like Reply · 11w
-  **Anthony Taylor** Generic facades. While this sort of thing is busting out up and down the coast, New England's hour from the coast decaying industrial burgs are losing their architecturally significant old buildings and filling up with low lifes and vacant lots. The water view-front is turning out like the Bronx or the Fenway.
Like Reply · 11w
-  **GabrielJohn Chassé** So many good sized cities throughout the country seem to be going for this modern generic look .
Like Reply · 2w
-  **Jennifer Lunden** This horrifies me.  2
Like Reply · 11w
-  **Jennifer Lunden** And it reminds me of the time a couple years ago when I was driving through that part of town, an area I was familiar with, having worked there for 3 years, and at the end of the street I took a right and for a minute I wondered where I was. Nothing was recognizable, and nothing felt like Portland.
Like Reply · 11w  1
-  **Sarah Lundin-Erickson** This is real? Wow! This is not Portland.  1
Like Reply · 11w
-  **Mimi Grampy** No Character! No Charm ! No Portland! ...  2
Like Reply · 11w
-  **Ivory Wind Rieger** I've been taking all my old Portland peeps for the tour of this street and they all gape and shake their heads "NO" along with me. 😞
Like Reply · 11w
-  **Fred Trout** one of the sad parts is that the people on the left side of the street thought they were getting a water view, but then the buildings on the right side of the street blocked the view of the water, too bad.
Like Reply · 11w  1
-  **Thomas Joyce** It looked so much better with the two grain elevators. 😊
Like Reply · 11w  5
-  **Jennifer Kastelic** I've gotten very disoriented a few times there.
Like Reply · 11w  1
-  **Marie Eger** Portland Planners brought in too many modern buildings and took away the charm.
Like Reply · 8w  3

-  **GabrielJohn Chassé** Like a cheap takeoff of Boston
Like · Reply · 2w  2
-  **Thom Sambrook** There are no "Neighborhoods" anymore. Sad.
Like · Reply · 2w   3
-  **Roger Mayo** There are still neighborhoods. I own a house in one of them, it's called Parkside. Lovely old apartment buildings and tree lined streets.
Like · Reply · 2w  1
-  **Thom Sambrook** Hoping our neighborhood lasts....
Like · Reply · 2w
-  **Peter Green** What would Henry write? A lamentation.
Like · Reply · 1w  1
-  **Terry Thompson Westberry** its so sad
Like · Reply · 1w
-  **Susie Hughes** Fat local lawyers faked a clearing of eminent domain and then later owned Portland properties search the title and find they should never have own these properties
Like · Reply · 1w  1
-  **Elizabeth Ruby Simkoff** And it looks like anytime USA now!
Like · Reply · 1w  1
-  **Anthony Taylor** Nondescript and generic architecture with no sense of place or local inspiration. Comparable to the "new-old fashioned" brick facades in the shopping center that was built to replace the failed Worcester Center Galleria mall.
Like · Reply · 1w  3
-  **Lex Jones** It's like there has been another Great Fire.
Like · Reply · 6d
-  **Bob Farrington** The collapsed birth canal of architecture.
Like · Reply · 6d
-  **Ray Pe Benito** There are some New Amazing buldings in Portland Portland in the 70s had been i n Decay . Its how life is we must lose something to gain something.I would rather see New modern then run down blight,There are still plenty of older buildings to admire lets save them and keep them useful.
Like · Reply · 4d



Sheila Coughlin It's awful!

Like · Reply · 4d



Rachelle Cliche I grew up in munjoy south. #60, the first lot on Fore going up the Prom. Literally around the bend from this picture. All I can think of is Jordan's Meats and the village around the corner, and the old Crosby lot (where most of this is built) where we used to play stick ball then climb the fence and walk the deserted tracks. Very surreal and sad in so many ways.

Like · Reply · 4d · Edited



Bonnie Blythe 🌐 The developers talk about what an improvement this is over the "wasted space". We loved that wild land/waterfront. I'm sure they think Munjoy South is "wasted space" too 😞

Like · Reply · 4d



Paul Luise If shown that picture to identify I'd never have guessed Portland.

Like · Reply · 3d



John Furman It's like 1960 all over again. Sad.

Like · Reply · 19h

Appendix B

From: Design Manual promulgated by the Planning Authority pursuant to Sections 14-498 of the City of Portland's Land Use Code. "Design Standards and Guidelines and maps contained as appendices to this Design Manual were individually adopted by the Planning Board or City Council following public Hearings."

R-6 Infill Development Design Principles & Standards

From: Purpose

I. All developers, no matter how small their project, have a responsibility beyond simply meeting the needs of their end users. They have a public responsibility to add to and enhance the neighborhoods in which their projects are built. **New residential construction within Portland's compact R-6 zones should relate to the predominant character defining features of the neighborhood.** The design of new development is critical, particularly elements such as the orientation and placement of a building on a site; relationship to the street; and mass, form and materials. The Design Certification Program aims to insure that infill housing development makes a positive contribution to the City's neighborhoods.

The intent is to ensure that infill housing is compatible with the neighborhood and meets a high standard of building design, while allowing for diversity of design. Projects will be reviewed for consistency with R-6 Infill Development Design Principles and Standards. These principles and standards are interdependent and should be considered holistically. The applicant must demonstrate that a proposal is consistent with the Design Principles. The standards are time-honored ways of achieving the Principles.

II. DESIGN PRINCIPLES AND STANDARDS

PRINCIPLE A Overall Context

A building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood.

Explanatory Note: The central idea behind good design in an established neighborhood is to reinforce positive features of the surrounding area, which provide its unique identity. To a large degree, the scale, mass, orientation, and articulation of an infill building should be compatible with that of the buildings that surround it.

Compatibility refers to the recognition of patterns and characteristics which exist in a given setting and the responsiveness of a new design with respect to these established patterns and characteristics. While there is no one specific solution for a given setting, there are a number of

building characteristics which can be used to gauge visual compatibility of new residential construction in an existing neighborhood. These characteristics include design elements such as:

- 1. Scale and Form:** height, massing, proportion of principal facades, roof shapes and scale of the architectural features of the structure.
- 2. Composition of Principal Facades:** proportion of facades; orientation of openings; ratio of solids to openings; rhythm of fenestration; entrance porches and other projections; and relations of materials, texture and color.
- 3. Relationship to the Street:** walls of continuity; rhythm of spacing and structures on streets; and orientation of principal elevations and entrances to the street.

Each infill project will have a unique context of surrounding structures and sites with some strong, unifying characteristics, and some that are subtle and less obvious. The more definite and easily discernable traits within an established neighborhood should serve as a basis for a design solution, which can reinforce the positive characteristics of the surrounding development patterns.

On corner properties, where the architecture has a greater visual impact upon adjacent public spaces, both public facades will be evaluated with equal care.

STANDARD A-1 Scale and Form Relate the scale and form of the new building to those found in residential buildings within a two-block radius of the site, that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing building forms on both sides of the street within the block of the proposed site.

STANDARD A-2 Composition of Principal Facades Relate the composition of the new building façade, including rhythm, size, orientation and proportion of window and door openings, to the facades of residential buildings within a two-block radius of the site that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing facades on both side of the street within the block of the proposed site.

STANDARD A-3 Relationship to the Street Respect the rhythm, spacing, and orientation of residential structures along a street within a two-block radius of the site that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing streetscape on both side of the street within the block of the proposed site.

PRINCIPLE B Massing

The massing of the building reflects and reinforces the traditional building character of the neighborhood through a well composed form, shape and volume.

Explanatory Note: Massing is a significant factor that contributes to the character of a building. The building's massing (as defined by its bulk, size, physical volume, scale, shape and form) should be harmonious with the massing of existing buildings in a two block radius. The massing of a building can be defined as the overall geometry (length, width, and height) of its perceived form. The overall height of the form (actual and perceived) as well as the geometry of its roof is of particular importance in defining the massing of a building.

STANDARD B-1 Massing The building's massing (as defined by its bulk, size, physical volume, scale, shape and form) should be harmonious with the massing of existing buildings in a two block radius.

(c) Shoreland and flood plain management regulations: Any lot or portion of a lot located in a shoreland zone as identified on the city shoreland zoning map or in a flood hazard zone shall be subject to the requirements of division 26 and/or division 26.5.

(Ord. No. 538-84, 5-7-84; Ord. No. 85-88, § 5, 7-19-88; Ord. No. 15-92, § 11, 6-15-92; Ord. No. 37-98, § 1, 5-4-98; formerly §14-145--renumbered per Ord. No. 122, 12-20-99; Ord. No. 78-03/04, 10-20-03; Ord. No. 254-05/06, 6-5-06; Ord. No. 240-09/10, 6-21-10; Ord. 209-14/15, 5/4/2015)

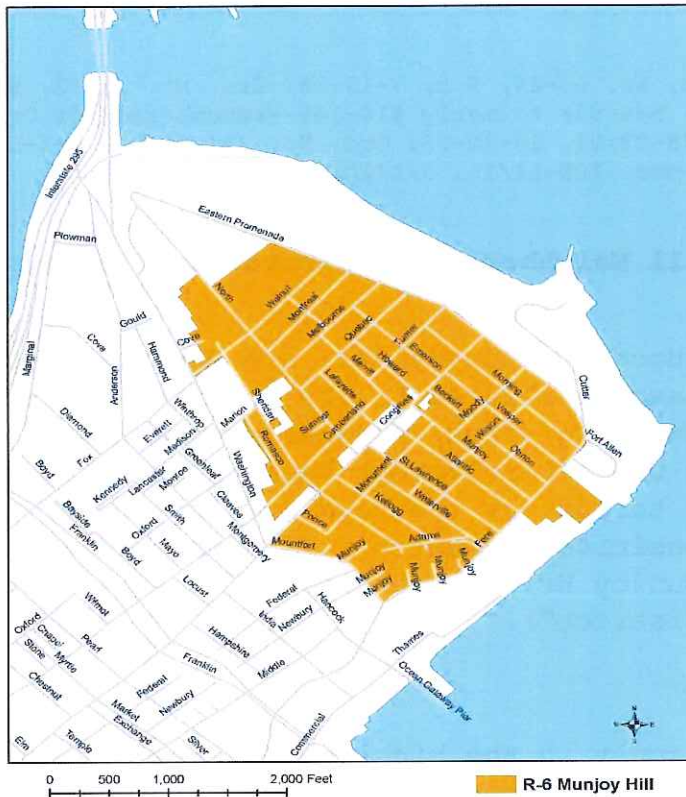
Sec. 14-140.5. Munjoy Hill Neighborhood Conservation Overlay District.

The residential neighborhoods on Munjoy Hill are experiencing specific development pressures related to its location and the nature of the existing building stock, further documented in work by the City's Planning & Urban Development Department in the winter of 2018. In order to address the negative impacts of these pressures and create a positive framework for investment in the area, there shall be a Munjoy Hill Neighborhood Conservation Overlay District (the "District").

(a) Area of Effect.

This District will apply in the highlighted area depicted on the map below and includes all properties in the R-6 zoning district in an area east of Washington Avenue and Mountfort Street, north of Fore Street, and west of the Eastern Promenade.

Diagram 14-140.5.a.: Munjoy Hill Neighborhood Conservation District Boundaries



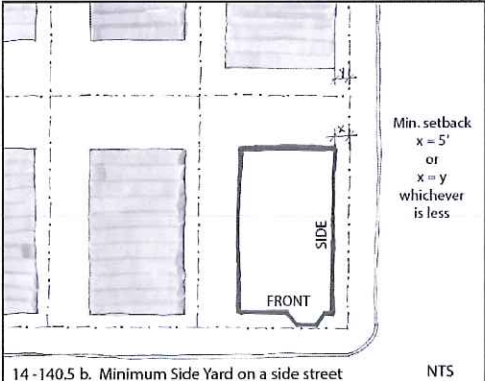
(b) Effect of the District.

In addition to the standards contained in Chapter 14, Division 7 of the Portland City Code that are applicable to properties in the R-6 zone all properties within this District shall meet the standards in this Section 14-140.5. Where this Section imposes a standard that differs from the standards contained in Articles III, IV, and V of Chapter 14, the *City of Portland Design Manual* or *City of Portland Technical Manual*, the standards in this Section shall control.

(c) Dimensional Standards.

Within the District, the following dimensional standards requirements supersede those dimensional standards outlined elsewhere in Chapter 14:

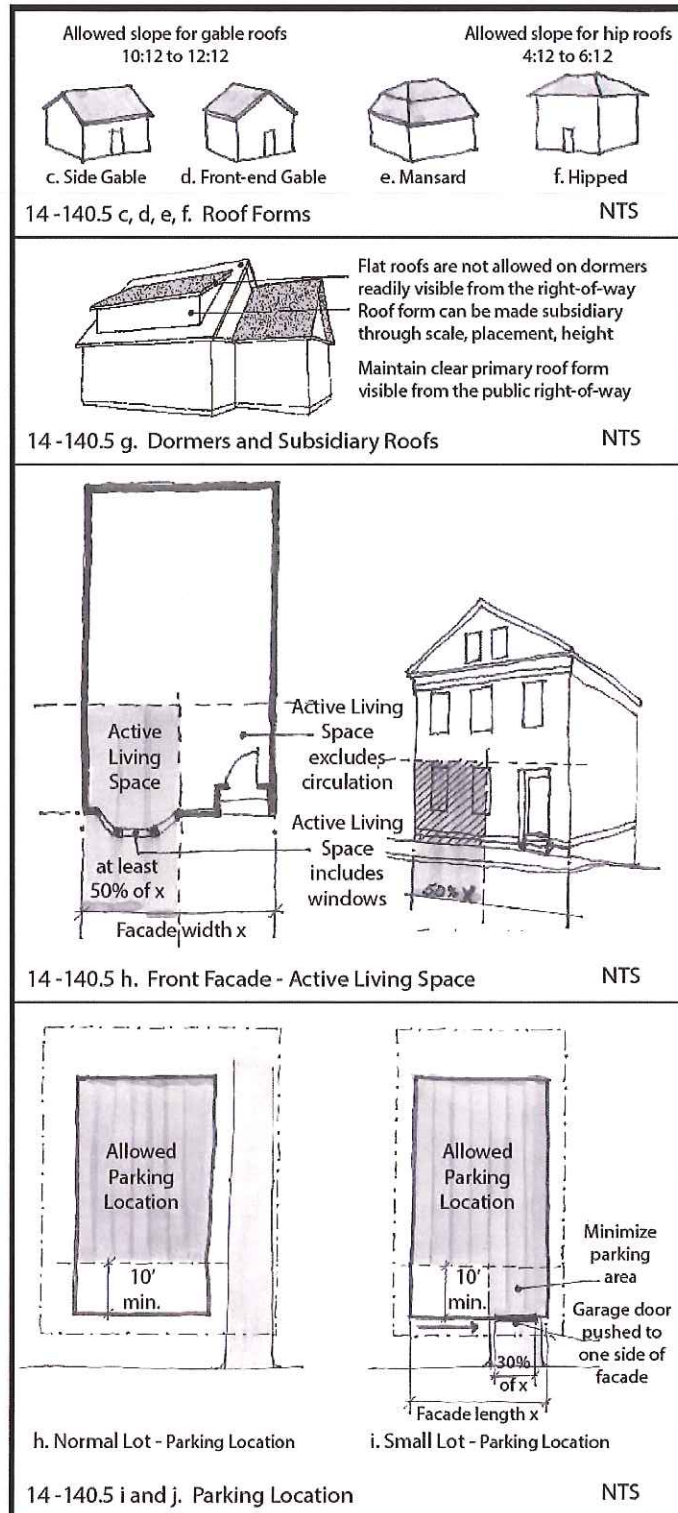
Maximum Height	35'; 45' for developments of 3 units or more on lots over 2000 sf. that include at least one "workforce housing unit for rent" or "workforce housing unit for sale", defined elsewhere in this ordinance. Workforce units shall be no smaller than 50% of the average size of the other units in the development, must meet the definition for such units and only be sold or rented to a household at or below the applicable income levels. These requirements shall be deed restricted for affordability for the longest term possible under state and federal law. Rooftop appurtenances other than chimneys shall not exceed permitted heights, except that HVAC equipment is permitted for up to 5' above these maximum heights if (a) out of view from public rights-of-way, screened adequately, and integrated with the building design and (b) set back at least 5' from the building edge. In addition, height limits and placement of alternative energy equipment is permitted as specified in 14-430, Height Limits, and as specified in Article X, Alternative Energy.
Minimum Side Yard Setback	Buildings of height up to 35': As per the underlying zoning Buildings more than 35': 10' for all side yards, except that a side yard no less than 5' is permitted when used to continue a documented built pattern of the surrounding streetscape, in which case a proportional increase in another side yard must be provided.
Stepbacks	None

Minimum Side Yard Setback on a side street	5'; or the minimum depth of the immediately abutting street-facing yard (see Diagram 14-140.5.b.), whichever is less. 0' when demonstrated that reduced setbacks are necessary to facilitate the provision of underground parking.  14-140.5 b. Minimum Side Yard on a side street NTS
Minimum Rear Yard Setback	Buildings of height up to 35': 10' Buildings more than 35': 15' As measured from rear decks, porches, or similar unenclosed space: 7.5' As measured from accessory structures with a ground coverage of 144 square feet or less: 5'

(d) Design Standards.
1. In addition, the following design standards shall apply in the District and shall supersede any conflicting design standards:

a. All buildings shall use simple, traditional roof forms as illustrated in Diagrams 14-140.5.c-f., except that flat roofs are permitted in buildings of 3 or more units. This requirement may also be modified through (d)2 below. Dormers and cross gables are allowed but where readily visible from the public right-of-way shall be clearly subsidiary to the primary roof form (see Diagram 14-140.5.g);

b. The first floor shall contain active living space, such as a living room or bedroom, with



windows for at least 50% of the width of the front façade in total (see Diagram 14-140.5.h). Active living space does not include space intended primarily for circulation or storage;

c. Use of tandem spaces to meet desired parking levels, consistent with the built pattern of the neighborhood, is strongly preferred. Parking shall be located on the side or in the rear of a building, and not within the front 10' depth of the building. The only exception shall be for lots smaller than 2,000 sf., which shall be permitted one garage door on the front façade no wider than 30% of the building width, but no less than 9'. In that case, the garage door shall (1) be of high quality design, consistent with the character and pattern of the rest of the façade, including windows as appropriate; and (2) be located on one side of the façade (see Diagrams 14-140.5.i-j).

2. Within the District, developments are only eligible for the R-6 "Alternative Design Review" as outlined by the following process, which shall supersede the process in the *City of Portland Design Manual* in cases of conflict:

a. Any use of Alternative Design Review must be approved by a majority of the Historic Preservation Board after a required public hearing;

b. Alternative Design Review does not permit waivers of the additional design requirements in section (d)1 above except as explicitly stated; and

c. Alternative Design Review is a privilege and is granted at the discretion of the Historic Preservation Board. The applicant has the burden of demonstrating that their proposal meets the criteria for Alternative Design Review Design Certificate.

(e) Demolition Review.

1. The purpose of this section is to preserve and protect buildings within the District that contribute significantly to one's understanding and appreciation of the

architectural, cultural, and/or social history and development pattern of Munjoy Hill and which are outside any designated historic district ("Preferably Preserved Buildings") encouraging owners of such Preferably Preserved Buildings to explore alternatives to demolition. To achieve this purpose, the issuance of demolition permits for Preferably Preserved Buildings is regulated and may be delayed as provided below.

2. Definitions: For the purposes of this section, the following words and phrases shall have the meanings set forth below:

Demolition: Removal of more than 10% of the front façade of any building, removal of the primary roof line, or removal of 50% or more of the building surface, determined cumulatively over a three year period. In kind replacement or similar replacement (such as new windows or siding that may differ from the original) is not considered demolition.

Preferably Preserved Building: Any building which is determined to be in the public interest to be preserved or rehabilitated rather than demolished based on findings that the building meets the following criteria:

- a. It was constructed prior to 1930;
- b. It is representative of a building type and/or architectural style that contributes to the identifiable historic visual character of Munjoy Hill; and
- c. It retains sufficient integrity of design, materials, condition and craftsmanship that adaptive reuse is a viable option.

Voluntarily Demolished: Any act(s) done by design or intention, which is proposed, intended, or not accidental, that result in demolition. Results of weather events or natural hazards are not considered voluntary demolition. For the purposes of this chapter, the destruction of a preferably preserved building for failure to properly secure it or by neglect shall be considered voluntary demolition.

3. Exclusions: This section shall not apply to (a) any building either individually designated as a local landmark or located within the boundaries of any designated historic district; (b) accessory structures with a ground coverage of 144 square feet or less; (c) buildings that the Building Authority has determined are dangerous to life or property due to fire, accidental catastrophic damage, or a natural disaster; and (d) buildings that have received a previous determination that they are not Preferably Preserved.

4. Procedure: When the Building Authority receives a demolition permit application for a building within the District, s/he shall, within three business days, notify the Planning Authority in writing that a demolition permit application has been received.

a. Determination of Preferably Preserved.

i. Initial Determination: The Planning Authority shall make an initial written determination as to whether the building that is the subject of the demolition permit application is a Preferably Preserved Building within thirty days of receiving a copy of the application. In making this determination, the Planning Authority may request additional information from the applicant, including photos of the existing building and the surrounding context or other data that s/he determines may be relevant to making an initial determination. If the Planning Authority determines that the building is not Preferably Preserved, this determination shall be transmitted to the Building Authority and the applicant of record. The applicant will not be required to take any further steps and the permit may be reviewed by the Building Authority under the standards in Chapter 6.

ii. If the Planning Authority makes an initial determination that the building is Preferably Preserved, it shall notify the Building Authority and the applicant.

- iii. If the Planning Authority fails to act in accordance with this section or within the prescribed time periods, the Building Authority may grant the demolition permit, provided that the applicant has met all other required by Chapter 6 for a permit, and shall notify the Planning Authority that the permit has been granted.
- iv. Right to Appeal Planning Authority Determination: After the Planning Authority's initial determination that a demolition permit application involves a Preferably Preserved Building, the applicant for a demolition permit may appeal the determination to the Historic Preservation Board with any background information regarding the structure and its context that may be deemed relevant to or appropriate for that review. Such material shall include plans for any replacement use of the parcel that may assist in making a determination. Such appeal must be made within thirty days of the initial determination.
- v. Public Hearing: The Historic Preservation Board shall conduct a hearing on the appeal and the initial determination within forty-five days of the Planning Authority's initial determination. The Board shall give the public notice of the hearing at least fourteen days prior to the hearing. The Board shall also mail a notice of the public hearing to the applicant, the building owner and all property owners within 100 feet of the subject property at least ten days prior to the hearing.
- vi. Final Determination of Preferably Preserved Building: Within twenty-one days following the date of the public hearing, the Historic Preservation Board shall file a final determination with the Building Authority. If the Board determines that the demolition of the building would be detrimental to the architectural, cultural, or social heritage of Munjoy Hill, it must uphold the initial

determination of the Planning Authority of a Preferably Preserved Building. In a case where the initial determination of the Planning Authority is not appealed, that determination shall be considered a final determination upon lapse of the appeal period in 4., above, in which case the Planning Authority shall forward a final determination to the Building Authority.

5. Upon the final determination of Preferably Preserved status, the Building Authority shall not issue a demolition permit for a period of up to 12 months except as specified in b. below. During this period, the applicant and the owner should actively pursue alternatives to demolition of the Preferably Preserved Building. Should the Historic Preservation Board determine that the building is of sufficient historic and/or architectural significance that it should be designated a landmark or otherwise gain historic designation, that process will proceed as it would for any other building.

a. Upon a determination of Preferably Preserved status, the owner shall be responsible for properly securing the building.

b. Notwithstanding the preceding, the Building Authority may issue a demolition permit for all or any portion of subject building at any time upon authorization from the Planning Authority in the event the Historic Preservation Board approves a development for the site as consistent with the Historic Resource Design Standards as applied to a new building prior to the conclusion of the 12-month delay period. Examples of such proposals may include but are not limited to:

- Demolition of a portion of the building while maintaining the principal structure and/or most architecturally significant portion of the building;
- Demolition of the Preferably Preserved Building but with a replacement proposal that is acceptably contextual in the surrounding neighborhood. In

this case, the Board may condition demolition on construction of a project substantively consistent with the approved replacement proposal, and any substantive variation from that plan would be treated as a violation under 7. below; or

- Notwithstanding the initial determination, demonstration by the applicant, substantiated by the written opinion of a licensed engineer with experience in renovation, restoration or rehabilitation and confirmed by the Building Authority, that the structural condition of the building is so severe as to make it infeasible to rehabilitate.

6. Emergency demolition: Nothing in this article shall interfere with the ability of the Building Authority to permit demolition of buildings determined dangerous to life or property due to a condition that pre-dates the effective date of this section or is the result of fire, accidental catastrophic damage, or a natural disaster.

7. Enforcement.

a. The Planning Authority and Building Authority are each specifically authorized to institute any and all actions and proceedings, in law or in equity, as they deem necessary and appropriate to obtain compliance with the requirements of this article, or to prevent a threatened violation thereof.

b. No building permit shall issue for a new building on any premises where a significant building is voluntarily demolished in violation of this ordinance for a period of two years after the date of demolition.

8. A demolition review shall be reported to the City Council annually as a Communication.

(Ord. No. 141-17/18, 2-5-2018, expired on June 5, 2018; Order 221-17/18, 6-4-2018)

DIVISION 7.01. R-7 COMPACT URBAN RESIDENTIAL OVERLAY ZONE

Section 14-141. Purpose.

February 2, 2020

Planning Board,

In preparation for the workshop on Feb 11th, I would like to share the following.

1. A 12th Historic District on Munjoy Hill will do NOTHING to address the concerns from citizens about zoning matters such as building height or size.
2. A 12th Historic District on Munjoy Hill will do NOTHING to address the concerns from citizens about demolition. In fact, if a non-contributing building in the district, it would be easier to demo than it is today. And, a contributing status does not stop demolition either.

As you have heard during public comment, many who support a 12th district believe, mistakenly, that zoning changes will result by adding another historic district. They've been sold a lie by a small group of neighbors who want to kill diversity of architecture and diversity of people on the hill.

Also, and I know you are already aware, a 12th Historic District will do nothing positive to help the City attain its goals as it relates to addressing the housing crisis or as it relates to the 2030 goals of making our city more environmentally responsible.

Our neighborhood and the entire City need sensible pro-prosperity zoning for the future. Please focus your time on the Recode and cease entertaining discussions about revising the Hill's R6 again (lose the conservation overlay once and for all) or an unnecessary and unwanted Historic District.

Thank you,

Anne E. Manganello
84 Quebec Street
Portland, Maine 04101

December 10th Historical District Proposal

John Whitehouse <jtwh888@gmail.com>

Dec 14, 2019 11:14 AM

Posted in group: **Planning Board**

Dear Planning Board,

I attended the Workshop on December 10th concerning the Historical District Proposal on Munjoy Hill presented by Deb Andrews. I implore the Planning Board to reject this proposal unequivocally. I have attended two previous workshops moderated by Deb Andrews and I appreciate the questions asked by the Planning Board this past Tuesday, because it exposed this proposal as not thorough and disjointed at best. At worst, it is misleading the public and hiding the true cost and negative impact such a proposal would have on property owners like myself for years to come.

I find it misleading because each workshop I have attended is rife with a small sample of the property owners emotionally expressing their concerns with the demolition of old buildings to be replaced by high rise condos or some other development. On Tuesday one woman depicted this visually with a poster board illustration. Another woman cried. I left after two hours so I am not sure if anyone corrected the public but there is already an ordinance concerning new development and demolition on Munjoy Hill. This proposal has nothing to do with the repeatedly stated concerns of the property owners in attendance. Deb Andrews has heard these concerns at other workshops and sat silent to inform the public of the already existing ordinance. That to me is deliberately misleading done to create support for this proposal in order for it to pass. That is taking advantage.

In reality, this proposal will create extensive delays and obstacles in an already lengthy and convoluted system. The fact is the majority of the properties on the Hill including mine on North Street are old. They need work and repair, and that will invariably lead to new construction that can alter the appearance from the original structure. In addition, if I want to go up a floor or increase my square footage, that is my right as a private property owner and a tax payer providing the life blood to this City. Tastefully done new construction enhances a neighborhood, and a mix of old and new is attractive to an area. Plus there are enough existing measures and red tape to review any development, which is why there has not been many recent permits already. That is not good for a city, and another layer like this would make it far worse.

To create a panel, (that has not been talked about by Deb Andrews to the public) to subjectively make decisions on such things will trap the proposed district in a time warp of untouched buildings. Why would I improve my property if I am locked in the ridiculous restrictions of not one time period for decades, but several? The 19th century, early 20th century, and 1950s? What? That is unrealistic and unfair given life and safety concerns and codes, and the need for new development.

Finally, the holes in this proposal are glaring. They were exposed by one member of the planning board who politely said that his questions might be "unanswerable" when asking what data there was about the level of development after the existing ordinance was past. Or the proportion of properties in each time period, or the impact. They are answerable questions and I know at my company, my proposal would not be taken seriously if I had such a lack of information as Deb Andrews did. This proposal is terrible and unnecessary. Please reject it so the neighborhood can grow and thrive. Do not let it decay.

Regards,

John Whitehouse
18 North Street

Munjoy Hill Historic District

Markos Miller <markossmiller@hotmail.com>

Jan 31, 2020 10:33 AM

Posted in group: **Planning Board**

Planning Board Chair Sean Dundon and members of the Planning Board,

I'm writing to share my concerns about the proposed Munjoy Hill Historic District. This proposal does not adequately address the needs of Munjoy Hill or the City as a whole. Furthermore, the proposed historic district would exacerbate the housing crisis our city is experiencing, and would result in making it harder for the workers, families, and diverse demographics Portland needs to thrive.

I think it is important to step back at this time and recognize the historic district proposal has gained traction because of inadequate neighborhood planning in the past. As a former president of the Munjoy Hill Neighborhood Organization, I know that hill residents can take their neighborhood issues very seriously. I've found that a robust, transparent, and participatory planning process can build understanding, direction, and support for initiatives (Adams School, Franklin Street). Conversely, processes that are rushed or advanced by a subset of the community result in pre-determined 'solutions' prescribed to a symptom of a more complex problem, and/or resistance in the community. This is what is happening with the historic district proposal.

Proponents of the historic district are claiming that this 'solution' will address all sorts of challenges the neighborhood is experiencing: tear downs, condo-conversions, "ugly" buildings, lower-income residents being pushed out by wealthier newcomers, loss of rental units, etc. It's perceived as the silver bullet against further gentrification of the neighborhood. We know it is no that simple. HD could even accelerate gentrification. If this HD is instated, many of its current supporters will be back protesting the next time there is a tear down or "ugly" building proposed, blaming the system for selling out HD. It's not the fix-all people wish it would be.

There needs to be some analysis before any kit-of-tools is proposed, particularly with HD.

1. There has been no analysis of the effects of an historic district on Munjoy Hill on rents, home costs and values, repair and maintenance, etc. Advancing policy with no due-diligence is not responsible behavior.
2. The community has lumped all the challenges the neighborhood is experiencing into one without understanding the nature of each issue and their interconnectedness.
3. This is a larger planning issue that needs to be addressed holistically. The ReCode process presents one appropriate venue for the development of strategies to establish, maintain, and enhance the neighborhoods that will be desirable to current and future residents. A pro-active, neighborhood based-planning process based on data sharing and collaboration between residents and professionals would provide a transparent, participatory framework to establish a baseline support for neighborhood vision. This is how we should be approaching core issues about the livability of our neighborhoods.

Please vote to not recommend passage of the proposed Munjoy Hill Historic District to the City Council. Furthermore, express to the Council the flawed nature of this proposal and the need to address the underlying issues behind it through the ReCode process and community wide engagement of the neighborhood.

Thank you for your service,

Markos

Markos Miller

17 Atlantic St
Portland, ME
04101
(207) 807-2681

February 4, 2020

Dear Chair Dundon and members of the Planning Board,

I am writing to encourage you to support the designation of the proposed Munjoy Hill Historic District and to recommend its designation by Portland's City Council. The effort to research, document and develop this historic district nomination has been lengthy and thorough. City Council members "instructed staff to move forward with the necessary documentation" for a Munjoy Hill historic district(s) at the June 2018 Council meeting where they adopted zoning amendments including a Conservation District Overlay for the R6 zone on Munjoy Hill.

More than a year passed before the documentation was completed and 6 members of the Historic Preservation Board formally nominated the Munjoy Hill Historic District. The Historic Preservation Board held 4 workshops and 2 site walks over a number of months. City staff held 4 neighborhood meetings to provide information about what a historic district designation is and to answer questions from the public and also held numerous individual meetings with members of the public. The historic district nomination and 6 individual Landmarks were approved unanimously by the Historic Preservation Board.

The documentation for the Munjoy Hill Historic District is detailed and includes both a historic context statement addressing the several areas of significance represented in the district and property-by-property photographs with individual descriptions. All this information is available to the public online. The documentation clearly shows that the historic district meets the City's ordinance designation criteria found in Sec. 14-610 and the integrity criteria in Sec. 14-611.

In addition to confirming that the Historic Preservation Board's district recommendation is in conformance with the historic preservation ordinance's designation criteria, the Planning Board needs to consider the relationship of the proposed designation to the goals of the City's Comprehensive Plan. Without question, the historic district proposal meets the Historic Resources goals of the Plan as staff has ably demonstrated. To quote the plan: "Identifying and preserving historic resources stabilizes neighborhoods, makes economic sense and contributes to a distinct sense of place that helps make Portland such a desirable place in which to live, to visit, and to invest."

Additional relevant goals in considering how this historic district proposal meets Comp Plan goals include providing affordable housing and meeting sustainability goals. Munjoy Hill has historically provided a dense level of housing, much of it affordable housing. Maintaining these units through a historic district designation and increasing numbers of units through compatible renovations and additions is a much better strategy for retaining affordable housing than allowing buildings to be demolished and replaced by unaffordable units that is the current norm.

Regarding sustainability goals in the Comp Plan, retaining buildings rather than demolishing them is a far better "green" practice because it preserves the energy already

embodied in these buildings rather than expending additional energy for new construction. Historic buildings can be retrofitted to incorporate energy efficient systems and take advantage of new energy technologies such as solar power.

The Vision Statement of the Comprehensive Plan is based on six values including being Authentic. Not every part of Portland can achieve all of the values of this Vision Statement or all of the goals of the Plan equally well. Munjoy Hill is a unique section of our city that is rapidly changing. The areas included in the proposed boundaries tell the stories of the people who established and worked at the Atlantic & St. Lawrence Railroad and Portland Company in the mid-to-late 19th century, of residential development prompted by the Great Fire of 1866, of successive waves of immigrants and of early African American residents who contributed much to the development of our City.

Designating the area of Munjoy Hill within the proposed district boundaries can help maintain the Authentic quality of our City and is merited as a means to:

- “...celebrate our city’s incredible history.”
- Maintain and enhance “the uniqueness and integrity of our neighborhoods.” and to
- “...maintain our character through preservation, innovation, and excellence in design for the built environment.”*

Thank you for considering these comments.

Sally Oldham
118 Congress Street
Munjoy Hill

* These phrases are quoted from page 6 of “Portland’s Plan 2030.”

Munjoy Hill historic district being pushed for wrong reasons

Zack Barowitz <zbarowitz@gmail.com>

Dec 19, 2019 7:28 AM

Posted in group: **Planning Board**

Dear Chair Dundon:

At the recent Planning Board workshop I found it somewhat alarming that those who testified in favor of a Munjoy Hill historic district did so on the basis of preserving the social fabric of the neighborhood. It seems that no one even bothered to make the case for *historic* preservation but instead railed against a vague and nebulous concept of change and used the physical landscape as a synecdoche. While many of the pleas were impassioned, they would seem quite tertiary to the question of physical preservation on the basis of architectural, historical, or cultural significance.

And it was unfortunate that at least one of the testimonies evoked the term “people from away.” It stirred in my mind other histories of neighborhood discrimination; including a family story of how when my parents were first looking for a summer rental in the Portland area a realtor subtly but firmly steered us away from Prout’s Neck on the basis of it being an “exclusive area” which quaintly meant “no Jews.” We ended up on Peaks Island and I moved to Portland thirty years later.

While Munjoy Hill is undoubtedly a physically charming neighborhood, but the assertion of its architectural significance as the location of several booms of development of workforce housing is fairly hollow. As was the case of designating Forest Ave buildings of doubtful aesthetic and historic significance, a Munjoy Hill historic district would be a case of diluting the brand of Portland as a place of remarkable historical significance. An accumulation of gentrified 19th and early 20th century workforce housing doesn’t deserve special recognition any more than similar buildings that don’t happen to be on Munjoy Hill or other

examples of workforce development which makes up the majority of the city. Portland has a lot of old housing stock.

What we are seeing, and the proponents have been quite open about it, is historic districting is being used as a back door to over-rule zoning. We are getting to the point that anyone can make the case for anything being “historic.” Sagamore Village is historic WW2 housing, should that be preserved? My neighborhood has the first houses built when the city expanded into the swamp, should those be preserved? What about houses built during the ‘80s building boom, should we designate those before they fall apart and become lost forever?

It makes me wonder if during previous building booms whether people bemoaned the loss of pastoral character. Why is this the moment in history when the Hill is perfect and it must be set under glass? There is no imminent threat from a Robert Moses or Baron Haussmann. About 20 years ago there was a movement to preserve Levittown; so they found *one* house that had had minimal changes. They did not cast all 20 thousand homes in amber (much less seek to enforce deed restrictions on skin color).

Portland must adapt to the way we live now. And so we can also look at the matter as if it were in reverse: If an 8-unit \$500K per/ condo is torn down and replaced with a \$1.5 single family house would anyone call that progress? And who is to say that by enacting design restrictions are we not preemptively destroying some important future architecture? Let time be the judge.

A Historic District is being done for the wrong reasons and will make housing more expensive, not just on Munjoy Hill, but throughout Portland.

917-696-5649
ZacharyBarowitz.com

ATTENTION:

The information in this electronic mail message is private and confidential, and only intended for the addressee. Should you receive this message by mistake, you are hereby notified that any disclosure, reproduction, distribution or use of this message is strictly prohibited. Please inform the sender by reply transmission and delete the message without copying or opening it.

Public Comment: Munjoy Hill Historic District - Planning Memo deficiencies

George Rheault <george.rheault@gmail.com>

Feb 5, 2020 11:52 AM

Posted in group: **Planning Board**

The Planning Board should absolutely reject the proposed Munjoy Hill Historic District.

It is outrageous that as Portland stagnates economically due in large part to its high cost of housing, within the last 4 years the City Council has decided to deploy a huge chunk of its planning department staff time to coddling and mollifying a small subset of property-owners sitting on top of some of the most valuable land/buildings within the city limits while leaving renters and other low-income residents to fend for themselves.

Various arguments for the historic district are set forth in a Deb Andrews staff memo, dated December 3, 2019 (submitted to the Board for the December 10, 2019 workshop on the proposed district) however this memo was full of unsubstantiated conclusory statements and omissions.

At a minimum, the Planning Board should demand that the planning department provide the necessary information to make sense of the various claims made by Ms. Andrews in her advocacy of this new proposed historic district.

Below is a non-exclusive list of the kinds of things that Ms. Andrews should place into the public record in order to ensure a proper and adequate review of the proposed policy actions.

1) Due to staff "error" no recording of the July 10, 2019 HPB workshop was made. Despite a number of requests in 2019 that a complete and accurate summary of that workshop be created for the public record (including a list of those who provided public comment), no such summary or meeting minutes have been provided. It is particularly unfortunate that no recording exists as this workshop set the entire tone for the remainder of the HPB's biased and myopic rubber-stamping review of the proposed historic district.

2) Ms. Andrews should provide a full listing of the various addresses/projects (including her unit counts) that she used to arrive at her "325 new units of affordable housing were built" calculation on page 9 of her memo (excerpt below). This is essential information to have to corroborate the clear implication that Ms. Andrews is attempting to convey, which is that historic district legislation has a neutral or even positive impact on affordable housing production. But it is impossible to test Ms. Andrews on this point because we have no ability to contextualize the projects she is pointing to as evidence for her supposition. One primary concern is whether she conflated planning "approvals" with "built" as well as, among other things, whether she conflated "new" with "pre-existing but expensively renovated" (for example in the case of the Butler School apartments). Every affordable housing project, due to the highly regulated nature of the affordable housing industry, has a unique story which is inevitably (without question) complicated by historic preservation requirements even if such requirements do not completely destroy their viability. So citing a large sum of "affordable housing" units without being able to evaluate the likely long and tortured journeys taken to complete "affordable housing" projects feels very much like a defensive effort to obscure rather than illuminate the impact of historic preservation on contemporary affordable housing production in Portland. Furthermore, the long list of additional housing types cited suggests there is possibly another considerable sum of uncouncted affordable housing being created under these categories when in fact, planning staff are quite aware that virtually none of these categories have yielded "affordable" housing during the last five years since virtually all of these projects would trigger some level of planning staff review/oversight. I am quite sure that the 10 Exchange Street condo project, for example, while an excellent and welcome "conversion of upper floors of existing historic commercial housing units" did not result in much or ANY "affordable" housing.

"During the last five years, approximately 325 new units of affordable housing were built within Portland's historic districts. That figure does not include conversion of upper floors of existing historic commercial structures into housing units, the creation of additional units within existing residential structures, or the conversion of existing garages or carriage houses into residential units."

3) On page 11 of her memo (excerpt below), Ms. Andrews cites "numerous" instances of "solar panels, heat pumps or other alternative energy measures" being permitted (if not encouraged) in historic districts. It would be great to see a listing of these by address along with date of installation. In the case of solar panels, it is especially important to understand when the HPB or planning staff have EVER approved ANY solar panel installation that is visible from the public frontage on a structure designated as historic and what hurdles and hoops were required in order to conform that installation with the onerous and arbitrary "compatibility" ethos of our historic preservation ordinance. Perhaps many such solar panel installs have taken place, but if Ms. Andrews asks the public to take comfort in her claims, she should not hesitate to identify very clearly where this magnanimous toleration of 21st century energy efficiency measures has recently occurred so we can see for ourselves.

"Portland's historic preservation ordinance does not prohibit the installation of solar panels, heat pumps or other alternative energy measures, as evidenced by numerous installations in both residential and commercial historic districts."

4) On page 12 of her memo (excerpt below), Ms. Andrews informs the public that "a number" of buildings have had their classifications changed over the years. Again, she puts this out there to suggest a generous flexibility within the preservation regulatory regime. But it is impossible to judge her conclusion without (A) having the precise number (is it in the single-digits?) and (B) the specific project addresses used to arrive at the number. The public deserves to have the backup data here to better understand the context of Ms. Andrews claims which may very well turn out to be the exact OPPOSITE evidence of the vaunted flexibility that Ms. Andrews claims to wield under her expansive regulatory authority.

"Since the ordinance went into effect in 1990, a number of buildings in historic districts have had their classification changed."

Hello, Affordable housing is enough of a problem without taking, I presume, so many blocks out of possible housing development. Dave Kelly.

Kelly, David <david.c.kelly@uconn.edu>

Feb 5, 2020 6:07 PM

Posted in group: **Planning Board**

Against historic district on Munjoy Hill

Emily Liebling <eliebling@gmail.com>

Feb 5, 2020 7:34 PM

Posted in group: **Planning Board**

Planning Board:

I am opposed to the creation of a historic district on Munjoy Hill. I live in the West End, formerly in the historic district, and currently just outside of it.

The restrictions on building improvements are extremely cost-prohibitive in historic districts. I am a teacher on a tight budget. I care about the environment and my carbon footprint. I also care about affordable housing — both low-income housing and housing that is affordable to working class families.

For all of these reasons, I am against a historic district on Munjoy Hill.

Thank You,
Emily Liebling
54 Tyng St
Portland

Google Groups

Munjoy Hill Historic District

Francesca <cesca.gs@gmail.com>

Feb 5, 2020 3:57 PM

Posted in group: **Planning Board**

Dear Planning Board Members,

The Munjoy Hill Historic District proposal is a fabulous opportunity for our City. It will assure that the historic character of Portland will be preserved. Please vote in favor of it.

Francesca Galluccio-Steele
22 Clifford St
Portland, ME 04102
cesca.gs@gmail.com

Historic Districts are not the cause of "Affordable Housing"

Zack Barowitz <zbarowitz@gmail.com>

Feb 6, 2020 3:39 AM

Posted in group: **Planning Board**

Dear Chair Dundon and members of the Planning Board:

It is somewhat curious that those making the case for a Munjoy Hill Historic District are now focusing on affordable housing.

While there are some aspects (like tax credits) of historic districting and listing that are compatible with affordable housing the matter is far too complex on the whole to make the assertion based on the mere evidence of correlation. It is likewise confusing that our language does not provide a shorthand distinction between "Subsidized Affordable Housing" vs "housing that is inexpensive and affordable to those making 40%-80% of AMI but is market rate, or available on the open market, or at least an existing tenancy." Owning historic property is a luxury for those with the time and resources to comply with what is often a seemingly arbitrary and inconsistent set of guidelines. There is scant evidence to assert that Historic Districting causes housing prices to lower.

Ultimately, the production of both types of affordable housing have far more to do with what building types are available and what is allowable under the land use code. Munjoy Hill is already a ritzy neighborhood, a historic overlay will cover it with a silk stocking.

Sincerely,
Zack Barowitz

- Historic Districts help manage changes to buildings and neighborhoods as they are rehabilitated to meet 21st century needs. BUT in GOOD WAY?
- Historic preservation is a key part of the City's 2017 Comprehensive Plan, as is affordable housing. Many historic buildings include existing affordable housing units. Retaining these units, rather than replacing them with costly new condominiums, is an important means to meeting affordable housing needs on Munjoy Hill.
- Historic preservation and affordable housing are compatible: More than 400 new housing units were approved or built in Portland's historic buildings and districts in the last 5 years, and nearly 75% of those units are affordable housing units.
- The preservation or reuse of these buildings helps to fulfill City Comprehensive Plan goals to adopt sustainable building and land use policies.

--
207-838-6120
917-696-5649
ZacharyBarowitz.com

ATTENTION:

The information in this electronic mail message is private and confidential, and only intended for the addressee. Should you receive this message by mistake, you are hereby notified that any disclosure, reproduction, distribution or use of this message is strictly prohibited. Please inform the sender by reply transmission and delete the message without copying or opening it.

February 5th, 2020

To the Planning Board;

Munjoy Hill does not need restrictive historic preservation. We need more creative, forward looking policies that address real issues in our neighborhood and city rather than restrictive policies that put aesthetics ahead of other community values. This is not something that the hill as a whole wants.

This plan elevates historic preservation over other values we ought to promote. For example, within this proposed ordinance there is no way to balance preservation against environmental sustainability. Sustainability is, of course, supported by not tearing down buildings for no good reason. But in certain cases sustainability may require this; in adopting policies that help drive up prices even further, we continue to force those who work in Portland further out into the suburbs and other towns. This brings more traffic congestion and pollution, which could be alleviated by smart planning of new housing on the peninsula. On Munjoy Hill we have many small single family houses providing shelter to 1 or 2 people that are occupying plots of land which could have 12-16 units built on them – or more, if we did not have such strict height restrictions in our zoning. This kind of concern needs to be taken into account when the city reviews the zoning; putting in a historic district now makes this kind of thoughtful review much more difficult if not impossible.

The proposed districting also effectively prohibit solar panels and solar hot water for most residents (they're allowed, but only if not visible from the street). This is a completely ridiculous restriction even if you are in favor of historic districting for aesthetic reasons. Solar hot water or panels hardly impact the historic aesthetics of a building – less certainly than having modern cars on the street or in our driveways, or modern lightbulbs in our streetlights and over our front doors. In requiring a particular aesthetic, we prevent smartly designed passive solar buildings as well. In a time of increased urgency to slow climate change we should not be adding restrictions on residents doing a small part for sustainability.

My partner and I plan to live on the hill for the next 30 years, at least. However, with the proposed district, **we may not be able to afford to maintain our property.** Also, we want the city to consider this plan in a longer term context than what a small number of residents want now, especially when many others will be here and impacted by this district much longer. **We also urge you to think about the way that Munjoy Hill can contribute to addressing the issues facing the city as a whole.** Munjoy Hill is lovely, and we love it here, but it is only one small part of a city that needs to be thought of as a whole in planning for the future.

Sincerely,

Lauren Ashwell
8 Emerson St, Portland

Munjoy Hill

PC12

Lori Rounds <lor

Posted in group: P

To the Planning

I am writing to

Proponents of the Historic District claim that an Historic District will solve multiple alleged problems on the Hill including demolitions; construction of big boxy condo buildings; loss of rental units and workforce housing; and loss of neighborhood character due to new construction designs not compatible with existing architecture. However, a comparison of existing Overlay District rules with Historic District rules shows that the primary concerns of proponents not be resolved via implementation of an Historic District:

- **Demolitions:** allowed in Overlay and Historic Districts, plus non-contributing structures in Historic Districts can be demolished “as of right” without the same demolition delays of the Overlay District
- **Building Height & Setbacks:** identical in Overlay and Historic Districts
- **Workforce Housing:** identical in Overlay and Historic Districts - construction of three or more dwelling units requires provision of workforce housing
- **New Construction Design:** Overlay District subject to Planning design criteria; Historic District subject to Historic Preservation criteria

Additionally, the Historic District will impose more restrictive and costly maintenance and renovation requirements on homeowners. For example, exterior materials must be replaced in kind (such as wood windows and siding replaced with wood products) rather than using less expensive vinyl or other products that meet homeowner’s budgetary needs. In addition to City-required Building Permits, homeowners in an Historic District must obtain approval from the Historic Preservation Dept. for replacement in-kind or for permission to substitute non-in-kind materials. Increased maintenance and repair costs will be borne by homeowners or passed along to renters in the Historic District. Alternatively, Historic District property owners may decide to delay or forego repairs and maintenance due to increased costs. Any homeowner is free to apply for Individual Historic Landmark status of their property, which allows them all perceived benefits of Landmark status while not imposing Historic District restrictions and costs on their neighbors.

The proposed Historic District on Munjoy Hill is a gerrymandered area superimposed on the existing Overlay District, and will not solve the alleged problems claimed by Historic District proponents. The majority of complaints are related to zoning, design and housing issues. Munjoy Hill and in fact the entire City of Portland is best served by a comprehensive review and analysis of issues, and implementation of a strategic solution. Fortunately, the City is undertaking the ReCode effort, which will provide much-needed analysis and Code changes that will address multiple zoning and planning issues and benefit all of Portland. Rather than imposing an additional set of rules on a portion of Munjoy Hill, I urge the Planning Board and City Councilors to reject the proposed Historic District for Munjoy Hill and instead support the recommendations that will result from the ReCode effort.

Regards,

2/6/2020

Munjoy Hill Proposed Historic District - Google Groups

Lori Rounds
47 Monument Street

February 5, 2020

To the Planning Board and Portland City Council;

Please vote **against** the proposed historic district on Munjoy Hill. The increased costs on building maintenance will drive up rents in the area, when rents are already well above what the average worker in Portland can afford. Those who purchased property on the hill before the recent boom will not be able to afford to meet the extra costs for siding, windows, and application fees. It is not appropriate to increase the costs for maintenance on properties by appealing to the history of an area that was working class! The city needs to consider ways to make housing more affordable, and this proposed historic district will work against that.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lynn M. Kuzma', with a stylized flourish at the end.

Lynn M. Kuzma
10 Emerson St. & 10 A Emerson St.
Portland ME, 04101

Google Groups

Munjoy Hill Historic District

w.valzania@munjoyhill.org <w.valzania@munjoyhill.org>

Feb 7, 2020 7:17 AM

Posted in group: **Planning Board**

Dear Chairman Mazer and Portland City Planning Board members,

I write to you as presiding President of the Munjoy Hill Neighborhood Organization in regard to the Historic District designation that is pending your approval. The MHNO Board of Directors has unanimously voted to support the proposed Munjoy Hill Historic District and the six individual landmarks as nominated by the Historic Preservation Board on November 20, 2019.

We urge the Planning Board to take into consideration the substantial documentation acquired and recorded by the City Planning Staff with the assistance of the Historic Preservation Board, favoring the adoption of the Munjoy Hill Historic District designation, including the six landmarks. We strongly feel that Munjoy Hill, having played an important role in the history and evolution of Portland, deserves to take its place with the other designated Historic Districts that have served our city well.

Thank you for the work that you do on behalf of the residents of Munjoy Hill, and the City of Portland.

Respectfully Submitted,

Wayne Valzania

Wayne Valzania, President

Munjoy Hill Neighborhood Organization

Celebrating 40 Years of Community Service

92 Congress Street

Portland, ME 04101

207-274-4918

Join Us !! www.MunjoyHill.org



Google Groups

Letter not posted in the records of the 12/10/2019 meeting

George Carhart <gscarhart@gmail.com>

Feb 6, 2020 6:34 PM

Posted in group: **Planning Board**

Dear Planning Board Members,

Multiple copies of this letter were handed to the Planning Board at the 12/10/2019 panning board meeting, however it has not been included in the online records of this meeting. I find this very disturbing and hope that this will be corrected.

Dr. George Carhart
7 Lafayette St
gscarhart@gmail.com

I am a historian and have worked in historic preservation both in the US and Europe.

I am a 23 year resident of the City of Portland. My wife and I have owned our home on Lafayette St for 20 years. Our house was built in 1849 and is one of the oldest houses still standing on Munjoy Hill.

I am in support of a historic district on the East End.

I would ask the council to consider a couple of points:

There are petitioners on both sides of the Historic District argument who would have us believe that it is all about affordable housing. Those in favor think that a historic district will bring back, or maintain, the few remaining affordable units on the hill. Those against would have council believe that the petition is only about stopping them from fulfilling their wish to build more units on the hill, and therefore fulfill the city's plan for affordable housing. This is a myth on both sides, the affordable housing of the late 1990's has long since gone away. Neither a push to increase density, nor a historic district is going to bring affordable housing back to the hill.

The historic district is not about affordable housing - it is about maintaining the historic landscape of the East End. The city has long since protected the upscale large brick houses of the West End and the buildings of the Old Port. In the past it has, however, continually avoided the idea that the vernacular architecture that is indicative of the hill has any true historic value. The history of architecture in Portland is not just that of upscale architecture, such as the plethora of John Calvin Stevens homes that populate the West End, but also the vernacular architecture that is found on Munjoy Hill.

Many of the houses on the East End predate the late 19th and early 20th century architectural baubles that are already protected by the city. We are lucky in that neither the slum removal of the 1950's and 60's, nor the urban renewal of the 80's, has had a large impact on this historic working class neighborhood. There are few New England cities that are so fortunate. Where the West End tells a story of the wealthy

businessmen of the city, the East End tells the story of the city's working class that underpinned the wealth of the city. This is a story worth preserving.

Lastly, The City of Portland is a thriving city today, not because of the industrial aspects of the city and harbor of the 19th century or modern tech industries, but because of its tourism draw – hence the large number of hotels and short term rentals. Tourists come to Portland for a glimpse into New England history through the quintessential architecture that the city still possesses. If we allow this historic architectural cityscape to be eroded, then our main economic draw will disappear, leaving us to become just another sad shadow of a onetime important harbor city.

Thank you for considering to my thoughts,

George Carhart

--

Dr. George S. Carhart, Ph.D
Historian of Cartography
and Early Modern Europe
Antiquarian Map Consultant
Historic Research Consultant

7 Lafayette Street
Portland
ME, 04101
USA
(207) 766-1517

Google Groups

Munjoy Hill Historic District

Wayne@redhookdesignalliance.com <Wayne@redhookdesignalliance.com>

Feb 7, 2020 7:37 AM

Posted in group: **Planning Board**

Dear Chair Mazer and Members of the Portland Planning Board,

My wife and I reside at 27 Merrill Street on Munjoy Hill. I am writing to express our support for the adoption of the proposed Historic District designation, including the additional six Landmark properties. I feel this designation is an important tool in responsible management of the inevitable growth that we are experiencing, not only on Munjoy Hill, but the City of Portland at large.

Thank you for the work that you do on our behalf and for your careful consideration of this issue,

Wayne Valzania

27 Merrill Street

Portland, ME 04101



Jennifer Munson <jmy@portlandmaine.gov>

Munjoy Hill Historic District

1 message

carolyn swartz <carolynswartz@gmail.com>

Fri, Feb 7, 2020 at 10:54 AM

To: planningboard@portlandmaine.gov

Cc: Belinda Ray <bsr@portlandmaine.gov>, Barbara Vestal <vestal@chesterandvestal.com>, Barbara Vestal <B.Vestal@munjoyhill.org>, Ben Thornton <benthorton21@gmail.com>, "Carol M. Connor" <Balsamique@live.com>, Maggy Wolf <MSWNola@gmail.com>, Mary Casale <dirtgirl1@aol.com>, Michael Brennan <Brennan.Michael100@gmail.com>, Michael Brennan <M.Brennan@munjoyhill.org>, Ned Chester <chester@chesterandvestal.com>, Ned Chester <Ned.Chester@munjoyhill.org>, Nina Schmir <ninasch75@gmail.com>, Peter Blackstone <Peterblackstone17@gmail.com>, Peter Murray <pmurray@gwi.net>, Wayne Valzania <Wayne@redhookdesignalliance.com>

To Chairman Mazer and members of the Portland City Planning Board.

I am writing to urge you to approve the Historic District designation proposed for Munjoy Hill.

The character and social fabric of Munjoy Hill have already been compromised and remain critically threatened by developers whose massive condo projects, designed without regard for visual harmony and blending, are at odds with the character of this 19th century working-class neighborhood.

Wanton demolition of viable homes, along with their replacement by luxury condos, is not only visually jarring. It's also environmentally unsound, and detrimental to the fabric of our mixed-income community.

Our simple wood-frame houses speak as eloquently to Portland's heritage as the brick townhouses of the West End. While less elegant, our neighborhood is equally worthy of protection.

Please vote to preserve the integrity of Munjoy Hill: adopt the proposal to designate Munjoy Hill a Historic District.

Sincerely,

Carolyn Swartz
27 Merrill Street

Carolyn Swartz | Writer/Director | 917.714.5743 | [view my films here](#)

Carolyn Swartz | Writer/Director | 917.714.5743 | [view my films here](#)

Google Groups

Please approve Munjoy hill historic district.

Ejkoch Gmail <ejkoch@gmail.com>

Feb 7, 2020 9:21 AM

Posted in group: **Planning and Urban Development**

To the Portland city planning board:

As a 40+ year resident of Munjoy hill, I implore you to approve the Munjoy Hill historic district this Monday. I believe passage of the proposal at this time is critical to the integrity of the city streetscape, and the functional health of our neighborhoods, as it has been on the west end.

Thank you for your attention to this proposal, and the work you do for the city.

Erna koch
81 vesper st
Portland

Meow, and the world meows with you.

Hiss and you hiss alone. 

Google Groups

proposed Munjoy Hill historic areas

Linda Tyler <ltyler8@gmail.com>

Feb 7, 2020 9:03 AM

Posted in group: **Planning Board**

Greetings.

I am not only in support of your adoption of the proposed Munjoy Hill historic districts and sites, I plead with you to adopt them!

We in this old neighborhood that we can still manage to love in spite of the so-far changes feel pretty desperate.

Please consider this neighborhood to be worthy of saving.

When I see tourists walk our streets with some puzzlement in their eyes as to why they were directed here to see new, box-shaped condominiums, or when they stop one of us to ask about the neighborhood, its likely further destruction becomes a sad probability.

I ask you not to go the way of some other towns and cities and destroy our character and our coastline—this is Maine. Thank your for your attention.

Sincerely,

Linda P. Tyler
52 Saint Lawrence Street
Portland, ME 04101

Google Groups

Munjoy Hill Historic District

Mark Holden <mark.k.holden@gmail.com>

Feb 7, 2020 10:16 AM

Posted in group: **Planning Board**

Please know that I fully support the creation of the Munjoy Hill Historic District.

Mark Holden
37 Saint Lawrence Street
Portland Maine
Sent from my iPhone

Google Groups

Munjoy Hill Historic District

Michael Englert <michaeljenglert@gmail.com>

Feb 7, 2020 10:18 AM

Posted in group: **Planning Board**

Dear Chairman Mazer and Members of the Portland City Planning Board:

We write in support of the designation of the Munjoy Hill Historic District and six individual landmarks nominated by the Historic Preservation Board.

Munjoy Hill deserves the protection of its historic and aesthetic resources, as enjoyed by the other historic districts in the City. Time and again, not only in Portland but in cities across the country, it has been demonstrated that the protection of a community's heritage enhances its quality of life and economic success. Munjoy Hill, in particular, embodies the character and evolution of Portland's diverse working citizenry, an authentic part of our history that we must preserve.

Sincerely,

Michael and Linda Englert
193 Sheridan Street
Portland, ME 04101

MichaelJEnglert@gmail.com
LinEnglert@gmail.com

Google Groups

Munjoy Hill Historic District

Richard Rollins <dicrollins@aol.com>

Feb 7, 2020 10:27 AM

Posted in group: **Planning Board**

Dear Chairman Mazer and Portland City Planning Board members,

I write to you as a former resident of Munjoy Hill concerning the Historic District designation currently pending your approval. Although I acknowledge my interest is now mainly nostalgic, - isn't that much of what history is? I lived on the Hill for 15 years in the 1940s and '50s, and attended Shailer, Emerson, and Jack Jr. High schools. My parents and my maternal grandparents lived on the Hill before them. We personally knew the Ferguson family (see the book: Munjoy Hill Portland's Scenic Peninsula, by Donald Ferguson.) I was a Hill kid. I support the proposed Munjoy Hill Historic District and the six individual landmarks as nominated by the Historic Preservation Board on November 20, 2019 - or an even expanded version that enhances and protects the area. Much has been lost already.

We urge the Planning Board to take into consideration the substantial documentation acquired and recorded by the City Planning Staff with the assistance of the Historic Preservation Board (favoring the adoption of the Munjoy Hill Historic District designation, including the six landmarks). I strongly believe that Munjoy Hill, having played an important role in the history and evolution of Portland, deserves it. It should take its place with the other designated (and protected Historic) Districts of the city. It will be a huge credit and benefit to the city.

Thank you for the work that you do on behalf of the residents of Munjoy Hill, and the City of Portland.

Dick Rollins

Google Groups

P
C
2
3

Fwd: Munjoy Heights Historic District

mary morse <mrs1359@outlook.com>

Feb 7, 2020 9:20 AM

Posted in group: **Planning Board**

Sent from my iPad

Begin forwarded message:

From: mary morse <mrs1359@outlook.com>
Date: February 7, 2020 at 09:14:32 EST
To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>
Subject: Munjoy Heights Historic District

We live at 208 Sheridan St and fully support the Munjoy Heights Historic District proposal and hope we can count on your support for this. Thank you, Robert and Mary Morse
Sent from my iPad

Google Groups

Historic District designation --support for approval

Robin Whitten <robin@audiofilemagazine.com>

Feb 7, 2020 10:40 AM

Posted in group: **Planning Board**

To Belinda Ray, Jon Jennings, Deb Andrews, Brandon Mazur and Portland Planning Board members,

As a 44-year resident of Munjoy Hill, I urge you to **approve** the Historic District designation proposed by the Historic Preservation Board.

The city agencies, community members and organizations have done a lot of excellent work and are recommending a workable, progressive plan for the Munjoy Hill neighborhoods.

Please do not delay or dilute the proposal, but vote to approve.

With regards,
Robin Whitten

Munjoy Hill resident and property owner since 1976
23 Saint Lawrence St. Portland

Google Groups

Please vote against the proposed historic district on Munjoy Hill

Heather Sullivan <heathersull@gmail.com>

Feb 7, 2020 11:28 AM

Posted in group: **Planning Board**

February 7, 2020

To the Planning Board and Portland City Council;

Please vote **against** the proposed historic district on Munjoy Hill. The increased costs on building maintenance will drive up rents in the area, when rents are already well above what the average worker in Portland can afford.

Those who purchased property on the hill before the recent boom (which include several of my friends and colleagues) will not be able to afford to meet the extra costs for siding, windows, and application fees. It is not appropriate to increase the costs for maintenance on properties by appealing to the history of an area that was working class!

The city needs to consider ways to make housing more affordable, and this proposed historic district will work against that.

Sincerely,
Heather Sullivan
32 Verrill St.

Greater Portland Landmarks

93 High Street

Portland, ME 04101

207.774-.561

portlandlandmarks.org

7 February 2020

Dear Chair Mazer and members of the Planning Board:

As we have stated, Greater Portland Landmarks supports the proposed designation of the Munjoy Hill Historic District. Through this city's commitment to historic preservation we believe Portland has been successful at achieving a balance between old and new that is attractive to new businesses, residents, and tourists alike. The establishment of the Munjoy Hill Historic District will ensure that balance continues on the eastern end of the city that is as historically significant as other neighborhoods already designated as local historic districts.

We believe that after careful study and an eight-month public process the Historic Preservation Board correctly found that the recommended district meets the criteria for designation identified in Division 3 of the historic preservation ordinance. The proposed district meets more than the minimum criteria for designation required in Section 14-610. The proposed boundaries encompass buildings representing key periods of development activity as well as those that represent the cultural and social significance of the African American families and immigrant families that lived and worked on the hill for generations. The boundaries also reflect the areas that retain the level of integrity required in Section 14-611.

Portland's Plan 2030 sets out many goals, including protecting the city's authenticity, enhancing our sustainability, and growing the number of housing units. Historic preservation has helped to conserve our city's authentic feel, but it also contributes to the city's sustainability and housing goals.

The historic preservation ordinance has permitted alterations and new construction at a variety of scales in the city's local historic districts. These new additions within the various districts enhance our city's streetscapes and accommodate new residential and commercial growth. In the last several years new housing units have been approved or built in individually designated buildings and in the West End, Deering Street, India Street, and Congress Street Local Historic Districts including the following larger-scale projects:

Project	# Units	Designation
27 Carleton Street	37 Units	West End Historic District
62 India Street	29 Units	India Street Historic District
605 Stevens Avenue	88 Units	National Register Historic Places Landmark
1 Joy Place	12 Units	West End Local Historic District
66 State Street	70 Units	West End Local Historic District

510 Cumberland Ave.	75 Units	Deering Street Local Historic District (Parkside)
443 Congress Street	28 Units	Congress Street Local Historic District
667 Congress Street	139 Units	Congress Street Local Historic District

Greater Portland Landmarks was founded on the belief that Portland's future is brighter if it builds upon the rich social, cultural, and architectural character of its past. Historic Preservation is not about freezing any community in time. Rather, historic preservation is about keeping buildings alive, in active use and responsive to the needs of the community. Building additions, ADUs, and new construction are all ways that historic districts accommodate diverse housing options, without destroying the beauty and history of our city's neighborhoods.



Historic preservation is also one tool that helps our city be more sustainable. Preservation and reuse of historic buildings reduces resource and material consumption, puts less waste in landfills, and consumes less energy than demolishing buildings and constructing new ones. In addition, the city's historic preservation program has approved environmentally friendly building systems like heat pumps and solar panels, which help to achieve the city's sustainability goals. Heat pumps and solar panels have been approved in the West End and India Street historic districts in recent years. The Historic Preservation Board also recently approved solar panels and a green roof installation on Munjoy Hill in their role as design reviewers in the Conservation Overlay District. To the left is an example of solar panels installed on a Winter Street dwelling in the West End several years ago.

Please include the contributions Portland's historic districts make to our city's goals to preserve authenticity, create housing, and bolster sustainability as you consider the effect of the proposed Munjoy Hill Local Historic District on other aspects of the city's comprehensive plan.

Thank you for considering our views.

Julie Ann Larry
Director of Advocacy
Greater Portland Landmarks

Google Groups

Munjoy Hill Historic District

Kevin Schochat <kevin@kevinschochat.com>

Feb 7, 2020 11:22 AM

Posted in group: **Planning Board**

As a resident of Munjoy Hill I am writing to support the creation of an Historic District in this important and significant neighborhood.

Please do not weaken this proposal. The historic preservation board diligently identified the elements in the neighborhood that support the creation of an historic district and their report should be respected and accepted.

Thank you
Kevin Schochat
215 Sheridan Street

Sent from my iPhone

Google Groups

Munjoy Hill Historic District

mary barrett <jinspec@maine.rr.com>

Feb 7, 2020 11:33 AM

Posted in group: **Planning Board**

Dear Chairman Mazer and Portland City Planning Board members,

I write to you as a 22 year resident of Portland in regard to the Historic District designation that is pending your approval. I am aware that the MHNO Board of Directors has unanimously voted to support the proposed Munjoy Hill Historic District and the six individual landmarks as nominated by the Historic Preservation Board on November 20, 2019.

I urge the Planning Board to take into consideration the substantial documentation acquired and recorded by the City Planning Staff with the assistance of the Historic Preservation Board, favoring the adoption of the Munjoy Hill Historic District designation, including the six landmarks. We strongly feel that Munjoy Hill, having played an important role in the history and evolution of Portland, deserves to take its place with the other designated Historic Districts that have served our city well.

Thank you for the work that you do on behalf of the residents of Munjoy Hill, and ALL the City of Portland.

Respectfully Submitted,

Mary Barrett

Google Groups

Munjoy Hill Historical Designation

Nancy Machesney <dmaches101@aol.com>

Feb 7, 2020 11:20 AM

Posted in group: **Planning Board**

Dear Planning Board Members,

I am writing to urge you to the approve the Munjoy Hill Designation as it is written.

It is important that we have rules and regulations in place that are adhered to protect these fleeting treasures and protect the beauty and flavor of what is uniquely Munjoy Hill.

Thank you for your consideration of this most important matter.

Respectfully,
Nancy Machesney
213 Sheridan Street

Google Groups

East End

Steven Inman <kajaido@gmail.com>

Feb 7, 2020 11:17 AM

Posted in group: **Planning Board**

Hello;

I'm writing regarding the Historic District designation that is pending approval as the Munjoy Hill Historic District. I believe that cities are typically areas that develop faster than suburban/rural areas, and this is not only normal but needed to keep the economy strong and people housed and employed. Portland has seen a lot of growth, especially in the East End, with WEX and a number of other projects going on - which I agree with.

However, it's also important that a city be liveable and sustainable. Much of the projects for housing happening on Munjoy Hill tend to remove not just old houses, with their own style, but also remove yards, trees, green space and outdoor space, to fill them with blocks to maximize occupancy. It seems to be rampant as well, with developers hurrying to tear down and build before any designations are put in place...and the city is ten steps behind. As this issue is discussed and debated, more and more quality old structures and green spaces are being torn down and being replaced with monolithic towering places that destroy any sense of neighborhood.

When I walk through the streets, in many older places along Lafayette, Merrill, Kellogg or Sheridan, I see people walking, interacting, kids playing. The newer structures, with no outdoor space, tend to remove people and insulate them, and the streets become empty with no sense of neighborhood.

So I strongly urge you to support this Historic District. Portland needs development and business, and homes for workers...but these homes need to be in liveable neighborhoods, not lifeless blocks.

Thank you!

Steven Inman

81A Vesper Street

Google Groups

Munjoy Hill

Edward Fiske Mooney <efmooney@syr.edu>

Feb 7, 2020 11:37 AM

Posted in group: **Planning Board**

To The Planning Board:

I am a resident of Munjoy Hill and love the relaxed friendly pace of life up here. The declaration of the historic district would preserve what's best in the neighborhood. A continued proliferation of hi-rise apartments adds traffic, and casts shadows over existing structures. The feel of a small, slow-moving neighborhood good for old-folks and kids would be diminished, bit by bit. Munjoy Hill would cease to be Munjoy Hill.

Thank you for your consideration.

Edward F. Mooney

Professor Emeritus,

Departments of Religion and Philosophy, Syracuse University

77 Vesper Street, #1, Portland, ME 04101

207-776-4615

<https://syr.academia.edu/edwardmooney>

Whatever causes night in our souls may leave stars.

~ Victor Hugo

Whatever causes fright in our souls may leave scars

-- David Morin

Google Groups

Munjoy Hill Historic District

Susan Yandell <sueyandell@gmail.com>

Feb 7, 2020 11:42 AM

Posted in group: **Planning and Urban Development**

Support itPlease do something GOOD for Portland.....THERE IS STILL TIME BUT MAKE HASTE .
Sue Yandell.51 Monument St.



PLANNING BOARD REPORT PORTLAND, MAINE

Convenience Store and Retail Buildings
1884 Forest Avenue
Level III Site Plan
PL-000314-2018
John Chau, Applicant

Submitted to: Portland Planning Board
Public Hearing Date: February 11, 2020

Prepared by: Shukria Wiar, Planner
Date: February 7, 2020

I. INTRODUCTION

1884 Forest Avenue is a proposed mixed-use project comprised of a 5,000 square foot convenience store with eight associated fueling pumps and a 7,800 square foot multi-tenant retail space. On January 14, 2020, the Planning Board held a public hearing for the Level III application associated with this project and voted 5-0 (Mazer recused and Dunfey absent) to approve the waivers, conditional use, and traffic movement permit. The Board voted 3-2 (Dundon, Eaton, and Smith in favor, Silk and Stanley opposed, Mazer recused, and Dunfey absent) on the site plan approval motion. As per Section 14-24 of the Land Use Code, an affirmative vote by a minimum of four members is required to authorize any Board action; thus, the motion to approve the site plan failed, resulting in disapproval of the application. The stated reasons for the disapproval of the site plan centered upon the proposed design of the convenience store building and its inconsistency with the City's B-2 Design Standards.

To facilitate a path for the application to proceed toward an affirmative vote on the site plan in a modified form consistent with design standards, the Planning Board moved to reconsider the site plan approval component of the application at its January 21st meeting and, at its January 28th meeting, moved to table the item until the next regular meeting of the board to provide sufficient time for the applicant to iterate the design of the convenience store in a manner that addresses the Board's concerns. As the waivers, conditional use, and traffic movement permit were approved on January 14th, the approvals for those actions will remain in effect and the proposal is subject to the Site Plan Ordinance standards and B-2 Design Standards only.

Figure 1: Site of Proposed



Applicant Name	John Chau
Consultants	
Engineer	Jim Seymour, Sebago Technics
Architect	Ryan Senatore, Senatore Architecture
Surveyor	Matthew W. EK, Sebago Technics

II. PROJECT DATA

Waiver Requests	Applicable Standards
Number of driveways to a Site: The applicant proposes three driveways to the site: two one-ways from Forest Ave and one two-way from Riverton Drive. *	Technical Standard, Section 1.7.2.8, Number of Driveways, that states no more than two driveways shall be permitted for ingress and egress.
Flooding Standard: The applicant proposes to increase of 0.01 cf of stormwater flow into the combine sanitary sewer line in Riverton Drive. *	Technical Standard, Section 5: The developments specified below shall comply with the Urban Impaired Stream, Basic, General, and Flooding Standards of Chapter 500 Rules for Stormwater Management.

Review	Applicable Standards
Site Plan	Section 14-526
Conditional Use Standards*	Sec. 14-183. Conditional uses
Design Review	B-2 Design Standards
Traffic Movement Permit*	Technical Standard 1 1.1. Traffic Studies

*Note – these actions were approved by the Planning Board at its January 14th, 2020 meeting.

III. PROJECT DATA

Existing Zoning	B-2 Community Business
Existing Use	Vacant Site
Proposed Use	Auto Service Station and Retail
Parcel Size	72,350 SF (1.61) acres

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Impervious Area	443 SF	48,703 SF	+48,260 SF
Building Footprint	0 SF	12,800 SF	+12,800 SF
Building Floor Area	0 SF	12,800 SF	+12,800 SF
Parking Spaces – Provided	0	48 (4 are ADA)	+48
Parking Spaces – Required	54*		
Bicycle Parking Spaces - Provided	0	12	+12
Bicycle Parking Spaces - Required	11		
Estimated Cost of Project	\$2,120,124		

* Both of the proposed uses are retail. The total retail area is 12,800 SF. Section 14-332(h) exempts the first 2,000 SF of retail space. Therefore, 10,800 SF was used as the baseline, the total parking spaces need is 54 (at one space per 200 sf of retail space). It could also be interpreted that if the development consists of smaller individual retail units, the parking could be calculated for each unit separately (so a unit less than 2,000 sf would not require any spaces). If the latter approach is taken, the individual retail spaces (1,302) would be exempt and only parking for the convenience store required, which would be 15 spaces.

IV. BACKGROUND AND EXISTING CONDITIONS

Following the application's disapproval at the January 14th Planning Board meeting, the applicant submitted revised drawings intended to address the design-related findings made by the Board. The revised materials were reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and James Rather, Development Review Manager, against the *B-2 Commercial Business Zone Standards* (Design Manual).

- **Standard (1) d. Windows:** Windows provided on all street-facing façades with vision glass (.7 VT required by standard).
 - **Met - The extent of windows was increased facing the street with active use and entry.**

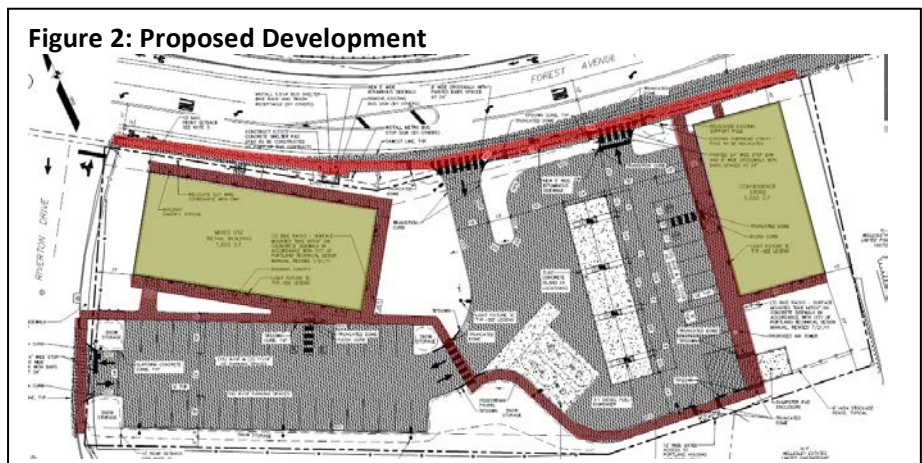
- **Standard (1) e. Façade Character:**
 - **Convenience Store - Met** - The building location is relatively close to the street and creates a stronger street wall than currently exists. The street-facing façade was revised to feel more prominent according to the standard which seeks windows, entrance oriented toward the street. The floor plan was also changed to orient active portions of the use towards the street. Revisions to this façade include a significant increase in storefront windows across the whole facade, a central, enlarged canopy with signage, a bigger door, and direct access from the sidewalk. The side entrance to the convenience store was reduce slightly in prominence.
 - **Mixed Use – Met (no change):** Building meets this standard with direct orientation of storefront and doors to the street with canopies and signage.
- **Standard (1) g. Building Materials:**
 - **Met** - Clapboard and storefront are considered compatible. A strong, durable base material is logical – **brick was introduced in lieu of stone based on Planning Board and staff comment.**

This parcel is currently undeveloped and is vegetated with mixed pine woods and high grass/brush field. The parcel abuts the Presumpscot Grange Hall to the south, which was converted to a karate studio. Riverton Park is a 150 residential unit development owned by the Portland Housing Authority to the west (rear) and Wellesley Estates is a 46 unit Planned Unit Residential Development (PRUD) to the southwest (rear). In addition to these properties, development in the immediate vicinity includes a 7-11 convenience store and gas station at the Riverside and Forest Avenue intersection; single and multi-family residential units (including Terrace Pond Apartments, a 21 unit multi-family residential development); an auto repair shop; a Family Dollar store; SCA Services Waste Management; Tortilla Flats Mexican restaurant; a Hannaford's supermarket; a plumbing and heating repair business; a landscaping contractor; and the Friends Quaker Meeting House. There was a zoning map amendment in March 2009 to change the zoning from R-5 Residential to B-2 Community Business to permit commercial development on the site. Presumpscot Grange Hall was included in the zoning map amendment.

On May 24, 2019, the Planning Board held a workshop to review this application for the first time. At this workshop, the Board requested that the applicant provide a safe, internal pedestrian walkway within the site, provide an open gate between Portland Housing Authority (PHA) and the project site for pedestrians, and provide more information on offsite improvements on Forest Avenue. The applicant made revisions to the project over the course of several months, and the project was initially calendared for a hearing on December 10th, 2019 and subsequently tabled at that meeting to January 14th, 2020.

IV. PROPOSED DEVELOPMENT

The applicant proposes to develop the parcel with two buildings. The primary structure has a total ground floor area of 5,000 square foot that includes a convenience store with eight fueling pumps. The second structure is a 7,800 square foot multi-tenant retail space. The site plans show a proposed ingress/egress driveway that measures twenty-four (24) feet in width from Riverton Drive, one entry-only driveway of eighteen (18) feet, and an exit-only driveway of eighteen (18) feet. Both the latter driveways are located off of Forest Avenue. Vehicular access



is proposed at each building. The building entrances for both structures are oriented internally. The retail building does have entrances along Forest Ave but it is not clear if these entrances will be used as the primary entrances. The convenience store is without a direct connection to Forest Avenue.

PUBLIC COMMENT

The Portland Housing Authority had submitted comments in regard to the project. Currently there is an access through way in the rear of the property from Riverton Park onto this site; Portland Housing Authority would like to maintain this access as the pedestrian access, which the applicant is willing to do. The survey plan does not show an access easement to Riverton Park. Jamie Parker of Portland Trails also submitted comments regarding the access from the PHA site to the development site, in which he states *‘the site plan as shown does not seem to provide a direct connection for the many residents living in the adjacent Portland Housing Authority complex. We see this as a major oversight and a missed opportunity. We urge the applicant to provide a welcoming pedestrian access from the rear of the property.... Providing such an access would provide a dignified, logical gateway for the inevitable foot-traffic between the two properties’*, please refer to Attachment 6a.

A Neighborhood Meeting was held on January 3rd, 2019 at Riverton Elementary School. There were six (6) abutters that attended the meeting with no concerns about the development. The attendance list and minutes of the meeting is included as Attachment B.

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

The owners of the property are John Chau and Phoung Neang. The applicant has provided a copy of a warranty deed, recorded at the Cumberland County Registry of Deeds (Book 26148 Page 266), which demonstrates their right, title and interest in the property. The estimated cost of the development is \$2,120,124. The applicant has submitted a letter from Camden National Bank, dated November 13, 2018, as a demonstration of their financial capacity to complete the proposed development.

VII. ZONING ASSESSMENT

The proposed project is located in the B-2 Community Business zone, and parking, impervious surface, and setback requirements have been met. An auto service station is a conditional use in this zone, and the Planning Board voted 5-0 (Mazer recused, Dunfey absent) that the plan is in conformance with the conditional use standards of the Land Use Code.

VIII. DEVELOPMENT REVIEW

A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527)

The applicant has submitted the material required for a final plan, and staff has reviewed the final set of site plans and found them acceptable with several required conditions of approval.

B. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland’s site plan ordinance and applicable regulations. Staff comments are listed below.

1. Transportation Standards

Tom Errico, Consultant Traffic Engineer with TY Lin, has reviewed the project and submitted information from the applicant and finds the plans acceptable, see Attachment 1.

a. Traffic Movement Permit

The proposed development will generate over 200 net new peak hour trips in the morning peak hour and the afternoon peak hour and thus a Maine DOT Traffic Movement Permit (TMP) is required due to the significant amount of traffic to be generated during the weekday peaks hours. The TMP scoping meeting was held on January 2nd, 2019. As part of the Traffic Movement Permit, the applicant was required to prepare a traffic impact study that assesses the project’s impact at the driveways and at the Forest Avenue

intersections with Riverside Street and Riverside Industrial Parkway. The Planning Board voted 5-0 (Mazer recused, Dunfey absent) that the plan is conformance with the standards for Traffic Movement Permit application and granted a permit subject to a condition of approval that will need to be addressed prior to the issuance of the building permit.

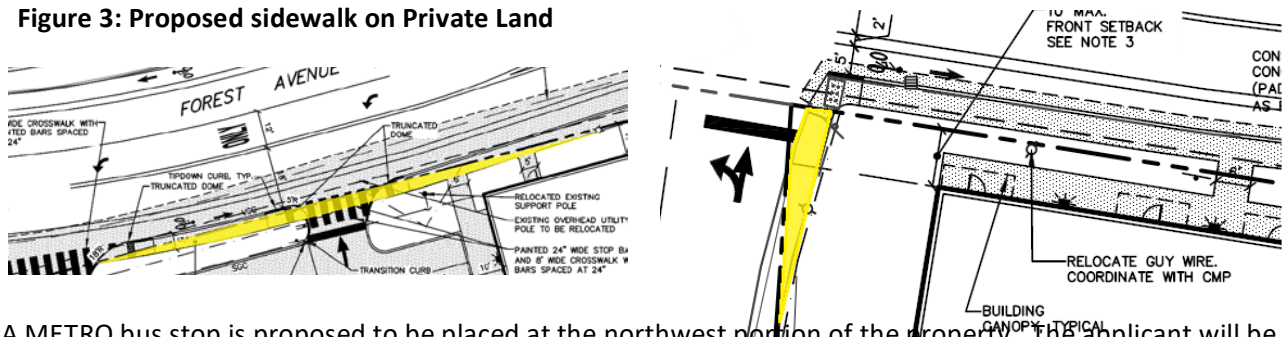
b. Number of Driveways and Circulation

The development is currently proposed to have three driveways. This includes one full access drive on Riverton Drive, an entrance only-drive on Forest Avenue and a right-turn only exit drive on Forest Avenue. Per Technical Manual Section 1.7.2.8, Number of Driveways, no more than two driveways shall be permitted for ingress and egress. The applicant requests a waiver of this standard to allow three driveways. Mike Tremblay, Senior Engineer with the Department of Public Works, has reviewed the project and finds that it meets the standard.

c. Internal Pedestrian Access, Sidewalks and Bus Stop

The applicant proposes to install sidewalks along the frontage of the property. Parts of the proposed sidewalk will be on the applicant's property, portions of Forest Avenue and corner of Riverton Drive. The City will need to obtain an easement from the applicant for these portions of the sidewalk on private property; please see the highlighted areas below in the diagrams.

Figure 3: Proposed sidewalk on Private Land

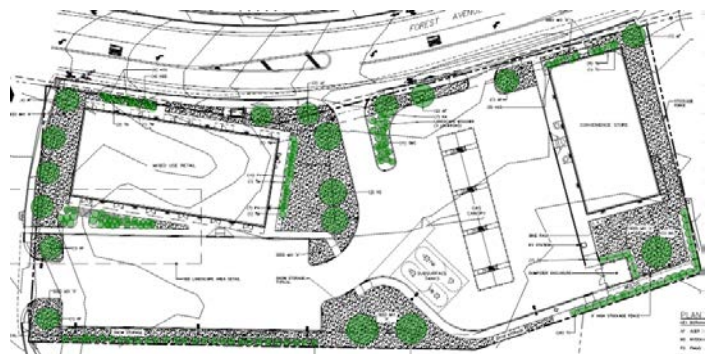


A METRO bus stop is proposed to be placed at the northwest portion of the property. The applicant will be required to provide the City with a pedestrian easement for these areas. The easements shall be part of the final application and Corporation Counsel will need to review and approve the language. The applicant is also proposing internal pedestrian circulation from the main buildings to Forest Avenue, please see Figure 2 above. There is also pedestrian access from the retail building to the convenience store.

2. Environmental Quality Standards

a. Landscaping and Landscape Preservation

The property currently has mature white pine trees that will be cleared for the proposed development. City staff members have encouraged the design team to consider opportunities to preserve the existing vegetation, but the condition of the trees and the on-site circulation does not make this feasible. The applicant is proposing plantings around the property. Due to the close proximity to residential development, the applicant is proposing a thicker buffer around the rear of the property. Jeff Tarling, City Arborist, has reviewed the landscaping plan and find the plan acceptable.



b. Water Quality, Storm Water Management and Erosion Control

This project is required to comply with the MaineDEP Basic and General Standards and the City will be the reviewing stormwater under its delegated review authority. In addition to the Basic and General Standards,

the City of Portland requires that all Level III site plan applications conform to the Flooding Standards. The applicant has requested a waiver of this standard due to a small amount of stormwater from site will need to go into the combined sewer in Riverton Drive. The increase in stormwater flow is 0.01 cfs in the 10 and 25-year storm events. The applicant is proposing a significant stormwater system on their site and is tying into the Riverton Drive storm drain, but their problem is that with the undeveloped site, there is essentially zero stormwater runoff onto adjacent properties. The project development will require removal of most of the vegetation on the site, and it will be revegetated in accordance with the City regulations. The project will utilize a Subsurface Underdrained Soil Filter for stormwater treatment and detention. Lauren Swett, Consultant Engineer with Woodard and Curran, has conducted a review of the project and finds it acceptable.

3. Public Infrastructure and Community Safety Standards

Chief Robert Thompson of the Fire Department has reviewed the proposed project and states that the Fire Department has no concerns about this project as presented.

a. *Availability and Adequate Capacity of Public Utilities*

The project will be served by the Portland Water District, City Department of Public Works (DPW), and underground power/cable/communications. Capacity letters from the Department of Public Works have been submitted from Portland Water District.

4. Site Design Standards

a. *Snow and Ice Loading*

The applicant shows the snow storage on the site plan. If snow is being removed from the site, a management plan will need to be submitted as well.

b. *Exterior Lighting*

A lighting/ photometric plan been submitted for review. All the proposed lighting and catalogue cuts for all proposed fixtures and shall meet the new lighting standards of the Technical Manual, Section 12, specifically the lighting trespass at property boundaries and illumination levels.

c. *Noise and Vibration*

The applicant has not submitted any information on mechanical equipment (including emergency generator). All mechanical equipment will need to be shown on the site plans and noise levels information submitted for review.

d. *Signage and Wayfinding*

A signage plan has been submitted that shows the directional traffic signs. Mr. Tremblay reviewed the plan and offers the following as a condition of approval, refer to Attachment 2 for review comments:

That the signage and wayfinding plan shall be revised to include a "No Left Turn" sign to be placed opposite the exit driveway on Forest Avenue to reinforce the right-out restriction'

e. *Zoning Related Design Standards*

Please refer to Paragraph, IV Background and Existing Conditions.

VIII. APPROVED ACTIONS

The actions below were approved by the Planning Board at its January 14, 2020 meeting:

A. WAIVERS - (approved 5-0 (Mazer and Dunfey absent))

1. The Planning Board voted 5-0 (Mazer recused and Dunfey absent) and **found**, based upon the consulting traffic engineer's review, that extraordinary conditions exist or undue hardship may result from strict

compliance with the *Technical Manual* standard (*Section 1.7.2.8*) stating that no more than two driveways shall be permitted for ingress and egress. The Planning Board **waived** the Technical Manual standard (*Section 1.7.2.8*) to allow three driveways on the site: two (2) one-ways from Forest Ave and (1) one two-way from Riverton Drive.

2. The Planning Board voted 5-0 (Mazer recused and Dunfey absent) and **found**, based upon the consulting civil engineer's review, that undue hardship may result from strict compliance with the Technical Manual standard (*Section 5*), development shall comply with basic, general and flooding standards of Chapter 500. The Planning Board **waived** the Technical Manual standard (*Section 5*) to allow an increase of 0.01 c.f. stormwater flow into the combined sanitary sewer line in Riverton Drive.

B. CONDITIONAL USE - (*approved 5-0 (Mazer recused and Dunfey absent)*)

The Planning Board found, relevant to Portland's Zoning ordinance section 14-183 and Section 14-474, that the plan is in conformance with the conditional use standards of the Land Use Code.

C. TRAFFIC MOVEMENT PERMIT - (*approved 5-0 (Mazer recused and Dunfey absent)*)

The Planning Board found that based upon the City of Portland's Delegated Review Authority, the Portland Planning Board that the plan is in conformance with the standards for Traffic Movement Permit application and granted a permit, subject to the following conditions of approval:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall address the comments provided by Tom Errico, Consultant Traffic Engineer with TY Lin, in the memorandum dated December 5, 2019 related to offsite mitigation along Forest Avenue for traffic safety purposes.

IX. RECONSIDERED ACTION - STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommend that the Planning Board approve the reconsidered site plan, subject to the following conditions outlined below.

A. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for PL-000314-2018 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [**finds/ does not find**] that the plan is in conformance with the site plan standards of the Land Use code, subject to the following conditions of approval:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. That all the proposed lighting and catalogue cuts shall meet the new lighting standards of the Technical Manual, Section 12, specifically the lighting trespass at property boundaries and illumination levels;
2. That the developer/contractor/subcontractor must comply with conditions of the construction stormwater management plan and sediment and erosion control plan based on City standards and state guidelines. The owner/operator of the approved stormwater management system, and all assigns. shall comply with the conditions of Chapter 32 Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Please submit final copies to both the Department of Planning and Urban Development and the Department of Public Works; and

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

3. That the applicant shall finalize the pedestrian easement, located along portions of Forest Avenue and corner of Riverside Drive, to the satisfaction of the Corporation Counsel.

ATTACHMENTS:

PLANNING BOARD REPORT ATTACHMENTS

1. Tom Errico Memorandum dated 12.05.2019
2. Mike Tremblay Memorandum dated 12.04.2019
3. Lauren Swett Memorandum dated 12.04.2019
4. Jeff Tarling Memorandum dated 12.03.2019
5. Caitlin Cameron Memorandum dated 01.28.2020
6. Portland Housing Authority, 10.11.2018
- 6a. Jaime Parker of Portland Trails, dated 12.10.2019
7. Planning Board Report from 01.14.2020

APPLICANT'S SUBMITTAL

- A. Cover Letter
 - a. Cover Letter PB Comments Responses
 - b. Cover Letter_Comments+Responses.08-28-19
 - c. Cover Letter-Revisions+Responses_12-02-2019
 - d. Design Revision Narrative, 01-24-2020
- B. Checklist, Application, NeighMtg
- e. Neighborhood Mtg Cert, Min, Sign In.01-03-2019
- C. Right, Title, and Interest
- D. State and Federal Approvals
- E. Zoning Assessment
- F. Exist+Prop Easement
- G. Waiver Requests
- H. Financial Capability
- I. Technical
- J. Transportation Analysis-Traffic Impact
- K. Access & Circulation
- L. Loading and Servicing
- M. Sidewalks
- N. Public Transit
- O. Off-street Parking
- P. Bicycle Parking
- Q. Snow Storage
- R. Traffic Demand Management
- S. Pres of Sig Natural Features
- T. Landscaping and Lighting Pres
- U. Site Landscaping
- V. Parking Lot Landscaping
- W. Street Trees
- X. WaterQual, SWtrMngmt, ESC
- Y. Consistency with City Master Plan
- Z. Public Safety and Fire Prevention
- AA. Available and Adequacy Public Utilities
- BB. Mass, Ventilation, Wind Impact
- CC. Shadows
- DD. Snow Ice Loading

- EE. View Corridor
- FF. Historic Resource
- GG. Exterior Lighting
- HH. Noise and Vibration
- II. Signage Wayfinding
- JJ. Zone Related Design Standards
- KK. Construction Management Plan
- LL. Financial Capacity Letter

PLANS

- Plan 1 Cover Letter
- Plan 2 Existing Conditions Plan
- Plan 3 Site Plan
- Plan 4 Signage and Wayfinding Plan
- Plan 5 Grading and Utility Plan
- Plan 6 Grading and Utility Plan - 2
- Plan 7 Landscaping Plan
- Plan 8 ESC Notes & Details
- Plan 9 Details
- Plan 10 Details
- Plan 11 Details
- Plan 12 PreDevWatershed Plan(1of2)
- Plan 13 PostDevWatershed Plan(2of2)
- Plan 14 Offsite Improvement Plan(1of1)
- Plan 15 Concept Off-Site Improvements
- Plan 16 Truck Turning Concept (1 of 1)
- Plan 17 Convenience Store Renderings
- Plan 18 Retail Renderings
- Plan 19 Convenience Elevation E+W
- Plan 20 Convenience Elevation N+S
- Plan 21 Convenience, 1st Floor
- Plan 22 Convenience, N Elev. Comparison,01-24-2020
- Plan 23 Convenience, W Elev. Comparison, 01-24-2020
- Plan 24 Retail Elevation E+W
- Plan 25 Retail Elevations N+S
- Plan 26 Retail Floor Plan
- Plan 27 a09-SubsurfaceSand Filter Dtls



Shukria Wiar <shukriaw@portlandmaine.gov>

1884 Forest Avenue - Traffic Movement Permit Final Comments

Tom Errico <thomas.errico@tylin.com>

Thu, Dec 5, 2019 at 11:12 AM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Mike Tremblay <mtremblay@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>

Hi Shukria – The following is a final status update regarding prior Traffic Movement Permit comments.

- The City will provide an updated list of other development projects, particularly projects on Riverside Street and Riverside Industrial Parkway.

Status: The Study reflects other development projects and I find the assumptions in the study to be acceptable.

Final Status: I have no further comment.

- The City requests that the Trip Generation be based on the 7th Edition of the Trip Generation Manual to fully comply with MaineDOT requirements.

Status: The Study reflects this change and I find the assumptions in the study to be acceptable.

Final Status: I have no further comment.

- A detailed evaluation (with mitigation strategies) of the High Crash Locations at Forest/Riverside and the Forest Avenue segment is required.

Status: The safety analysis needs further detail and refinement. We would like to identify some actions for mitigating both High Crash Locations. I will review with City staff and provide some specific guidance in the future.

Final Status: The applicant has conducted an acceptable safety analysis and identified mitigation improvements on Forest Avenue. The applicant shall be responsible for all cost associated with implementation of improvements as detailed on the Concept Off-Site Improvement Plan prepared by Sebago Technics dated October 15, 2019. Final design plans shall be provided to the City for review and approval.

- A review of driveways including elimination of the right-turn exit, is required. The Applicant shall provide supporting documentation for maintaining the right-turn only driveway. If the right-turn driveway is deemed necessary, the geometric alignment/configuration will need to seek a balance between vehicle movements, lower speeds, and pedestrian safety. I would note the current plan requires a waiver from City standards for the number of driveways.

Status: The study included a detailed evaluation of the driveway configurations and thus meets this requirement. The proposed driveway configuration is acceptable with recommended changes as identified by Mike Tremblay of DPW.

Final Status: I have no further comment but refer to Mike Tremblay's final comments.

- A review of Saturday traffic volumes will be performed and if significantly less than weekday volumes, a Saturday analysis may be eliminated. This shall be coordinated with City staff.

Status: The traffic study included a review of Saturday peak hour conditions. I have no further comment.

Final Status: I have no further comment.

- The traffic study shall include the Forest/Riverside, Forest/Riverside Industrial Parkway, Forest/Riverton Drive intersections.

Status: The traffic study included the noted intersections and I have no further comment.

Final Status: I have no further comment.

- The bus shelter on project site shall be coordinated with METRO and pedestrian crossing of Forest Avenue shall be investigated.

Status: Bruce Hyman is conducting the review of this item. Refer to his comments.

Final Status: I have no further comment but refer to Bruce Hyman's final comments.

- The Applicant shall evaluate the need for a left-turn lane on Forest Avenue. The site frontage shall reflect either a condition with a left-turn lane or, if not warranted, without. The current site plan is not acceptable given that it does not depict a left-turn lane and includes a westerly curb alignment with widening for a three-lane section on Forest Avenue.

Status: The applicant has provided an analysis of various access/egress scenarios. The study supports the need for a left-turn lane from an operational analysis perspective. I continue to review this and the plan details, but conceptually the provision of a left-turn lane seems appropriate.

Final Status: The City concurs with the applicants request for provision of a left-turn lane on Forest Avenue for improved safety and mobility. The left-turn lane layout is detailed on the Concept Off-Site Improvement Plan prepared by Sebago Technics dated September 11, 2019 and the most current site plan. The applicant shall be responsible for all cost associated with implementation. Final design plans shall be provided to the City for review and approval.

- Safe and logical pedestrian facilities shall be provided between Riverton Drive and the store.

Status: I continue to review this.

Final Status: The applicant has incorporated facility revisions and I find conditions to be acceptable. Please refer to final comments from Bruce Hyman and Mike Tremblay.

New Comments

- The study suggests improvements at the Forest Avenue/Riverside Street intersection. I continue to review the analysis and will provide comments in the future.

Final Status: The applicant has identified improvements at the Forest Avenue/Riverside Street intersection as detailed on the Concept Off-Site Improvement Plan prepared by Sebago Technics dated October 15, 2019 . The applicant shall be responsible for all cost associated with implementation. Final design plans shall be provided to the City for review and approval.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL
12 Northbrook Drive
Falmouth, ME 04105
+1.207.781.4721 main
+1.207.347.4354 direct
+1.207.400.0719 mobile
thomas.errico@tylin.com
Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | Instagram



CITY OF PORTLAND
Department of Public Works
Christopher C. Branch, P.E., Director

December 4, 2019

Shukria Wiar
City of Portland Planning Division
389 Congress Street
Portland, Maine 04101

Subject: 1884 Forest Avenue DPW Comments

Dear Shukria,

I have the following comments regarding the 1884 Forest Avenue development application. For the purposes of this memo, I am referring to plans submitted by the Applicant dated December 3, 2019. These comments should be considered for conditions of approval, to be addressed before issuance of an occupancy permit unless otherwise noted.

- The entrance driveway from Forest Avenue has a large southerly radius, which is not necessary as vehicles should not be exiting and turning right from this driveway. This radius should be reduced to five feet, or the minimum required to accommodate left-turning trucks, whichever is larger.
- ADA panels are not required at any site driveway or internal to the site. These are not required at unsignalized driveways or within developments. If the Applicant chooses to include them, they should be oriented correctly. Currently, ADA panels serving the site driveway are set back from the edge of the driveway due to the driveway radii. The maximum allowable setback for ADA panels is 5 feet from the back of curb; otherwise, the panel needs to be oriented along the radius. See the [technical requirements for public rights-of-way in PROWAG](#) for more information; this specific issue is discussed in section R05.2.1 of that document.
- The directional arrows on Riverton Drive are not necessary and should be deleted. The northbound arrows in particular are incorrect. If installed, any incorrect markings will be required to be removed at the expense of the Applicant.
- The exit onto Forest Avenue should be marked with a right turn arrow rather than a straight arrow, to imply that a right turn is the only permitted movement from that

driveway.

- An additional No Left Turn sign should be installed opposite the Forest Avenue exit driveway to reinforce this restriction.
- There are a significant number of pedestrian ramps in the vicinity of the PHA driveway and dumpster. Chief Mike Thompson from the Portland Fire Department has said that a mountable curb at the PHA emergency access is acceptable; this will eliminate the need for two ramps at the driveway.

Respectfully,

A handwritten signature in black ink, appearing to read "Mike Tremblay". The signature is fluid and cursive, with a long, sweeping underline.

Mike Tremblay, P.E.
Senior Engineer
City of Portland, Public Works

CC:

James Rather, City of Portland
Christine Grimando, City of Portland
Bruce Hyman, City of Portland



Shukria Wiar <shukriaw@portlandmaine.gov>

1884 Forest (314-2018)

2 messages

Lauren Swett <lswett@woodardcurran.com>
To: Bradley Roland <brad@portlandmaine.gov>
Cc: Shukria Wiar <shukriaw@portlandmaine.gov>

Wed, Dec 4, 2019 at 10:32 AM

Hi Brad,

For [1884 Forest Avenue](#), there are two things needed:

- Sewer capacity approval (I've attached the latest)
- Confirmation of waiver of flooding – they are increasing by 0.01 CFS:

Stormwater Peak Runoff Summary Table			
Study Point	Storm Event	Pre-Development (cfs)	Post-Development (cfs)
SP-1	2-year	0.00	0.00
	10-year	0.00	0.01
	25-year	0.02	0.03
SP-2	2-year	0.00	0.00
	10-year	0.00	0.00
	25-year	0.01	0.00

Flow from the site in general is almost non-existent, so I don't think this is an issue, but just wanted to confirm with you as it is going into the combined sewer.

Any questions, let me know!!

Lauren

Lauren Swett, P.E.*

Technical Manager

Woodard & Curran

[41 Hutchins Drive](#)[Portland, Maine 04102](#)

Phone: (207)558-3763 (direct)

(207)219-3591 (cell)

(800)426-4262 (office)

Email: lswett@woodardcurran.com

*Licensed in Maine and Wisconsin

Commitment & Integrity Drive Results

www.woodardcurran.com

12/5/2019

City of Portland Mail - 1884 Forest (314-2018)

M.ASCE

Chair, Leader Training Committee

American Society of Civil Engineers

<http://regions.asce.org/leader-training-committee/>



27-Avail+Adequacy Public Utilities.pdf

261K

Bradley Roland <brad@portlandmaine.gov>
To: Lauren Swett <lszett@woodardcurran.com>
Cc: Shukria Wiar <shukriaw@portlandmaine.gov>

Wed, Dec 4, 2019 at 12:59 PM

Morning Ladies,
I released the wastewater capacity letter back in June - see attached.
And they are tying into the storm drain - 12 inch.
and I agree the small amount of flow should not matter.
Brad

--

Bradley A. Roland, P.E.
Senior Project Engineer
Portland Public Works
[212 Canco Road](#)
[Portland, ME 04103](#)
Tel: 207-874-8840
Fax: 207-874-8852
brad@portlandmaine.gov

[Quoted text hidden]

2 attachments



1884 Forest Ave - Storm Drain Connection.pdf

258K



Wastewater Capacity Authorization 2019-06-18 1884 Forest Avenue.pdf

116K

Chau, PL-000314-2018, 1884 Forest Avenue

Jeff Tarling <jst@portlandmaine.gov>
To: Shukria Wiar <shukriaw@portlandmaine.gov>

Tue, Dec 3, 2019 at 11:09 AM

Hi Shukria -

In review of the proposed 1884 Forest Avenue project would like to offer the following comments & conditions for the tree and landscape plan.

Existing conditions include a dense stand of White Pine that adds to the streetscape of busy Forest Avenue and buffers the nearby Portland Housing's Riverton Park. Due to the extent of the proposed development and related site work, none of the existing trees were attempted to be saved or likely could have survived. Early on during the review process there was some discussion about narrowing the parking lot width, reducing the number of fueling stations to see if some of the existing buffer could be saved...

Thus, working with the current design, we would recommend adding (4) street trees along Forest Avenue and (2) parking lot trees on the island bump outs. Adding future shade to the vast paved surfaces purposely has a cooling effect in the summer and provides a more pleasing landscape. The trees along Forest Avenue will help define the gateway into Portland.

Other tree & landscape notes: The project edge along the Riverton Park housing complex is important in regards to buffering the commercial to residential use. The proposed Arborvitae hedge should help in time once they get established. The current condition in regards to the condition of the existing fencing should be checked. The Landscape Key shows the size of the Arborvitae as 3" caliper, wanted to relay that conifers are typically measured in height (H), guessing the proposed size at planting to be 6-7' H. Shade trees are shown at 3" caliper, wanted to note that often the smaller 2 - 2.5" caliper trees are quicker to establish due to less transplant shock.

The recommended tree additions should help the project fit into the Riverton neighborhood.

Jeff



1884 Forest Avenue - Additional tree locations, (approximate)

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
212 Canco Road
Portland, ME. 04103
(207) 808-5446
jst@portlandmaine.gov

[Quoted text hidden]

Planning and Urban Development Department Planning Division



Subject: B-2 Design Review – 1884 Forest Avenue

Written by: Caitlin Cameron, Urban Designer

Date of Review: Tuesday, January 28 2020

The revised project at 1884 Forest Avenue was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, James Rather, Development Review Manager, against the *B2 Commercial Business Zones Standards* (Design Manual).

Design Review Comments:

(d) B-2 Commercial Business Zones

Standard (1) a. Urban Street Wall – Not applicable – context does not have an existing street wall

Standard (1) b. Mixed Uses – Not applicable – B2 zone

Standard (1) c. Building Entrances – Not applicable

Standard (1) d. Windows – Windows provided on all street-facing façades with vision glass (.7 VT required by standard). **The extent of windows was increased facing the street with active use and entry.**

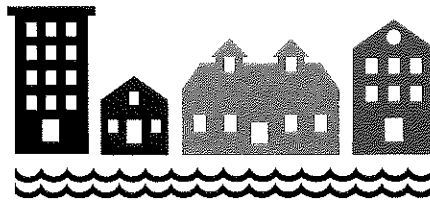
Standard (1) e. Façade Character – Convenience Store – **Met:** The building location is relatively close to the street and creates a stronger street wall than currently exists. **The street-facing façade was revised to feel more prominent according to the standard which seeks windows, entrance oriented toward the street. The floor plan was also changed to orient active portions of the use towards the street. Revisions to this façade include a significant increase in storefront windows across the whole facade, a central, enlarged canopy with signage, a bigger door, and direct access from the sidewalk. The side entrance to the convenience store was reduce slightly in prominence.** Mixed Use – met, no change: Building meets this standard with direct orientation of storefront and doors to the street with canopies and signage.

Standard (1) f. Building Design – No change: The building design is consistent with the type of commercial building in the same streetscape and off-peninsula character. Though only one-story, building has some elements (dormers, pitched roofs) making it slightly more appropriate height for the wide commercial street and create a compatible character with the residential neighbors.

Standard (1) g. Building Materials – Clapboard and storefront are considered compatible. A strong, durable base material is logical – **brick was introduced in lieu of stone based on Planning Board and staff comment.**

Standard (1) h. Building Scale – Not applicable

Standard (1) i. Landscaping and Buffers – No change: Fence and landscape buffers are provided around the perimeter of the property as screening for neighboring residential properties.



PORTLAND HOUSING AUTHORITY

Commissioners

Mariar Balow, Chair
Robyn Tucker, Vice Chair
Kristin Blum, Commissioner
Faith McLean, Commissioner
Christian MilNeil, Commissioner
Shirley Peterson, Commissioner
Thomas Valteau, Commissioner

Mark B. Adelson
Executive Director

14 Baxter Blvd.
Portland, Maine 04101
Office: 207-773-4753
Fax: 207-761-5886
www.porthouse.org

October 11, 2018

Shukkria Wiar, Planner
City of Portland, Maine
389 Congress Street
Portland, ME 04101

Re: Chau Property Development, 1884 Forest Ave.

Dear Shukkria Wiar;

As an abutter, the Portland Housing Authority has an interest in the development planned at 1884 Forest Ave. It has also used a passageway for vehicular traffic over the locus property since the creation of Riverton Park in 1972, over the northwesterly corner which we have used for utility and emergency access to Riverton Park. Emergency use has been for Fire, Medical and Police. This access is also used by CMP by necessity to access its poles in the rear of Riverton Park. The use is open and notorious, it's evident from satellite photos and appears on the most recent iteration of development plans for the subject site. Further, our Riverton Park residents have maintained passage across the property for foot traffic. Both uses are addressed at note #12 of the Existing Conditions and Site Plan submitted the Maine Department of Transportation Traffic Movement Permit Application Sections 1-6 as:

"12. *Street improvements (e.g. paving and curbing) exist over the northwesterly corner of the locus property and are shown hereon. Southeasterly portion of the locus property is currently used as an access to and from Forest Avenue by tenants of Portland Housing. Record easement for this access over the locus property was not found.*"

Portland Housing Authority raised concern with development plans filed for this parcel on November of 2008 and again on revised plans on January 3, 2012. On each occasion, the landowner was non-responsive to our concerns and needs. At that time, we did not want to object to the development so long as these access points could continue. As this iteration of site plans also fail to address our concerns, Portland Housing Authority hereby objects to the plans as presented.

The plans do not adequately address easement known to the owner nor the access to the premises by utility vehicles of Portland Housing Authority, its vendors and contractors, emergency vehicles and CMP, nor are we assured that foot traffic by residents to Forest Avenue will not be discontinued by placement of fencing or other hindrances. We suggest an opening in any rear fence for tenant access to avoid damage and allow access to continue.

Please note our objections until we are satisfied in how these matters are addressed in final plans. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Cheryl Sessions".

Cheryl A. Sessions
Deputy Executive Director

cc: Phuong Neang



Shukria Wiar <shukriaw@portlandmaine.gov>

FW: 1884 Forest Avenue

jrather@portlandmaine.gov <jrather@portlandmaine.gov>
To: Shukria Wiar <shukriaw@portlandmaine.gov>

Tue, Dec 10, 2019 at 3:24 PM

From: Jaime Parker <jaime@trails.org>
Sent: Tuesday, December 10, 2019 3:09 PM
To: planningboard@portlandmaine.gov; Jean Fraser <jf@portlandmaine.gov>; Kara Wooldrik <kara@trails.org>
Subject: 1884 Forest Avenue

Chair Dundon and members of the Planning Board,

I apologize for submitting these comments the day of the workshop, but just learned that this item was on the agenda tonight. Portland Trails would like to submit the following comment on the development at 1884 Forest Avenue:

As you know, Portland Trails works throughout the region to support and expand opportunities for active transportation. The built environment is a critical factor in people's ability to walk, bike or take transit on a daily basis. The Riverton neighborhood where this project is located, is unfortunately not the most well-served by our walking and biking infrastructure, and has a [WalkScore](#) of 33 out of 100.

We believe the presence of a convenience store and the proposed bus shelter may well increase the walkability of the area. That said, the site plan as shown does not seem to provide a direct connection for the many residents living in the adjacent Portland Housing Authority complex. We see this as a major oversight and a missed opportunity. We urge the applicant to provide a welcoming pedestrian access from the rear of the property, possibly at the location shown in the sketch below. Providing such an access would provide a dignified, logical gateway for the inevitable foot-traffic between the two properties.

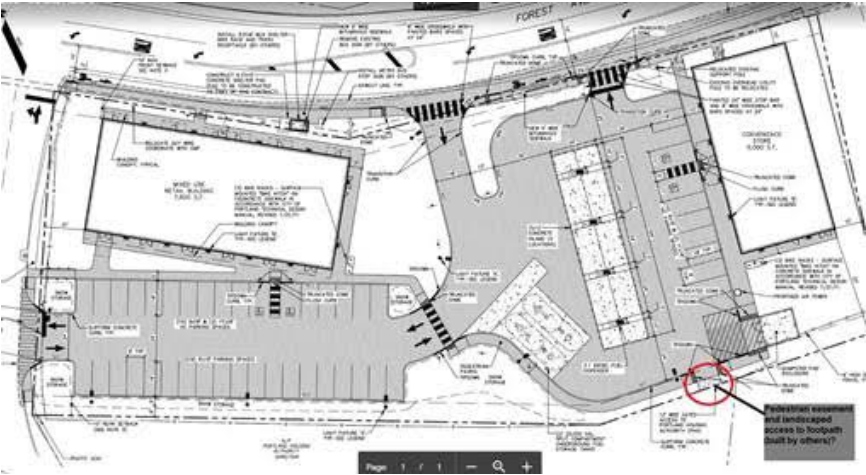
We look forward to your support of this request.

Sincerely,

Jaime Parker
Portland Trails

Jaime Parker
Trails and Transportation Manager
Portland Trails
jaime@trails.org
329.6180

Non Sibi, Sed Omnibus





PLANNING BOARD REPORT PORTLAND, MAINE

Convenience Store and Retail Buildings
1884 Forest Avenue
Level III Site Plan
PL-000314-2018
John Chau, Applicant

Submitted to: Portland Planning Board
Public Hearing Date: January 14, 2020

Prepared by: Shukria Wiar, Planner
Date: January 10, 2020

I. INTRODUCTION

Jim Seymour of Sebago Technics, on behalf of John Chau, seeks to develop the lot at 1884 Forest Avenue into two buildings that will consist of a convenience store with eight fueling stations and a multi-tenant retail space. The area of the vacant parcel is 72,350 SF square feet (1.61 acres). The site was rezoned from R-5 Residential to B-2 Community Business in March 2009 to permit commercial development of the site. The applicant has submitted a final site plan for the Planning Board's consideration. This proposal includes Level III Site Plan and Conditional Use applications that require Board review.

The proposal is subject to the Site Plan Ordinance standards, B-2 Design Standards, and the Conditional Use standards for the auto service station. The project will also require a Traffic Movement Permit, which has been reviewed by the City under their delegated review authority. A Planning Board workshop for this application was held on May 24, 2019. At this workshop, the Planning Board requested that the applicant provide a safe, internal pedestrian walkway within the site, provide an open gate between Portland Housing Authority (PHA) and the project site for pedestrians, and provide more information on offsite improvements on Forest Avenue.



Figure 1: Site of Proposed Development

Applicant Name	John Chau
Consultants	
Engineer	Jim Seymour, Sebago Technics
Architect	Ryan Senatore, Senatore Architecture
Surveyor	Matthew W. EK, Sebago Technics

II. PROJECT DATA

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Number of driveways to a Site: The applicant proposes three driveways to the site: two one-ways from Forest Ave and one two-way from Riverton Drive.	Technical Standard, Section 1.7.2.8, Number of Driveways, that states no more than two driveways shall be permitted for ingress and

Flooding Standard: The applicant proposes to increase of 0.01 cf of stormwater flow into the combine sanitary sewer line in Riverton Drive.	egress. Technical Standard, Section 5: As outlined in the Section 14-526 of the City of Portland Code of Ordinances, the developments specified below shall comply with the Urban Impaired Stream, Basic, General, and Flooding Standards of the most recent version of the Maine Department of Environmental Protection (Maine DEP) Chapter 500 Rules for Stormwater Management
---	---

<i>Review</i>	<i>Applicable Standards</i>
Site Plan	<i>Section 14-526</i>
Conditional Use Standards	Sec. 14-183. Conditional uses
Design Review	B-2 Design Standards
Traffic Movement Permit	Technical Standard 1 1.1. Traffic Studies

III. PROJECT DATA

Existing Zoning	B-2 Community Business
Existing Use	Vacant Site
Proposed Use	Auto Service Station and Retail
Parcel Size	72,350 SF (1.61) acres

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Impervious Area	443 SF	48,703 SF	+48,260 SF
Building Footprint	0 SF	12,800 SF	+12,800 SF
Building Floor Area	0 SF	12,800 SF	+12,800 SF
Parking Spaces – Provided	0	48 (4 are ADA)	+48
Parking Spaces – Required	54*		
Bicycle Parking Spaces - Provided	0	12	+12
Bicycle Parking Spaces - Required	11		
Estimated Cost of Project	\$2,120,124		

* Both of the proposed uses are retail. The total retail area is 12,800 SF. Section 14-332(h) exempts the first 2,000 SF of retail space. Therefore, 10,800 SF was used as the baseline, the total parking spaces need is 54 (at one space per 200 sf of retail space). It could also be interpreted that if the development consists of smaller individual retail units, the parking could be calculated for each unit separately (so a unit less than 2,000 sf would not require any spaces). If the latter approach is taken, the individual retail spaces (1,302) would be exempt and only parking for the convenience store required, which would be 15 spaces.

IV. EXISTING CONDITIONS

This parcel is currently undeveloped and is vegetated with mixed pine woods and high grass/brush field. The parcel abuts the Presumpscot Grange Hall to the south, which was converted to a karate studio. Riverton Park is a 150 residential unit development owned by the Portland Housing Authority to the west (rear) and Wellesley Estates is a 46 unit Planned Unit Residential Development (PRUD) to the southwest (rear). In addition to these properties, development in the immediate vicinity includes a 7-11 convenience store and gas station at the Riverside and Forest Avenue intersection; single and multi-family residential units (including Terrace Pond Apartments, a 21 unit multi-family residential development); an auto repair shop; a Family Dollar store; SCA Services Waste Management; Tortilla Flats Mexican restaurant; a Hannaford's supermarket; a plumbing and heating repair business; a landscaping contractor; and the Friends Quaker Meeting House. There was a zoning map amendment in March 2009 to change the zoning from R-5 Residential to B-2 Community Business to permit commercial development on the site. Presumpscot Grange Hall was included in the zoning map amendment.

IV. PROPOSED DEVELOPMENT

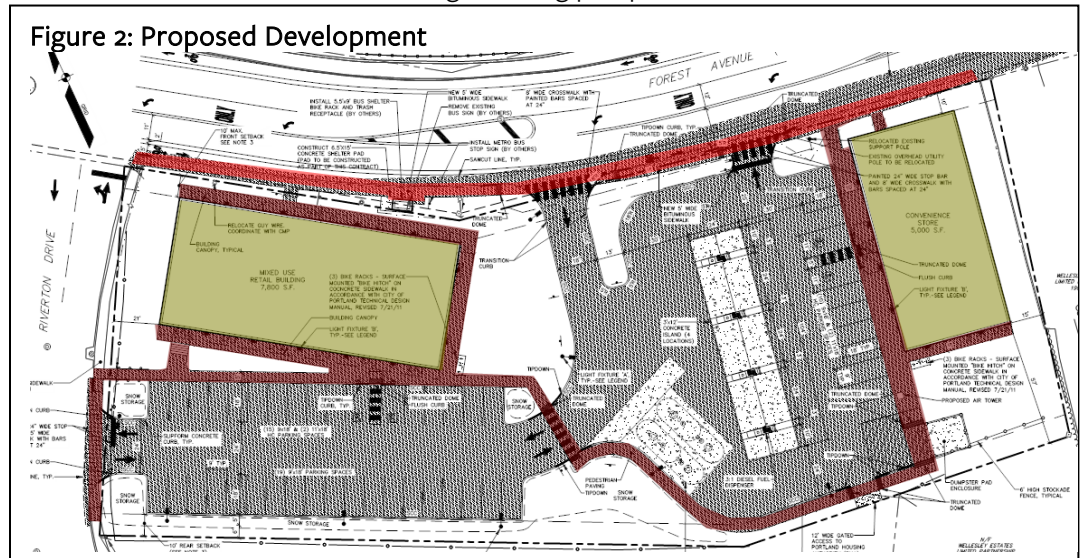
The applicant is proposing to develop the parcel with two buildings. The primary structure has a total ground floor area of 5,000 square foot that includes a convenience store with eight fueling pumps. The second structure is a

7,800 square foot multi-tenant retail space. The site plans show a proposed ingress/ egress driveway that measures twenty-four (24) feet in width from Riverton Drive, one entry-only driveway of eighteen (18) feet, and an exit-only driveway of eighteen (18) feet. Both the latter driveways are located off of Forest Avenue.

Vehicular access is proposed at each building.

The building entrances for both structures are

oriented internally. The retail building does have entrances along Forest Ave but it is not clear if these entrances will be used as the primary entrances. The convenience store is without a direct connection to Forest Avenue.



PUBLIC COMMENT

The Portland Housing Authority had submitted comments in regard to the project. Currently there is an access through way in the rear of the property from Riverton Park onto this site; Portland Housing Authority would like to maintain this access as the pedestrian access, which the applicant is willing to do. The survey plan does not show an access easement to Riverton Park. Jamie Parker of Portland Trails also submitted comments regarding the access from the PHA site to the development site, in which he states *‘the site plan as shown does not seem to provide a direct connection for the many residents living in the adjacent Portland Housing Authority complex. We see this as a major oversight and a missed opportunity. We urge the applicant to provide a welcoming pedestrian access from the rear of the property.... Providing such an access would provide a dignified, logical gateway for the inevitable foot-traffic between the two properties’*, please refer to [Attachment 6a](#).

A Neighborhood Meeting was held on January 3rd, 2019 at Riverton Elementary School. There were six (6) abutters that attended the meeting with no concerns about the development. The attendance list and minutes of the meeting is included as [Attachment B](#).

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

The owners of the property are John Chau and Phoung Neang. The applicant has provided a copy of a warranty deed, recorded at the Cumberland County Registry of Deeds (Book 26148 Page 266), which demonstrates their right, title and interest in the property. The estimated cost of the development is \$2,120,124. The applicant has submitted a letter from Camden National Bank, dated November 13, 2018, as a demonstration of their financial capacity to complete the proposed development.

VII. ZONING ASSESSMENT

The proposed project is located in the B-2 Community Business zone, and parking, impervious surface, and setback requirements are being met. An auto service station is a conditional use in this zone. The zoning definition of a major or minor auto service station as stated in Section 14-47 reads:

Retail establishments combined with gasoline, diesel or propane fuel sales shall be considered a single use

for zoning purposes and shall constitute a major or minor auto service establishment.

The applicant meets the conditional use criteria of the zoning ordinance, since this project is for an auto service station, Section 14-183 (a) applies to this project:

Notwithstanding section 14- 474(a) of this article or any other provision of this code, the Planning Board shall be substituted for the Board of Appeals as the reviewing authority and shall apply the following standards in addition to the provisions of section 14-474:

1. Signs: Signs shall not adversely affect visibility at intersections or access drives. Such signs shall be constructed, installed and maintained so as to ensure the safety of the public. Such signs shall advertise only services or goods available on the premises.

Staff Review: A signage and wayfinding plan has been submitted for review. It appears that the signs are not adversely affecting visibility at intersections or access drives. Staff reviewing is pending.

2. Circulation: No ingress and egress driveways shall be located within thirty (30) feet from an intersection. No entrance or exit for vehicles shall be in such proximity to a playground, school, church, other places of public assembly, or any residential zone that the nearness poses a threat or potential danger to the safety of the public.

Staff Review: The three proposed driveways are not located within thirty (30) feet of an intersection. The site is not in close proximity of a playground, school, church, other places of public assembly.

3. Conditions specific to major or minor auto service stations, car washes and automobile dealerships:

- a. A landscaped buffer, no less than 5 feet wide, shall be located along street frontages (excluding driveways). The buffer shall consist of a variety of plantings in accordance with the City of Portland Technical Manual

Staff Review: The proposed landscaping plan does not show a landscaped buffer along the street frontage. Jeff Tarling, City Arborist, has reviewed and recommended that street trees, as well as landscaped buffer, be proposed. Refer to Paragraph VIII.B.2. Environmental Quality Standards for Mr. Tarling's full recommendations.

The following standards apply to all conditional uses:

Section 14-474(c)(2) Standards: Upon a showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the board determines that:

- a. There are unique or distinctive characteristics or effects associated with the proposed conditional use.

Staff comment: There are no known unique or distinctive characteristics associated with the proposed use.

- b. There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding area; and

Staff comment: There is no adverse impact upon the health, safety or welfare of the public since the project includes well-landscaped site, as well as a solid fence between this property and the surrounding abutter's property.

c. Such impact differs substantially from the impact which would normally occur from such a use in that zone.

Staff comment: The proposed multi-tenant retail space, convenience store, and gas station is not expected to differ substantially from the current impacts or other similar uses in that zone.

VIII. DEVELOPMENT REVIEW

A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527)

The applicant has submitted the material required for a final plan, and staff has reviewed the final set of site plans and found them acceptable with conditions of approval.

B. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

1. Transportation Standards

Tom Errico, Consultant Traffic Engineer with TY Lin, has reviewed the project and submitted information from the applicant and finds the plans acceptable, see Attachment 1.

a. *Traffic Movement Permit*

The proposed development will generate over 200 net new peak hour trips in the morning peak hour and the afternoon peak hour and thus a Maine DOT Traffic Movement Permit (TMP) is required due to the significant amount of traffic to be generated during the weekday peaks hours. The TMP scoping meeting was held on January 2nd, 2019. As part of the Traffic Movement Permit, the applicant was required to prepare a traffic impact study that assesses the project's impact at the driveways and at the Forest Avenue intersections with Riverside Street and Riverside Industrial Parkway. Mr. Errico has reviewed this traffic impact study and has the following recommendations:

- A detailed evaluation (with mitigation strategies) of the High Crash Locations at Forest/Riverside and the Forest Avenue segment is required.
Final Status: The applicant has conducted an acceptable safety analysis and identified mitigation improvements on Forest Avenue. The applicant shall be responsible for all cost associated with implementation of improvements as detailed on the Concept Off-Site Improvement Plan prepared by Sebago Technics dated October 15, 2019. Final design plans shall be provided to the City for review and approval.
- The Applicant shall evaluate the need for a left-turn lane on Forest Avenue. The site frontage shall reflect either a condition with a left-turn lane or, if not warranted, without. The current site plan is not acceptable given that it does not depict a left-turn lane and includes a westerly curb alignment with widening for a three-lane section on Forest Avenue.
Final Status: The City concurs with the applicants request for provision of a left-turn lane on Forest Avenue for improved safety and mobility. The left-turn lane layout is detailed on the Concept Off-Site Improvement Plan prepared by Sebago Technics dated September 11, 2019 and the most current site plan. The applicant shall be responsible for all cost associated with implementation. Final design plans shall be provided to the City for review and approval.

- The study suggests improvements at the Forest Avenue/Riverside Street intersection. I continue to review the analysis and will provide comments in the future.

Final Status: The applicant has identified improvements at the Forest Avenue/Riverside Street intersection as detailed on the Concept Off-Site Improvement Plan prepared by Sebago Technics dated October 15, 2019. The applicant shall be responsible for all cost associated with implementation. Final design plans shall be provided to the City for review and approval.

The above items listed in Mr. Errico's memo are included as a potential condition of approval and will need to be addressed prior to the issuance of the building permit.

b. Number of Driveways and Circulation

The development is currently proposed to have three driveways. This includes one full access drive on Riverton Drive, an entrance only-drive on Forest Avenue and a right-turn only exit drive on Forest Avenue. Per Technical Standard, Section 1.7.2.8, Number of Driveways, no more than two driveways shall be permitted for ingress and egress. The applicant requests a waiver of this standard to allow three driveways. Mike Tremblay, Senior Engineer with the Department of Public Works, reviewed the project and offers the following are some of his recommendations; please refer to Attachment 2 for review comments:

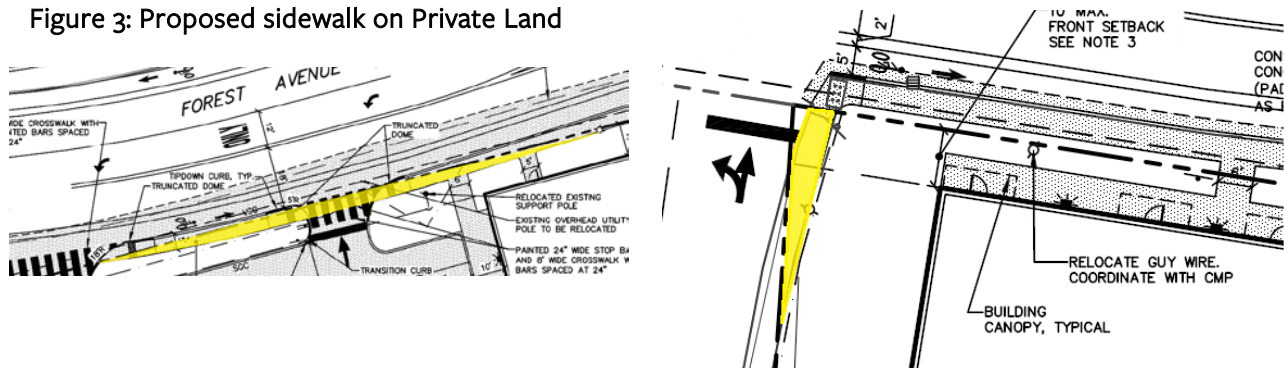
- *The entrance driveway from Forest Avenue has a large southerly radius, which is not necessary as vehicles should not be exiting and turning right from this driveway. This radius should be reduced to five feet, or the minimum required to accommodate left- turning trucks, whichever is larger.*
- *ADA panels are not required at any site driveway or internal to the site. These are not required at unsignalized driveways or within developments. If the Applicant chooses to include them, they should be oriented correctly. Currently, ADA panels serving the site driveway are set back from the edge of the driveway due to the driveway radii. The maximum allowable setback for ADA panels is 5 feet from the back of curb; otherwise, the panel needs to be oriented along the radius. See the technical requirements for public rights-of-way in PROWAG for more information; this specific issue is discussed in section Ro5.2.1 of that document.*

The above items listed in Mr. Tremblay's memo are included as a potential condition of approval and will need to be addressed prior to the issuance of the building permit.

c. Internal Pedestrian Access, Sidewalks and Bus Stop

The applicant is proposing to install sidewalks along the frontage of the property. Parts of the proposed sidewalk will be on the applicant's property, portions of Forest Avenue and corner of Riverton Drive. The City will need to get an easement from the applicant for these portions of the sidewalk on private property, please the highlighted areas below in the diagrams.

Figure 3: Proposed sidewalk on Private Land



- *There significant number of pedestrian ramps in the vicinity of the PHA driveway and dumpster. Chief Mike Thompson from the Portland Fire Department has said that a mountable curb at the PHA emergency access is acceptable; this will eliminate the need for two ramps at the driveway.*

a. *Landscaping and Landscape Preservation*

...adding (4) street trees along Forest Avenue and (2) parking lot trees on the island bump outs. Adding future shade to the vast paved surfaces purposely has a cooling effect in the summer and provides a more pleasing landscape. The trees along Forest Avenue will help define the gateway into Portland.

Figure 5: Additional Requested Trees by City Arborist

This project is required to comply with the MaineDEP Basic and General Standards and the City will be the reviewing stormwater under its delegated review authority. In addition to the Basic and General Standards, the City of Portland requires that all Level III site plan applications conform to the Flooding Standards. The

applicant has requested a waiver of this standard due to a small amount of stormwater from site will need to go into the combined sewer in Riverton Drive. The increase in stormwater flow is 0.01 cfs in the 10 and 25-year storm events. The applicant is proposing a significant stormwater system on their site and is tying into the Riverton Drive stormdrain, but their problem is that with the undeveloped site, there is essentially zero stormwater runoff onto adjacent properties. The project development will require removal of most of the vegetation on the site, and it will be revegetated in accordance with the City regulations. The project will utilize a Subsurface Underdrained Soil Filter for stormwater treatment and detention. Lauren Swett, Consultant Engineer with Woodard and Curran, has conducted a review of the project and finds it acceptable.

3. Public Infrastructure and Community Safety Standards

Chief Robert Thompson of the Fire Department has reviewed the proposed project and states that the Fire Department has no concerns about this project as presented.

a. *Availability and Adequate Capacity of Public Utilities*

The project will be served by the Portland Water District, City Department of Public Works (DPW), and underground power/cable/communications. A capacity letters from Department of Public Works has been submitted but the applicant will need to submit adequate capacity letters for water from Portland Water District.

4. Site Design Standards

a. *Snow and Ice Loading*

The applicant shows the snow storage on the site plan. If snow is being removed from the site, a management plan will need to be submitted as well.

b. *Exterior Lighting*

A lighting/ photometric plan been submitted for review. All the proposed lighting and catalogue cuts for all proposed fixtures and shall meet the new lighting standards of the Technical Manual, Section 12, specifically the lighting trespass at property boundaries and illumination levels.

c. *Noise and Vibration*

The applicant has not submitted any information on mechanical equipment (including emergency generator). All mechanical equipment will need to be shown on the site plans and noise levels information submitted for review.

d. *Signage and Wayfinding*

A signage plan has been submitted that shows the directional traffic signs. Mr. Tremblay reviewed the plan and offers the following are some of his recommendation, refer to Attachment 2 for review comments:

- *The directional arrows on Riverton Drive are not necessary and should be deleted. The northbound arrows in particular are incorrect. If installed, any incorrect markings will be required to be removed at the expense of the Applicant.*
- *The exit onto Forest Avenue should be marked with a right turn arrow rather than a straight arrow, to imply that a right turn is the only permitted movement from that driveway.*
- *An additional No Left Turn sign should be installed opposite the Forest Avenue exit driveway to reinforce this restriction.*

e. *Zoning Related Design Standards*

The project at 1884 Forest Avenue was reviewed according to the *City of Portland Design Manual* standards

by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and Jean Fraser, Planner against *the B-2 Commercial Business Zones Standards* (Design Manual). Some relevant design review comments are as follows:

- **The site plan and building elevations differ – please clarify what is being proposed/approved.**
- **The Convenience Store does not meet the standards outlined below:**
 - ***Standard (1) d. Windows*** – Windows provided on all street-facing façades. **.7 VT required.**
 - ***Standard (1) e. Façade Character*** – Convenience Store – Not met: The building location is relatively close to the street and includes some storefront windows facing the street – **the door facing the street was removed. The orientation of this building is away from the street towards the surface parking lot – does not meet the standard. Clarify whether there is a functional entrance facing the street.** Mixed Use - met: Building meets this standard with direct orientation of storefront and doors to the street with canopies and signage. However, **retail frontage should have direct relationship to sidewalk with hardscape – update the site plan to show this connection and interface. These doors must be functional.**
 - ***Standard (1) g. Building Materials*** – Clapboard and storefront are considered compatible. Convenience Store: A strong, durable base material is logical - **masonry base would be more appropriate than stone (which is not found in this context). The stone panels next to the entrance are heavy and out of place – clapboard would be more appropriate material placement**

VIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed development, subject to the following waivers and conditions outlined below.

IX. PLANNING BOARD RECOMMENDATION

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the planning board report for the public hearing for application PL-000314-2018 relevant to Portland's technical and design standards and other regulations; and the testimony presented at the Planning Board hearing:

1. The Planning Board **[finds/does not find]**, based upon the consulting traffic engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 1.7.2.8*) states no more than two driveways shall be permitted for ingress and egress. The Planning Board **[waives /does not waive]** the *Technical Manual* standard (*Section 1.7.2.8*) to allow three driveways on the site: two (2) one-ways from Forest Ave and (1) one two-way from Riverton Drive;
2. The Planning Board **[finds/does not find]**, based upon the consulting civil engineer's review, undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 5*), development shall comply with basic, general and flooding standards of Chapter 500. The Planning Board **[waives /does not waive]** the *Technical Manual* standard (*Section 5*) to allow an increase of 0.01 c.f. stormwater flow into the combined sanitary sewer line in Riverton Drive.

B. CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing for application PL-000314-

2018 relevant to Portland's Zoning ordinance section 14-183 and Section 14-474 and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **[is/is not]** in conformance with the conditional use standards of the Land Use Code.

C. TRAFFIC MOVEMENT PERMIT

That based upon the City of Portland's Delegated Review Authority, the Portland Planning Board finds the plan **[is/ is not]** in conformance with the standards for Traffic Movement Permit application for PL-000314-2018 and **[grants/ does not grant]** a permit, subject to the following conditions of approval:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall address the comments provided by Tom Errico, Consultant Traffic Engineer with TY Lin, in the memorandum dated December 5, 2019 related to offsite mitigation along Forest Avenue for traffic safety purposes.

D. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for PL-000314-2018 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board **[finds/ does not find]** that the plan is in conformance with the site plan standards of the Land Use code, subject to the following conditions of approval:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. That all the proposed lighting and catalogue cuts shall meet the new lighting standards of the Technical Manual, Section 12, specifically the lighting trespass at property boundaries and illumination levels;
2. That the applicant shall finalize the pedestrian easement, located along portions of Forest Avenue and corner of Riverside Drive, to the satisfaction of the Corporation Counsel;
3. That the applicant shall address the comments provided by Mike Tremblay, Senior Engineer with the Department of Public Works, in the memorandum dated December 4, 2019 related to entry curb radii and ADA panel orientation;
4. That the applicant shall add an additional four street trees on Forest Avenue and two trees internally on the bump-outs, as per Jeff Tarling, City Arborist, in the memorandum dated December 3, 2019;
5. That the applicant shall address the comments provided by Caitlin Cameron, Urban Designer, in the Memorandum dated 10.30.2019 related to the design of the convenience store building;
6. That the developer/contractor/subcontractor must comply with conditions of the construction stormwater management plan and sediment and erosion control plan based on City standards and state guidelines. The owner/operator of the approved stormwater management system, and all assigns. shall comply with the conditions of Chapter 32 Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Please submit final copies to both the Department of Planning and Urban Development and the Department of Public Works;

7. That the applicant shall submit a capacity letter from the Portland Water District; and

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

8. That the applicant shall finalize the pedestrian easement to the satisfaction of Corporation Counsel.

ATTACHMENTS:

PLANNING BOARD REPORT ATTACHMENTS

1. Tom Errico Memorandum dated 12.05.2019
2. Mike Tremblay Memorandum dated 12.04.2019
3. Lauren Swett Memorandum dated 12.04.2019
4. Jeff Tarling Memorandum dated 12.03.2019
5. Caitlin Cameron Memorandum dated 10.30.2019
6. Portland Housing Authority, 10.11.2018
- 6a. Jaime Parker of Portland Trails, dated 12.10.2019

APPLICANT'S SUBMITTAL

- A. Cover Letter
 - a. Cover Letter PB Comments Responses
 - b. Cover Letter_Comments+Responses.08-28-19
 - c. Cover Letter-Revisions+Responses_12-02-2019
- B. Checklist, Application, NeighMtg
- d. Neighborhood Mtg Cert, Min, Sign In.01-03-2019
- C. Right, Title, and Interest
- D. State and Federal Approvals
- E. Zoning Assessment
- F. Exist+Prop Easement
- G. Waiver Requests
- H. Financial Capability
- I. Technical
- J. Transportation Analysis-Traffic Impact
- K. Access & Circulation
- L. Loading and Servicing
- M. Sidewalks
- N. Public Transit
- O. Off-street Parking
- P. Bicycle Parking
- Q. Snow Storage
- R. Traffic Demand Management
- S. Pres of Sig Natural Features
- T. Landscaping and Lighting Pres
- U. Site Landscaping
- V. Parking Lot Landscaping
- W. Street Trees
- X. WaterQual, SWtrMngmt, ESC
- Y. Consistency with City Master Plan
- Z. Public Safety and Fire Prevention
- AA. Available and Adequacy Public Utilities
- BB. Mass, Ventilation, Wind Impact

CC.	Shadows
DD.	Snow Ice Loading
EE.	View Corridor
FF.	Historic Resource
GG.	Exterior Lighting
HH.	Noise and Vibration
II.	Signage Wayfinding
JJ.	Zone Related Design Standards
KK.	Construction Management Plan
LL.	Financial Capacity Letter

PLANS

Plan 1	Cover Letter
Plan 2	Existing Conditions Plan
Plan 3	Site Plan
Plan 4	Signage and Wayfinding Plan
Plan 5	Grading and Utility Plan
Plan 6	Grading and Utility Plan - 2
Plan 7	Landscaping Plan
Plan 8	ESC Notes & Details
Plan 9	Details
Plan 10	Details
Plan 11	Details
Plan 12	PreDevWatershed Plan(1of2)
Plan 13	PostDevWatershed Plan(2of2)
Plan 14	Offsite Improvement Plan(1of1)
Plan 15	Concept Off-Site Improvements
Plan 16	Truck Turning Concept (1 of 1)
Plan 17	Convenience Store Renderings
Plan 18	Retail Renderings
Plan 19	Convenience Elevation E+W
Plan 20	Convenience Elevation N+S
Plan 21	Convenience, 1st Floor
Plan 22	Retail Elevation E+W
Plan 23	Retail Elevations N+S
Plan 24	Retail Floor Plan
Plan 25	a09-SubsurfaceSand Filter Dtls



September 10, 2018
11142

City of Portland Planning Board
Mr. Sean Dundon, Chair
389 Congress Street, 4th Floor
Portland, Maine 04101

Level III Site Plan Application Submittal – Pine State Family Mart
1884 Forest Avenue, Tax Reference: 327-B-3

Dear Planning Board Members:

On behalf of Mr. John Chau, we have assembled the following Level III Site Plan Submittal for a new development consisting of two buildings providing mixed use retail space and convenience store/gas station located at 1884 Forest Avenue. The project is to be known as Pine State Family Mart. We have appreciated the opportunity to correspond with the City on multiple occasions during the initial phases of the project and permitting process. Over the past few months, the applicant has continued the planning and design of the facility and would like to move forward with the City Planning Board review process. In parallel with the City Site Plan Review, the City is also reviewing a MDOT Traffic Movement Permit under the provisions of delegated review.

The following narrative provides an overview of the project team and design/facility components.

Project Team:

Applicant:	John Chau
Record owners:	John Chau and Phuong Neang (JT)
Architect:	Ryan Senatore Architecture
Civil, Traffic Engineers, Survey:	Sebago Technics, Inc.

Project Site:

The project site is located in the City of Portland's Riverton section and is bounded by Forest Avenue to the north, Riverton Drive to the west and residential developments to the south and east. The project frontage is on Forest Avenue (Route 302) and will be accessed by drives on Forest Avenue and Riverton Drive. This location is opportune for the project given its size and B-2 Community Business Zoning. The project site is approximately 1.61 acres in size and has access to Forest Avenue and Riverton Drive. The site is partially wooded, flat and does not contain wetland or other waterbodies.

Development Program:

The development program includes construction of two new drives from Forest Avenue and access via Riverton Drive. The site design provides off-street parking for employees and patrons. The one-story retail building is 7,800 square-foot +/- and the convenience store will be 5,000 square feet +/- with four fueling islands. Additionally, the site will include a dedicated snow storage area and a subsurface under-drained soil filter for stormwater management. In total the disturbed area for development area is approximately 1.6 acres. Other site improvements associated with the site development include a new bus stop shelter, bicycle parking and trash receptacle at the existing bus stop located along the lot frontage at Forest Avenue. STI has been coordinating the bus shelter with traffic engineers, Gorrill-Palmer functioning as the liaison with Greater Portland Metro. The entries are curbed and designed in conformance with City standards. Two sidewalk easements are proposed as part of the site development and the descriptions and sketches are enclosed in this site plan review application.

State and Federal Permits:

The project will require a Maine Department of Transportation (MDOT) Traffic Movement Permit (TMP). The application will be submitted to the City for delegated review concurrently this application. No other State or Federal permits are required as part of the site development.

Utilities:

The project will be served by public water and sewer available from mains located in Forest Avenue. We have been in contact with Portland Water District and the City Sewer Department regarding the proposed site development. Electrical and communication services are available and will be coordinated with respective companies.

Lighting:

The project has been designed with patron safety and consideration of abutting residential uses. Swaney Lighting provided the enclosed Photometrics Plan and LED light cut sheets for proposed wall packs, sconces, pole-mounted and ceiling mount fixtures.

Landscaping:

The project development will require removal of all of the vegetation on the site. The site will be revegetated in accordance with the City regulations. Neighboring residential uses are buffered and all landscaping plant locations, types and sizes are shown on the enclosed Landscape Plan.

Stormwater Management and Erosion Control:

A stormwater management plan has been prepared to include treatment of runoff to meet Maine DEP and City of Portland requirements. Stormwater from the developed area will be treated through a subsurface under-drained soil filter.

Traffic:

Sebago Technics, Inc. has completed and will be submitting a MDOT Traffic Movement Permit Application to the City of Portland for delegated review.

Schedule:

The applicant is hopeful to complete the permitting process through the City and MDOT by the autumn of 2018 for winter/spring project commencement and completion within one year.

Closure:

We look forward to working with the City and Planning/Engineering staff through the permitting process for the proposed Pine State Family Mart. As always, please contact me if you have any questions or require further information.

Sincerely,
SEBAGO TECHNICS, INC.

A handwritten signature in blue ink, appearing to read "Jim Seymour", is written over the printed name.

Jim Seymour, P.E.
Senior Project Manager

JRS/skn

enc.

cc: J. Chau



April 17, 2019
11142

City of Portland Planning Department
Shukria Wiar, Planner
389 Congress Street, 4th Floor
Portland, Maine 04101

Revisions and Responses to Review Comments-Level III Site Plan Application Submittal
Applicant: Pine State Family Mart c/o John Chau
1884 Forest Avenue, Tax Reference: 327-B-3

Dear Ms Wiar:

On behalf of Mr. John Chau, we have assembled the following revised plan sets for the Level III Site Submittal for the mixed use retail space and convenience store/gas station located at 1884 Forest Avenue. The project, known as Pine State Family Mart has continued the planning and traffic design of the facility and would like to move forward with the City Planning Board review process. In parallel with the City Site Plan Review, the City is also reviewing a MDOT Traffic Movement Permit under the provisions of delegated review.

This location is within the B-2 Community Business Zoning. The project site is approximately 1.61 acres in size and has access to Forest Avenue and Riverton Drive. The development program includes construction of two new drives from Forest Avenue and access via Riverton Drive. The one-story retail building is 7,800 square-foot +/- and the convenience store will be 5,000 square feet +/- with four fueling islands. In total the disturbed area for development area is approximately 1.6 acres. The project will require a Maine Department of Transportation (MDOT) Traffic Movement Permit (TMP). The application has been submitted to the City for delegated review concurrently this application. No other State or Federal permits are required as part of the site development.

We received comments from the City in early 2019 from our September submission. Here within we are addressing those directly or with attached plans or other submitted documents. We received comments, relating to planning, transportation, landscaping and general site engineering/stormwater management reviews below:

Civil Engineering - Third Party Reviewer Lauren Swett:

1. Applicant has noted that verification of utility ability to serve will be provided upon receipt.

2. Based on the Storm Drain Structure Data table on the Grading and Utility Plan, some of the proposed stormdrain pipes will have less than 3 feet of cover (see CB3, CB4, and ICS1 for example). It is recommended that insulation be provided to address frost depth concerns.

Insulation has been provided where cover is less than 3 feet, and is indicated on the grading and utility plan. Also, to be noted, ICS1 and OCS1 rim elevations were incorrectly reported in structure table and they have been corrected.

3. CB4 and the stormdrain piping between CB3 and CB4 is in close proximity to the dumpster enclosure and dumpster pad. It is suggested that a slight adjustment be made to the stormdrain to avoid construction conflicts.

The dumpster pad has been moved back from the stormdrain system.

4. In accordance with the Maine DEP Chapter 500 Regulations and Section 5 of the City's Technical Manual, the Applicant is required to meet the Basic, General, and Flooding Standards for Stormwater Management. The Applicant has proposed erosion and sedimentation control features to meet the Basic Standard and an underdrained subsurface sand filter to help meet the General and Flooding Standards. The following comments should be addressed on the proposed stormwater management plan:

We will amend the plan accordingly to add the requested information.

5. Please clarify the time of concentration line that is shown for subcatchment 10S on the post-development watershed plan. It appears that the line as drawn does not match what was utilized in the HydroCAD model. Likely the change will not impact the model results, but please clarify. It's also noted that the post-development drawing title is incorrectly listed as pre-development.

The time of concentration line did match what was utilized in the model. However, a later change in stormdrain design moved a drainage structure which caused the time of concentration line to not appear over the stormdrain pipe. This has been corrected on both the plans and in the model. The sheet has also been corrected to read post-development watershed plan.

6. Looking at the HydroCAD output, it appears from the post development routing diagram that there will be a secondary discharge from ICS1 to the study point. This would be expected based on the weir detail for the inlet control structure on Sheet 8. The calculation output for the ICS1 node in HydroCAD does not show a secondary flow. Please clarify.

There is no secondary outlet from ICS1, the HydroCAD (diagram only) showed this incorrectly. There is no weir in ICS1 or ICS2. The weir detail is located in the outlet control structure OCS1. Details have been eliminated/updated to correctly represent the system. The HydroCAD model has been updated to include a few more structures to better represent the system and its bypass.

7. Please clarify the design of ICS2. The Stormdrain Structure Data table identifies only a single invert out; however the plan appears to show two outlets. This structure has not been included in the overall HydroCAD model, but the Applicant should confirm that the elevation layout of the proposed structures will not result in any overflow at this location near the entrance. In addition, the Maine DEP BMP design guidelines indicate that multiple pre-treatment rows (isolator rows) are required if there are multiple inlet points to the system.

Details have been eliminated/updated to correctly represent the system.

8. Sheet 8 includes details for an inlet control structure and an outlet control structure and sheet 9 includes two outlet control structures and an inlet vault. Please clarify the appropriate details for use on the site, and update with elevations and pipe sizes specific to the project plans. Similarly, the elevations provided on all of the underdrained sand filter details should be updated specific to the project plans.

Details have been eliminated/updated to correctly represent the system.

9. The subsurface underdrained sand filter details show a typical system layout with chambers, underdrains, cleanout manholes, inspection ports, header pipes, a single inlet, and a single outlet. A site-specific layout of the proposed chambers, underdrain piping, structures and other critical components should be provided, either in a detail or directly on the plan to show how the system will fit onto the site.

Details have been eliminated/updated to correctly represent the system.

10. The Maine DEP BMP design guidelines indicate that a minimum of 1-foot separation be provided from the seasonal high groundwater table and bedrock. The soil type, per the submitted soil survey, would indicate that this will not be an issue, but the Applicant should verify that this separation can be met without the need for an impermeable liner, as this would impact the HydroCAD model's assumption of discarded exfiltration.

Agreed, the Maine DEP does require separation. A test pit will need to be performed prior to construction to confirm depth of seasonal high ground water and presence (if any) of bedrock within the subsurface treatment's footprint. With the pre-development flow rates being so low, the discarded exfiltration is required for us meet our rates.

11. Note that the SPCC plans developed for the project should identify that a filtration stormwater treatment system is installed on site.

We have added an oil water separator upstream of the treatment train, as means to further protect form accidental spills form the gas pump area. We also added snouts to each of the cathcbaisn within the gas pump drainage collection areas.

12. Cleanup procedures should consider the impact of spills at the proposed fueling station on the proposed stormwater treatment system.

We agree, see recommendation above.

13. The stormdrain structure data table is missing diameter information for structure diameter. Based on the symbolism used on the plans, it appears that a smaller structure will be used. Details have been provided for field inlets and "Type F" catch basins. Please clarify.

There are two "Type F" catch basins, the filed inlet catch basin detail is not being used has been removed. The structure data table has been updated to call out these structures.

Planning Shukri Wiar:

1. Evidence of financial and technical capacity

That was submitted earlier via electronic submission.

2. Evidence of utilities' capacity to serve the development.

Those were submitted with the original application and we have yet to hear from the City Departments.

3. Existing and proposed easements or public or private rights of way- show it on the site plans. Clarify the easement in question.
We have added proposed easement on the plan, and the easement for the Portland Housing Authority has never been substantiated. Mr. Chau has agreed verbally to allow the Housing Authority permission to gain access across this site to their current gate for maintenance or emergency needs.
4. Written summary of solid waste generation and proposed management of solid waste.
We have added a section regarding solid waste generation and handling which will be by all handled by private contractor.
5. Manufacturer's verification that HVAC and manufacturing equipment meets applicable state and federal emissions requirements. Show location of HVAC and mechanical equipment.
All HVAC units will meet applicable state and federal emissions requirements, HVAC units are located within the building and the condenser units are located in a recessed roof on the retail building, and the HVAC units are located in the attic of the Convenience store vented through the roof on the back side.
6. Submit a Construction management plan.
A construction management plan has been previously submitted.
7. Provide cut sheets and photometric plan for all proposed exterior lights.
A photometric plan and cut sheets have been previously submitted for all freestanding lights.
8. Please submit a Signage and Wayfinding plan.
We have prepared a wayfinding Sign Plan for the proposed site internal traffic circulation.
9. Provide height calculation based on average grade. We believe the architect Ryan Senatore has provided the average grade for the buildings. **The average grade and building height calculations are indicated on the Architectural Elevations. Only the Retail Building will have any variance due to the grading associated with the ground around the footprint.**
10. Parking Calculation is pending – **We provided our breakdown on the site plan for required parking.**
11. Due to two buildings on site, EnerGov will have to be updated with data for both buildings.
We understand that this will be addressed separately by the Architect.

Transportation/Planning Bruce Hyman

Site Plan

- 1.- The site plan is poorly oriented/designed for quality pedestrian access from Forest Avenue to the proposed buildings and storefronts. **We have added direct access to the site buildings from Forest Avenue. Given that this is a very limited sized zone for outer Forest Avenue there are not many other similar businesses exposed to this requirement in this location.**
2. - The site plan is poorly designed for quality pedestrian access along Forest Avenue. The frontage is highly oriented to automobile access with several features - notably the proposed driveways - that create a poor pedestrian experience and create safety issues for pedestrians. **We have met with staff and re-orientated the second vehicle exit onto Forest Avenue which aligns, also the sidewalk to remain almost parallel to the street for the entire frontage and creates a safer crossing.**

3. - The walkway along the parking lot for the mixed use building is to provide a usable 5' of width, possibly requiring provisions keeping motor vehicle bumpers (front or rear) from extending onto the walkway or providing a wider walkway. **We have widened the sidewalk to 6 feet in the noted area which at worst case will leave a 4 foot wide opening if vehicle like a truck backs up to the curb.**
- 4.- Crosswalks where provided adjacent to public streets are to be 8' in width (not 5').
We have corrected the width of crosswalks to 8 feet
- 5.- The easterly driveway is to be 1) eliminated [preferred] or 2) justified via a waiver request and if justified/approved, its orientation is to be revised so as to not interrupt the pedestrian access route along Forest Ave and to not create a pedestrian safety issue due to its configuration. **We have revised the orientation and have requested a separate waiver request for the second access supported by the need that the site truly needs the access for safer turns for morning southbound access and without creates troubled conflicts internally, and that the gas station is restricted to access less in width than other gas service businesses that serve on Forest Avenue, and that zoning prohibits us to relocate the building further back to promote a safer exit movement strategy with the pump islands. The impact of the waiver request will not reduce pedestrian safety.**
6. - Measures may be required to prohibit left turns from the central driveway on Forest Avenue pending traffic analysis. **We have currently restricted movements out of the fForest avenue curb cuts and direct all left turn s out to the Riverside Drive access point, such they will turn left at the Riverside Dr Forest Ave intersection.**
7. - There appear to be cobra head light fixtures across the street. Consideration should be given to providing additional street/sidewalk lighting along the project frontage. **We have discussed adding building wall pac lighting at the Retail store Frontage and suggested a second light at the second curb cut/exit from the site. The close proximity of light from the building will add safety lighting for the sidewalk ten feet away. Lighting exists on the pole at the intersection of Riverside Drive.**
8. - The curb alignment on the site frontage as shown does not make sense given the vehicular access (no turn lanes in or out of the site. IF the curb line is intended to accommodate different traffic movements than shown then that is to be shown on an updated site plan as part of the consideration/approval process for overall site access. If different site access than shown is not anticipated, the curb alignment is to be reconfigured for better pedestrian access along the frontage and to reduce the likelihood of high speed traffic entering/exiting the site. **Revised alignments to accommodate discussed traffic patterns as proposed with documented traffic study counts and design have been provided with this revision.**
9. - Improved pedestrian access/pedestrian crossing of Forest Avenue to the opposite side of the street to the existing or a relocated bus stop is to be considered as part of the traffic/transportation study. For instance, IF a NB left turn lane is anticipated into the site via the driveway on Forest Avenue, this introduces an opportunity for a pedestrian crossing/crosswalk in conjunction with that left turn lane to a relocated and more ADA accessible bus stop.
The Bus stop location is existing to the area, and the METRO bus system has been working to provide a new bus shelter at the location as proposed(Merely fee feet from wee the stop is now) Currently there is a crosswalk at the NB side of Forest Avenue which allows those

commuters to cross Forest Ave. nearer the intersection of Riverside Dr. (Just North of the intersection) The opposite side of the street from SB bus shelter is along a retaining wall section close to the sidewalk for the site on the opposite side, and is not the ideal location for a ADA ramp or gathering area, given the restricted room for grading and fitting against a wall.

10. Different retail building orientations relative to the street and site features (parking lot, etc) should be considered.

This has been addressed by Ryan Senatore the Architect in separate response.

Details

11. Paver detectable warning panels are not to be used at crosswalks where they are needed/used.

We will provide City approved warning surfaces at crosswalk ramp landings.

12. No detail was provided for sidewalks either internal to the site nor within the public ROW.

Details of sidewalk cross sections have been added to the detail sheet.

Renderings

13. The provided renderings to not accurately reflect the site plan. We will update overall site rendering for the public meetings, and we believe that the architect has provided revised renderings of the buildings.

Landscaping Review –Jeff Tarling

In review of the proposed 1884 Forest Avenue project, offer the following tree & landscape recommendations and conditions:

a) Street & Parking Lot Trees - The project needs additional parking lot trees and landscape to meet the parking lot landscape standard. See attached. This would include planting trees in the three parking lot islands, two near the entrance / exit to the north along with additional three ornamental trees along the Forest Avenue street frontage and one additional street tree near the proposed convenience store, where the 'Seed Mix A' is shown on the plan. The parking lot islands could be landscaped in addition to the requested parking lot trees vs 'Seed Mix A' as shown. This should be a condition of approval.

We have revised the landscape plan to incorporate the City Arborist request to the best of our abilities but have some reservation about the trees being able to withstand winter snow plowing removal

b) Snow storage behind the proposed convenience store? How would the snow get there and where would it drain to?

That snow storage area was in error and has been removed.

c) Fencing - the property line edge along the southern edge and the property line to the nearby residential properties should include some type of fencing, this would be the two sides. Any existing fence should be evaluated to see if it is in adequate shape and would suffice for this condition.

The fence along the southern property line is a fairly new chainlink fence installed by the PHA, and we have discussed the addition of stockade fence along the store end to protect

residents in Wellsley Estates from headlights turning into the store. The proposed fence is shown on our updated site plan and landscape plan.

Other site improvements associated with the site development include a new bus stop shelter, bicycle parking and trash receptacle at the existing bus stop located along the lot frontage at Forest Avenue. STI has been coordinating the bus shelter with traffic engineers, Gorrill-Palmer functioning as the liaison with Greater Portland Metro. The entries are curbed and designed in conformance with City standards. Two sidewalk easements are proposed as part of the site development and the descriptions and sketches are enclosed in this site plan review application.

We addressed comments separately through the Traffic Consultant, Tom Errico PE, for the information regarding traffic movements and offsite traffic counts at the site and nearby intersections, and that has been outlined in the latest t=Traffic report. Additionally we have provided anew plan that will include Offsite Traffic Improvements Plan for the widening of Foerst Avenue to accommodate the left turn as we have proposed. Of course should the entrance solutions differ than what we propose then the curb and street alignment may too.

The applicant is hopeful to complete the permitting process through the City and MDOT by the autumn of 2018 for winter/spring project commencement and completion within one year. We look forward to working with the City and Planning/Engineering staff through the permitting process for the proposed Pine State Family Mart. As always, please contact me if you have any questions or require further information.

Sincerely,
SEBAGO TECHNICS, INC.

Jim Seymour, P.E.
Senior Project Manager

JRS/jrs

enc.

cc: J. Chau



August 28, 2019
11142

City of Portland Planning Department
Ms. Shukria Wiar, Planner
389 Congress Street, 4th Floor
Portland, Maine 04101

Revisions and Responses to Review Comments-Level III Site Plan Application Submittal

Applicant: Pine State Family Mart c/o Mr. John Chau

1884 Forest Avenue, Tax Reference: 327-B-3

Dear Ms. Wiar:

On behalf of Mr. John Chau, we have assembled the following revised plan sets for the Level III Site Submittal for the mixed-use retail space and convenience store/gas station located at 1884 Forest Avenue. The project, known as Pine State Family Mart has continued the planning and traffic design of the facility and would like to move forward with the City Planning Board review process. In parallel with the City Site Plan Review, the City has also been reviewing a MDOT Traffic Movement Permit under the provisions of delegated review.

Following our last meeting in May, we have been waiting on final comments from the City regarding Traffic. We incorporated what we have received from the City Traffic /Engineering and staff, and also addressed some of the other items that were submitted to us just before the last Planning Board meeting. We received comments from the City in late April through mid-May. Here within we are addressing those directly or with attached plans or other submitted documents. We received comments, relating to planning, transportation, landscaping and general site engineering/stormwater management reviews below:

Civil Engineering - Third Party Reviewer - Lauren Swett:

1. Applicant has noted that verification of utility ability to serve will be provided upon receipt.

We have spoken with Brad Roland and uploaded those figures which have been approved for the wastewater estimates. The estimated daily flow rate of sewer (domestic wastewater flow) was 2,786 gpd.

2. The stormwater narrative indicates that we would have a 0.01 cfs increase in the 10 year storm and 0.28 CFs in the 25-year storm. The question was raised to Brad Roland if they could increase the runoff, as essentially the project now has no runoff as it is totally undeveloped on very well drained soils.

Based on our computations it is nearly impossible to store and not be able to release some runoff. There are some minor losses to infiltration but we have treatment for the impervious surfaces, and lose some containment in the event of a spill in site from the gas station. However, to attempt to infiltrate all the site runoff to one compacted area is also not practical. We feel the waiver is very modest and will not impact downstream areas or watersheds.

Traffic Consultant -Tom Errico:

The following is a status update regarding the Traffic Movement Permit comments provided in January in conjunction with the scoping meeting. The Applicant has submitted Section 7 (Traffic Study) for the project.

1. The City will provide an updated list of other development projects, particularly projects on Riverside Street and Riverside Industrial Parkway.

Status: The Study reflects other development projects and I find the assumptions in the study to be acceptable.

Response: Noted, no response required

2. The City requests that the Trip Generation be based on the 7th Edition of the Trip Generation Manual to fully comply with MaineDOT requirements.

Status: The Study reflects this change and I find the assumptions in the study to be acceptable.

Response: Noted, no response required

3. A detailed evaluation (with mitigation strategies) of the High Crash Locations at Forest/Riverside and the Forest Avenue segment is required.

Status: The safety analysis needs further detail and refinement. We would like to identify some actions for mitigating both High Crash Locations. I will review with City staff and provide some specific guidance in the future.

Response: As identified in the previous submission, the intersection for Forest Ave and Riverside Street, as well as the segment of Forest Ave between Riverside Street and Riverton Drive are classified as High Crash Locations.

At the intersection of Forest Avenue and Riverside Street, the majority of crashes are rear-end collisions. The crashes are shown to occur primarily on the westbound, eastbound, and northbound approaches. In general, rear end collisions are a result of heavy traffic congestion and frequent stop and go traffic, as well as driver inattentiveness. Potential mitigation would involve actions to alleviate congestion at this intersection. As outlined in the submitted traffic analysis, there are some improvements that could be implemented to lessen overall delay at the intersection. Specifically, the eastbound Forest Ave approach was noted to have unbalanced lane utilization for thru movements. The study recommended considering modifying the Forest Avenue eastbound approach to have a right turn, thru and

left turn lane. (The existing condition is a shared right/thru lane, thru lane, and left turn lane.)

On the segment of Forest Ave between Riverside Street and Riverton Drive, a majority of the reported crashes were caused by a vehicle either entering or exiting the 7 Eleven driveways. Crashes were a result of vehicles exiting the store driveways turning left failing to yield to oncoming traffic, as well as rear end collisions involving vehicles waiting to turn left into the store. The existing driveway is within the functional area of the signalized intersection. A recommended mitigation item would be to limit the existing 7-eleven driveway on Forest Ave to be right-in/right-out only.

Neither high crash location is expected to be significantly affected by project generated traffic, as a large portion of project traffic will be pass-by trips.

4. A review of driveways including elimination of the right-turn exit, is required. The Applicant shall provide supporting documentation for maintaining the right-turn only driveway. If the right-turn driveway is deemed necessary, the geometric alignment/configuration will need to seek a balance between vehicle movements, lower speeds, and pedestrian safety. I would note the current plan requires a waiver from City standards for the number of driveways.

Status: The study included a detailed evaluation of the driveway configurations and thus meets this requirement. The proposed driveway configuration is acceptable with recommended changes as identified by Mike Tremblay of DPW.

Response: Noted, no response required

5. A review of Saturday traffic volumes will be performed and if significantly less than weekday volumes, a Saturday analysis may be eliminated. This shall be coordinated with City staff.

Status: The traffic study included a review of Saturday peak hour conditions. I have no further comment.

Response: Noted, no response required

6. The traffic study shall include the Forest/Riverside, Forest/Riverside Industrial Parkway, Forest/Riverton Drive intersections.

Status: The traffic study included the noted intersections and I have no further comment.

Response: Noted, no response required

7. The bus shelter on project site shall be coordinated with METRO and pedestrian crossing of Forest Avenue shall be investigated.

Status: Bruce Hyman is conducting the review of this item. Refer to his comments.

Response: At this time no comments have been received from Bruce. The final location of the bus shelter will be coordinated with METRO and the City.

8. The Applicant shall evaluate the need for a left-turn lane on Forest Avenue. The site frontage shall reflect either a condition with a left-turn lane or, if not warranted, without. The current site plan is not acceptable given that it does not depict a left-turn lane and includes a westerly curb alignment with widening for a three-lane section on Forest Avenue.

Status: The applicant has provided an analysis of various access/egress scenarios. The study supports the need for a left-turn lane from an operational analysis perspective. I continue to review this and the plan details, but conceptually the provision of a left-turn lane seems appropriate.

Response: Noted, no response required

9. Safe and logical pedestrian facilities shall be provided between Riverton Drive and the store.

Status: I continue to review this.

Response: There is a proposed sidewalk within the site in front of the retail building, connecting to the existing Riverton Drive sidewalk.

10. **New Comments.** The study suggests improvements at the Forest/Riverside intersection. I continue to review the analysis and will provide comments in the future.

Response: Noted, no response required

Public Services - Mike Tremblay:

1. The applicant should reduce the driveway width or provide vehicle turning movement diagrams that show that this width (18 feet) is necessary.

We have reviewed the entrance width and although the City technical standards recommend that the width can get down to 16feet, we feel that with any vehicle larger than a passenger vehicle that would not be the case and that the 18feet width allows smaller deliver, or commercial vehicles, larger pickups/SUV's turning areas without hitting the curb. We have attached the turning radius template for the one way egress out.

2. A right-turn pavement marking, with "ONLY" stenciling, shall be provided at the exit driveway onto Forest Avenue. This restriction shall be reinforced with appropriate signage

The requested change has been added to our revised plans.

3. The applicant can make a slightly more efficient use of their two parking areas by striping their HP-van spaces as two 8- foot spaces with an 8-foot access aisle, rather than two 11-foot spaces with 5-foot access aisle. This saves 3 feet in width in each area, which can be reallocated to snow storage or impervious surfaces.

While the idea of using slightly less space is appealing. We feel that we do need van accessible ADA parking provisions which call for the 11 feet wide parking stall, thereby we wish to keep the stalls as designed.

4. The ADA ramps that adjoin two directions of sidewalk along Forest Ave are not oriented optimally. If possible, ramps should direct pedestrians across the crosswalk, rather than toward the roadway.

The requested change has been added to our revised plans.

5. The crosswalk across the entrance driveway from Forest Avenue is called out as 5 feet wide, and the crosswalk across the exit driveway is called out as 8 feet wide. Both are drawn as 5 feet wide. Because these crosswalks are in the city's ROW, they should be 8 feet wide and called out as such. The crosswalk across the driveway at Riverton Drive is drawn at 8 feet wide but called out as 5 feet wide; this should be drawn and called out at 8 feet wide. Crosswalk striping should be 24-inch wide, placed at 4 feet on center (so there is a 24-inch gap between each 24-inch marking).

The requested change has been added to our revised plans.

6. Riverton Drive approaching Forest Avenue is striped as a left/thru lane. No pavement markings are necessary on this single-lane approach.

The requested change has been added to our revised plans.

7. There are several building entrances located along the Forest Avenue frontage of the development. If these entrances are intended to be, or may possibly be, accessible to the general public, then an ADA-accessible path should be provided from the sidewalk along Forest Avenue, and access should be provided to all building entrances via an accessible walkway. As currently designed, two of these entrances are not ADA-accessible, and the remaining entrances would require someone to maneuver into the site and double back up toward Forest Avenue. If ADA-accessible entrances are not possible, then appropriate signage directing pedestrians toward the accessible entrance shall be provided in view of the inaccessible walkways so that those with accessibility needs know how to access the building.

The requested change has been added to our revised plans. The elevation drop and proximity to the City sidewalk makes it impossible for the access to meet ADA slope requirements and as such we have provided signs directing where ADA accessibility can be gained.

8. Related to the above, ensure that there are no stairs or other accessibility barricades within the areas of the buildings that are open to the public.

No stairs will be constructed within the building areas. All stairs are only along the access to the Forest Avenue side, where there is too steep of access for continuous sloped walks.

9. The applicant should conduct sight distance analysis (both stopping sight distance and intersection sight distance) to the west of the site entrance driveway. There is concern that a left-turning entering motorist may not be able to detect a Forest Avenue eastbound vehicle, particularly if there is a bus in the relocated bus stop.

Sight distance was measured at the proposed entrance drive location to verify adequate sight distance for both vehicles turning left into the site and vehicles travelling thru on Route 302 EB. Sight distance was found to be over 400', which exceeds both the MaineDOT entrance guidelines as well as the AASHTO values for stopping sight distance. (See Photos if necessary).

City Arborist - Jeff Tarling:

In review of the proposed 1884 Forest Avenue project we offer the following recommendations and conditions of approval:

- a) **Street Trees** - Forest Avenue edge; The current landscape plan offers little in the way of tree & landscape treatment along Forest Avenue in front of the mixed use building where it is needed the most. We can work with the project team to suggest trees and landscape or they can revisit and submit an updated plan. Improving the Forest Avenue streetscape with additional trees / landscape should be a condition of approval.

This includes the Mixed use building and the 'bump out' near the convenience store.

The issue with installing street trees along the street frontage relates to the presence of many utility services. We have revised the drawings to place more landscaping along the frontages and along the eastern side of the retail building and entrance. Also, there is little space between the sidewalk and street side walk for the retail building. We have attached a revised landscaping plan attempting to address the landscape concerns where we can without utility conflict.

Additional Trees & Landscape -

Within the project site we noticed a few more areas that we would like to see trees and landscape to meet the parking lot.

We have added where possible more landscaping especially on islands.

Landscape standards:

- a) The include the 'bump out' to the right of the mixed use retail parking space, shown as snow storage and SEED MIX 'A', while snow storage is needed the value of landscape exceeds snow storage or finding a compromise of tree and landscape that can take some winter snow loading as we see in similar sites.

We have removed the snow storage area and will utilize the rear long side to store snow, and in certain cases removal will include contracted off site removal. We have added addition trees and landscaping in the area described.

- b) the property boarder near the fueling station shown as 'Snow storage' should have a planting of 2 taller, upright shade trees or 5 Arborvitae directly below the fuel island, the future added height will help screen the canopy lights and glare.

We a very limited area for snow storage and this one area we would request to leave open, and is in vicinity of an access point for the Portland Housing Authority maintenance access. There are still mature pines that are located along the butting side of the fence to screen. The rest of the rear fence line is aligned with arborvitaes.

- c) Convenience store boarder - the property line along the southerly edge of the site should have some degree of landscape and or wood fencing to provide buffering on that side of the project. The adjacent site next door could see future changes and the back side of a convenience store should have some screening both from the northbound traffic on Forest Avenue and the next door property. We can suggest options such as fencing with perhaps similar Arborvitae planting in groups vs. a continuous line.

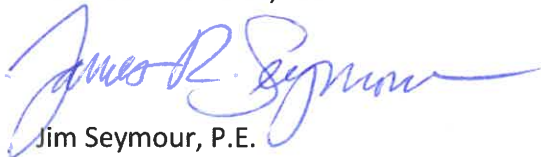
We have shown a stockade fence along the rear of the sore and side line to the abutter to the south, and to also help screen the store side form passing traffic going northward.

Tree Sizes - the proposed 3" caliper tree sizes are larger than the city standard and we feel that 2-2.5" caliper size would be easier transplanted and add some economy to the planting budget, the evergreen plantings White Pine could be 7-8' height vs. the 10-12' height, the Arborvitae could be 6-7' height vs. the proposed 3" caliper.

Our landscape architects feel that the mature trees will provide a higher percentage of survival rate, and provide more immediate screening and presence, and overall usefulness, rather than the next standard size smaller as suggested.

The applicant is hopeful to complete the permitting process through the City by the early autumn of 2019, such they can enlist bids by later fall, for early winter through spring project commencement, and completion within one year. We look forward to working with the City and Planning/Engineering staff through the final plan permitting process for the proposed Pine State Family Mart. As always, please contact me if you have any questions or require further information.

Sincerely,
SEBAGO TECHNICS, INC.

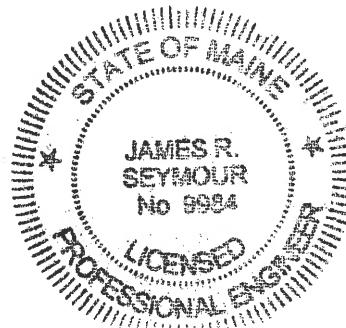


Jim Seymour, P.E.
Senior Project Manager

JRS/jrs

enc.

cc: J. Chau





December 2, 2019
11142

City of Portland Planning Department
Shukria Wiar, Planner
389 Congress Street, 4th Floor
Portland, Maine 04101

Revisions and Responses to Review Comments-Level III Site Plan Application Submittal

Applicant: Pine State Family Mart c/o Mr. John Chau

1884 Forest Avenue, Tax Reference: 327-B-3

Dear Ms Wiar:

On behalf of Mr. John Chau, we have assembled the following revised site, grading and utility, and landscape plan for the Level III Site Submittal for the mixed-use retail space and convenience store/gas station located at 1884 Forest Avenue.

Following your last final comments received from the City dated November 21, 2019 regarding some clarification of various parking, ADA accessibility, and sidewalk provisions have been revised. Please see below to our responses:

Design review comments – Caitlin Cameron:

1. We have matched building drawings with site plans to address concerns about access to public sidewalks along the street frontage with Forest Avenue. We have revised the sidewalk to have direct access from Forest Avenue, but due to limited space and slopes presented to make ADA accessibility work the sidewalk main approach is approximately center with the Mixed-use building. From there we installed a sidewalk along entry and building length that faces Forest Ave. and then connect to the Parking lot side via a 7-foot sidewalk. Due to spacing a 6-foot sidewalk is all that we could fit along the front parallel to the street sidewalk. Additionally, we showed the new pedestrian/sidewalk access from the building to the Forest Ave. street sidewalk for the Gas Station/convenience mart.

Public Services Mike Tremblay, PE and Bruce Hyman:

1. We corrected the not about the bus shelter to correct the dimensions of the concrete pad and shelter itself. We added the note the owner will construct the pad

- as part of the project. Metro will be responsible for power utilities and the actual shelter design.
2. We have modified the dumpster area and pushed the enclosure back making for a cleaner accessible corner. Furthermore, the owner has reached verbal agreement with PHA for access for maintenance and emergency access. We have left a 12-foot-wide access in the curb and sidewalk at the gated area. The sidewalk around the site from the mixed-use building would use this as part of the internal pedestrian access from one building to the other.
 3. We relocated the spaces by the air pump and the air pumping mechanism to allow 6-foot clearance, and modified the spacing appropriately. We prefer the van spacing as proposed for the site, and with the changes we feel this is less of an issue in conjunction with the sidewalks.
 4. The ADA pavement marking and stalls have been marked on the drawing and we will address the signs for applicable access routing internally.

Traffic Responses:

All response comments received from traffic review appear to be internal communications and the final verdict from what we discerned, is still being reviewed between the departments. We will ask if there are offsite improvements, how will these be entertained? Will we be making a contribution, will it be coming from impact fees, or will this be in combination to all the above. Substantial costs could be incurred with these offsite improvements requested that could be hundreds of thousands of dollars in added costs.

The applicant is hopeful to complete the permitting process through the City by the end of 2019, such they can enlist bids by later winter, for a spring project commencement, and completion within one year. We look forward to working with the City and Planning/Engineering staff through the final plan permitting process for the proposed Pine State Family Mart. As always, please contact me if you have any questions or require further information.

Sincerely,
SEBAGO TECHNICS, INC.



James R. Seymour, P.E.
Senior Project Manager

JRS/jrs
enc.
cc: J. Chau

January 24, 2020

Caitlin Cameron
Urban Designer
City of Portland Maine
389 Congress Street
Portland, Maine 04101

Re: 1884 Forest Avenue - Design Revision Narrative

Dear Caitlin,

Please see the attached revised design for the Convenience Store as part of the 1884 Forest Avenue project. Based on the previous design review memorandum and planning board feedback from the January 14, 2020 planning board meeting we have revised the design to address the comments.

- 1.) We have revised the base material from a stone to a brick masonry material to be more consistent with the material pallet within the adjacent neighborhood context.
- 2.) We have revised the building design to address the B2 design standard 1 (e) Facade Character. We have created a prominent entry to the building on Forest Avenue by adding double full glass doors centered on the building facade, and adding a large entry canopy roof with supporting columns and masonry bases to further express the entry. We have reorganized the floor plan of the store to pull back any 'non-active' uses from the Forest Avenue building elevation and replaced them with active uses including the expanded front entry, a cafe and retail displays. We have provided a high level of transparency along the Forest Avenue elevation by extending storefront glazing for the full width of the elevation as well as wrapping it around the East elevation. All of these design revisions address the design standard 1(e) to provide active and public portions of the building oriented adjacent to the sidewalk, utilizing entries, doors, windows, retail displays and active uses along Forest Avenue.

207-747-5159

senatorearchitecture.com

ryan@senatorearchitecture.com

500 Congress Street, Suite 2
Portland, Maine 04101



We look forward to discussing the project at the upcoming Planning Board meeting.

Sincerely,



Ryan Senatore, AIA LEED AP

Principal

207-747-5159

senatorearchitecture.com

ryan@senatorearchitecture.com

500 Congress Street, Suite 2
Portland, Maine 04101

27: Availability and Adequacy of Public Utilities (14-526 (c) 3)

Technical Manual, Sections 2 & 9

- Electrical services, including providing underground services
Electrical service extend underground. See Grading and Utility Plan.
- Identify existing and proposed connections for public utilities and required public utility upgrades
See enclosed plan set.
- Sewer line connections are required, if there is a main within 200 feet
Each of the proposed buildings will connect individually to the existing sewer stubs extending from Forest Avenue. See Plan Set for locations and design specifics. The proposed sanitary sewer and stormwater utilities are designed to City standards in Sections 2 and 4, Chapter 500 Stormwater Management Standards of the Technical Manual.
- Proposed solid waste management facilities on-site and management for the site
Solid waste disposal for the proposed new facility will be provided by contract with a licensed private waste hauler. A dumpster and enclosure is included in the site design and is shown on the plan set. Our best estimate would be that the site would generate 1lb/day /100SF thereby the site would generate approximately 12800/100x 1x 31 days/mo= 3968 lbs /mo or approximately 2 tons/month.

Construction debris will be disposed of by the contractors at a licensed facility.

Any stumps or grubbing from the site will be ground on-site by a portable stump grinder and used as mulch in the stabilization of back slopes and for erosion control. The grinding must be completed within a 30-day time period if a DEP permit has not been obtained. Material that has been ground and is not being used on-site must be hauled off-site within a time-period of 30 days from the end of the grinding process by a licensed Non-Hazardous Waste Transporter.
- Written evidence of the ability to serve from utility companies, as applicable
Utility ability/capacity confirmation has been solicited from respective utility companies. Responses will be provided to the City upon receipt. See Portland Water District inquiry and City of Portland Wastewater Capacity Application, this section.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

January 13, 2020

James Seymour, PE
Sebago Technics, Inc.
75 John Roberts Road, Suite 4A
South Portland, ME 04106

Re: 1884 Forest Avenue, PO
Ability to Serve with PWD Water

Dear Mr. Seymour:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on September 11, 2018. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 2-inch **domestic** service with a 1-inch meter (retail space) may be installed from the water main in Forest Avenue. The service should enter through the properties frontage on Forest Avenue at least 10-feet from any side property lines. An approved backflow prevention device must be installed on the service line directly after the meter prior to service activation.
- A new 2-inch **domestic** service with a 5/8-inch meter (gas station) may be installed from the water main in Forest Avenue. The service should enter through the properties frontage on Forest Avenue at least 10-feet from any side property lines. An approved backflow prevention device must be installed on the service line directly after the meter prior to service activation.
- Two new 6-inch **fire** services may be installed from the water main in Forest Avenue. The service should enter through the properties frontage on Forest Avenue at least 10-feet from any side property lines.
- The Portland Water District does not have record of any other existing infrastructure in public roads and recommends a survey and test pitting be performed by the development team prior to construction. Any conflicts that arise during construction are at the risk of the developer and may result in job shutdown until new plans are submitted by the developer and reviewed and approved by PWD.

Prior to construction, the owner or contractor will need to make an appointment to complete a service application form and pay all necessary fees. The appointment shall be requested through MEANS@pwd.org or by calling 207-774-5961 ext. 3199. Please allow (3) business days to process the service application paperwork. PWD will guide the applicant through the new development process during the appointment.



Existing Site Service

According to District records, the project site does not currently have existing water service.

Water System Characteristics

According to District records, there is a 12-inch diameter ductile iron water main in Forest Avenue and a public fire hydrant located approximately 50 feet from the site. The most recent static pressure reading was 72 psi on September 5, 2019.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

A handwritten signature in black ink, appearing to read 'Robert A. Bartels', written in a cursive style.

Robert A. Bartels, P.E.
Senior Project Engineer

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

LEVEL II and LEVEL III APPLICATION SUBMISSION CHECKLIST

Please submit each document as a separate PDF file.

Please confirm by electronically checking the boxes to the left

General Application Documents

Checklist	Items to be Provided	
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	PROJECT DESCRIPTION Cover Letter with detailed project description	01
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	COMPLETED CHECKLIST – LEVEL III APPLICATION	02
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	RIGHT, TITLE AND INTEREST Deeds, leases, or purchase and sales agreements	03
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	EVIDENCE OF STATE OR FEDERAL APPROVALS , if applicable Permits or letters of non-jurisdiction, if applicable	04
Yes ☒ NA ☐ Plan ☒ ☒ ☐ ☒	ZONING ASSESSMENT Table listing required and proposed uses and dimensional standards Zoning Assessment Table	05
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	EXISTING &/OR PROPOSED EASEMENTS OR COVENANTS , if applicable Evidence of existing easements and any proposed easements	06
Yes ☐ NA ☒ Plan ☐ ☐ ☒ ☐	WAIVER REQUESTS Written request for waiver describing request and reason. Waiver Table	07
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	FINANCIAL CAPABILITY Letter or evidence from a financial institution or third party verifying financial capacity to undertake project	08
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	TECHNICAL CAPABILITY Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects	09

LEVEL II AND LEVEL III SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

Provide assessment of compliance with standards and include supplemental documentation, as applicable.

Please submit each document as a separate PDF file.

TRANSPORTATION

Check list	Assess/Provide/Document:
Yes NA Plan ☒ ☐ ☒	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts 10 - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes NA Plan ☒ ☐ ☒	Access and Circulation (14-526 (a) 2 a) 11 - Access and internal circulation, addressing ADA access - Access and egress impacts on traffic flows - Description and use of drive-up features, if applicable
Yes NA Plan ☒ ☐ ☐	Loading and Servicing (14-526 (a) 2 b) 12 - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes NA Plan ☒ ☐ ☒	Sidewalks (14-526 (a) 2 c) 13 - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)
Yes NA Plan ☒ ☐ ☐	Public Transit (14-526 (a) 3), if applicable 14 - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes NA Plan ☒ ☐ ☒	Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c) 15 - Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes NA Plan ☒ ☐ ☒	Bicycle Parking (14-526 (a) 4 b) 16 - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes NA Plan ☒ ☐ ☒	Snow Storage (14-526 (a) 4 d) 17 Management plan for snow removal and locate snow storage areas on plan
Yes NA Plan ☐ ☒ ☐	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable 18 Develop TDM with Trip Reduction Targets and Strategies

ENVIRONMENTAL AND LANDSCAPE FEATURES			
Check list			Assess/Provide/Document:
Yes	NA	Plan	Preservation of Significant Natural Features (14-526 (b) 1), if applicable 19 - Trees, plants, habitats listed on State or Federal list of endangered or threatened - High and moderate value waterfowl and wading habitat - Aquifers on Casco Bay Islands - Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) - Proposed preservation areas and protection measures - Documentation from environmental consultants, determinations from applicable state agencies
Yes	NA	Plan	Landscaping and Landscape Preservation (14-526 (b) 2 a) - Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4) - Protection measures of existing vegetation during construction - Protection measures within Shoreland Zone, if applicable
Yes	NA	Plan	Site Landscaping (14-526 (b) 2 b) 21 - Screening and buffering of service areas and between non-residential and residential uses - Planting plans with plant schedule and sizes (Technical Manual, Section 4)
Yes	NA	Plan	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable 22 Landscaped islands within parking areas (Technical Manual, Section 4)
Yes	NA	Plan	Street Trees (14-526 (b) 2 b iii) 23 - Existing Heritage or Feature Trees on site and measures to preserve - Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable
ENVIRONMENTAL AND STORMWATER			
Check list			Assess/Provide/Document:
Yes	NA	Plan	Water Quality, Stormwater Management and Erosion Control (14-526 (b) 3 a) 24 - Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable - Erosion control plan and measures - Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable - Subsurface sanitary sewage disposal and groundwater protection

PUBLIC INFRASTRUCTURE AND SAFETY			
Check list		Assess/Provide/Document:	
Yes	NA	Plan	
☒	☐	☐	☐
		Consistency with City Master Plans (14-526 (c) 1) 25 - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable	
Yes	NA	Plan	
☒	☐	☐	☐
		Public Safety and Fire Prevention (14-526 (c)) 26 - Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3) - Emergency vehicle access - Address consistency with public safety standards (Technical Manual, Section 3) - Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist	
Yes	NA	Plan	
☒	☐	☒	☐
		Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) 27 - Electrical services, including providing underground services - Identify existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections are required, if there is a main within 200 feet - Proposed solid waste management facilities on-site and management for the site - Written evidence of the ability to serve from utility companies, as applicable	
SITE DESIGN			
Check list		Assess/Provide/Document:	
Yes	NA	Plan	
☒	☐	☐	☐
		Massing, Ventilations and Wind Impact (14-526 (d) 1) 28 - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable - Bulk, location or height impacts on adjoining structures - Identify and locate HVAC equipment and venting away from public spaces and residential properties - Identify screening and manufacturing specifications for noise, if applicable	
Yes	NA	Plan	
☐	☒	☐	☐
		Shadows (14-526 (d) 2), if applicable 29 Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)	
Yes	NA	Plan	
☒	☐	☐	☐
		Snow and Ice Loading (14-526 (d) 3) 30 Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways	
Yes	NA	Plan	
☐	☒	☐	☐
		View Corridors (14-526 (d) 4), if applicable 31 Protection of designated view corridors (Portland Design Manual, Appendix 1)	

Yes NA Plan ☐ ☒ ☐	Historic Resources (14-526 (d) 5), if applicable 32 - Identify developments within Historic Districts or affecting Designated Landmarks - Certificate of Appropriateness or other evidence - Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required - Address preservation and documentation of Archaeological Resources
Yes NA Plan ☒ ☐ ☒	Exterior Lighting (14-526 (d) 6) 33 - Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12) - Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)
Yes NA Plan ☒ ☐ ☐	Noise and Vibration (14-526 (d) 7) 34 Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes NA Plan ☐ ☐ ☒	Signage and Wayfinding (14-526 (d) 8), if applicable 35 - Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff - Proposed commercial and directional signage on site
Yes NA Plan ☐ ☒ ☐	Zone Related Design Standards (14-526 (d) 5) 36 - Address Historic Preservation Design Review, if applicable - Address any applicable design review standards by zone - Address submission requirements from Design Manual, page 1, addressing neighborhood context - Description of exterior materials, color, finish, and samples
Construction Management Plan	
Check list	
Yes NA Plan ☒ ☐ ☒	Construction Management Plan 37 Construction Management Document and Plan

Level II and Level III Site Plan Checklist

Please upload the following drawings with the listed details into e-Plan as separate pdfs.

☐ **RECENT BOUNDARY SURVEY** (stamped by Maine Licensed Surveyor)

Must be in compliance with Technical Manual, Section 13

SITE PLAN(s) (stamped by Maine Licensed Engineer) including:

☒ **Existing Conditions**

- Approximate location of structures on abutting property
- Topography
- Locate water courses
- Delineate wetlands
- Zone lines

☒ **Proposed Site Plan**

- Ground floor area, and grade elevations for all buildings

☒ **Access, Circulation, and Parking**

- Streets and intersections adjacent to site , any proposed geometric modifications
- Location, dimensions and materials of all existing and proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines
- Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas
- Location and dimensions of proposed loading areas
- Existing and proposed transit infrastructure with dimensions/ engineering specifications
- Location of vehicle and bicycle parking with dimensions and engineering specifications

☒ **Site Considerations**

- Identify snow storage areas
- Location of fire hydrants
- Location of solid waste management facilities

☒ **UTILITY PLAN** including:

- Existing utilities on site and within public streets
- Location, sizing, and directional flows of all existing and proposed utilities
- Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site
- Electric utility infrastructure

☒	GRADING and DRAINAGE PLAN including:
	- Existing grades and drainage - Proposed grades - Proposed stormwater management meeting Technical Manual (Section 5) standards - Location and proposed alteration of a water course - Preservation or alteration of wetlands
☒	EROSION CONTROL
	Must be in compliance with Technical Manual, Section 5
☒	LANDSCAPE PLAN including:
	- Existing vegetation to be preserved and preservation measures - Proposed landscaping and buffers - Planting schedule
☐	RECORDING PLAT , if applicable
	IF SUBDIVISION: Must be in compliance with requirements of Section 14-496 (b)
☒	ARCHITECTURAL PLANS & RENDERINGS including:
	- Exterior building elevations, color renderings, illustrations of all sides - Location and dimensions of all existing & proposed HVAC & mechanical equipment, all proposed screening - Provide context drawings, if applicable (Design Manual, page 1) - Floor plans



Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the [Land Use Code \(Chapter 14\)](#), [Design Manual](#) and [Technical Manual](#).

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719
planning@portlandmaine.gov

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	Pine State Family Mart
Proposed Development Address:	1884 Forest Avenue, Portland, Maine
Project Description:	Retail space, convenience store/gas station - 2 Buildings
Chart/Block/Lot:	327-B-3
Preliminary Plan	
Final Plan	

II. Contact Information (Please enter n/a on those fields that are not applicable)**APPLICANT**

Name:	John Chau
Business Name:	
Address:	75 Arcadia Street
City/State:	Portland, ME
Zip Code:	04103
Work #:	
Home #:	(207) 761-0858
Cell #:	
Fax #:	
E-mail:	Jchau059@gmail.com

OWNER

Name:	John Chau and Phuong Neang (JT)
Address:	75 Arcadia Street
City/State:	Portland, ME
Zip Code:	04103
Work #:	
Home #:	(207) 761-0858
Cell #:	
Fax #:	
E-mail:	Jchau059@gmail.com

AGENT/REPRESENTATIVE

Name:	James Seymour, P.E., Sebago Technics, Inc.
Address:	75 John Roberts Road, Suite 4A
City/State:	South Portland, ME
Zip Code:	04106
Work #:	(207) 200-2083
Home #:	
Cell #:	
Fax #:	(207) 856-2206
E-mail:	jseymour@sebagotechnics.com

BILLING (to whom invoices will be forwarded to)

Name:	John Chau
Address:	75 Arcadia Street
City/State:	Portland, ME
Zip Code:	04103
Work #:	
Home #:	(207) 761-0858
Cell #:	
Fax #:	
E-mail:	Jchau059@gmail.com

ENGINEER

Name:	James Seymour, P.E., Sebago Technics, Inc.
Address:	75 John Roberts Road, Suite 4A
City/State:	South Portland, ME
Zip Code:	04106
Work #:	(207) 200-2075
Home #:	
Cell #:	
Fax #:	(207) 856-2083
E-mail:	jseymour@sebagotechnics.com

SURVEYOR

Name:	Charlie Marchese, Sebago Technics, Inc.
Address:	75 John Roberts Road, Suite 4A
City/State:	South Portland, ME
Zip Code:	04106
Work #:	(207) 200-2069
Home #:	
Cell #:	
Fax #:	(207) 856-2206
E-mail:	cmarchese@sebagotechnics.com

ARCHITECT

Name:	Ryan Senatore Architecture
Address:	535 Congress Street, #304
City/State:	Portland, Maine
Zip Code:	04101
Work #:	(207) 747-5159
Home #:	
Cell #:	
Fax #:	
E-mail:	ryan@senatorearchitecture.com

ATTORNEY

Name:	N/A
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Stefanie Nichols
E-mail:	snichols@sebagotechnics.com
Name:	Rebecca Gabryszewski
E-mail:	rgabryszewski@sebagotechnics.com
Name:	Sarah Hanf
E-mail:	shanf@sebagotechnics.com

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☐	Less than 50,000 sq. ft.	\$750.00
☒	50,000 – 100,000 sq. ft.	\$1,000.00
☐	100,000 – 200,000 sq. ft.	\$2,000.00
☐	200,000 – 300,000 sq. ft.	\$3,000.00
☐	Over 300,000 sq. ft.	\$5,000.00
☐	Parking lots over 100 spaces	\$1,000.00
☐	After-the-fact Review	\$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	\$250.00
☐	Planning Board Review	\$500.00

OTHER REVIEWS (check applicable review)

☒	Traffic Movement	\$1,500.00
☒	Stormwater Quality	\$250.00
☐	Subdivision	\$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [] x \$25.00 each	\$
☐	Site Location	\$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [] x \$200.00 each	\$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
TOTAL APPLICATION FEE DUE:		\$ 2,750.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) (\$.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review (\$52.00 hour)
- Legal Review (\$75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

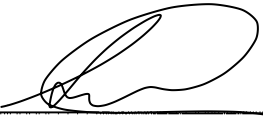
TOTAL AREA OF SITE	72,350	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	69,326	sq. ft.
<i>If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.</i>		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	443	sq. ft.
Impervious Area (Total Proposed)	48703	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	0	sq. ft.
Building Footprint (Total Proposed)	12,800	sq. ft.
Building Floor Area (Total Existing)	0	sq. ft.
Building Floor Area (Total Proposed)	12,800	sq. ft.
ZONING		
Existing	B-2	
Proposed, if applicable		
LAND USE		
Existing	Unimproved	
Proposed	Retail & Convenience Store/Gas	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	n/a	
# of Residential Units (Total Proposed)	n/a	
# of Lots (Total Proposed)	n/a	
# of Affordable Housing Units (Total Proposed)	n/a	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	n/a	
# of One-Bedroom Units (Total Proposed)	n/a	
# of Two-Bedroom Units (Total Proposed)	n/a	
# of Three-Bedroom Units (Total Proposed)	n/a	
PARKING SPACES		
# of Parking Spaces (Total Existing)	0	
# of Parking Spaces (Total Proposed)	48	
# of Handicapped Spaces (Total Proposed)	4	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	10	
ESTIMATED COST OF THE PROJECT		
	\$3,500,000.00	

VI. APPLICANT SIGNATURE

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level III Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant:	
Date:	August 28, 2018

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
		1	Completed Application form
		1	Application fees
		1	Written description of project
		1	Evidence of right, title and interest
		1	Evidence of state and/or federal approvals, if applicable
		1	Written assessment of proposed project's compliance with applicable zoning requirements
		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
		1	Written requests for waivers from site plan or technical standards, if applicable.
		1	Evidence of financial and technical capacity
		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)
			Proposed grading and contours;
			Existing structures with distances from property line;
			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
			Preliminary infrastructure improvements;
			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
			Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;
			Exterior building elevations.

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		1	* Completed Application form
		1	* Application fees
		1	* Written description of project
		1	* Evidence of right, title and interest
		1	* Evidence of state and/or federal permits
		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
		1	* Evidence of financial and technical capacity
		1	Construction Management Plan
		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
		1	Stormwater management plan and stormwater calculations
		1	Written summary of project's consistency with related city master plans
		1	Evidence of utility capacity to serve
		1	Written summary of solid waste generation and proposed management of solid waste
		1	A code summary referencing NFPA 1 and all Fire Department technical standards
		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Final Site Plans including the following:
			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
			Existing and proposed structures on parcels abutting site;
			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
			Location of all snow storage areas and/or a snow removal plan;
			A traffic control plan as detailed in Section 1 of the Technical Manual;
			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
			Location and proposed alteration to any watercourse;
			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
			Proposed buffers and preservation measures for wetlands;
			Existing soil conditions and location of test pits and test borings;
			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
			Grading plan;
			Ground water protection measures;
			Existing and proposed sewer mains and connections;

- Continued on next page -

		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



A Guide to Holding Neighborhood Meetings Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

In order to improve communication between applicants and neighbors, the City of Portland requires applicants who are proposing certain types of development review projects, to hold a neighborhood meeting.

Developments requiring a neighborhood meeting

- Proposed map amendments, contract zones and zoning text amendments that would result in major development;
- Subdivisions of five or more units or lots;
- Master Development Plans; and
- Level III site plan proposals as defined in Section 14-523.

(The Land Use Code, including Article II (Planning Board) and Article V (Site Plan – which contains the neighborhood meeting requirements), are available on the City's web site at www.portlandmaine.gov/citycode/chapter014.pdf)

Timing of meeting

- **Subdivisions of 5 or more units or lots, zone changes, contract zones, zoning text amendments and Level III site plans:**
 - Preliminary Site Plan - The meeting should be held within 30 calendar days of filing the application.
 - Final Site Plan – If only a final plan is submitted, the meeting should be held within 21 calendar days of filing the application and no less than 7 calendar days before the public hearing.
- **Master Plan Development:**
 - The meeting should be held within 30 calendar days of filing the application.
 - The meeting should be held on a date no less than 7 calendar days before a public workshop or public hearing.
 - The meeting shall not be combined with any required neighborhood meeting for the Level III applications.

Location of meeting

- The meeting should be held in the evening, during the week, at a convenient location within the Portland neighborhood surrounding the proposed site. Community meeting spaces at libraries, schools or other places of assembly are recommended. Neighborhood schools are usually available for evening meetings.
- Meetings should not be held on the same day as scheduled Planning Board or City Council meetings. The City Council generally meets on the 1st and 3rd Monday of each month and the Planning Board generally meets on the 2nd and 4th Tuesday of each month; however additional meetings may be scheduled. An updated schedule may be found on the City's website: www.portlandmaine.gov

Invitation List

- Property owners within 500 feet of the proposed development (1000 feet for proposed industrial subdivisions and industrial zone changes)
- Interested citizens and neighborhood groups.

The Planning Division provides the mailing labels. We require at least 48 hours notice to generate the mailing labels and a charge of \$1.00 per sheet will be payable upon receipt of the labels. An electronic version (excel or word format) of the labels can also be e-mailed upon request.

A digital copy of the notice must be provided to the Planning Office (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner, which will then be forwarded to those on the interested citizen list who receive e-mail notices.

When to Send Invitations

- Invitations must be sent **no less than 10 days (to include weekends)** prior to the neighborhood meeting.
- Notices may be sent by regular mail and do not need to be sent by certified mail.

Notice Description

A recommended invitation format is included in this packet of material.

Attendance Sheet and Meeting Minutes

- Sign-in sheet must be circulated for those in attendance.
- Applicant shall take accurate minutes of the meeting.
- The sign-in sheet and minutes shall be submitted to the Planning Division.

A public hearing will not be scheduled until the meeting minutes and sign-up sheet are submitted to the Planning Division.

A Certification form is included with this packet to be completed and signed by the applicant.

Please call the Planning Division at 874-8721 or 874-8719 if you have any questions.

Attachments

1. Neighborhood Meeting Invitation Format
2. Neighborhood Meeting Certification

EXAMPLE: Neighborhood Meeting Invitation Format

**Applicant/Consultant
Letterhead**

(Date)

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a (development proposal) located at (location/number and street address).

Meeting Location: _____

Meeting Date: _____

Meeting Time: _____

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an “interested parties list”, be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call (telephone number of applicant or consultant).

Sincerely,

(Applicant)

Note:

Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

EXAMPLE: Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

_____ (date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

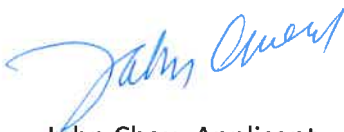
Neighborhood Meeting Certification

I, John Chau certify that a neighborhood meeting was held on January 3, 2019 at the Riverton Elementary School Community Room, 1600 Forest Avenue, Portland at 6 P.M. for the proposed new mixed-use retail building and convenience store/gas station project to be known as Pine State Family Mart located at 1884 Forest Avenue, Portland.

I also certify that on December 12, 2018 more than 10 days prior to the meeting, invitations were mailed to the following:

1. All addresses on the mailing lists provided by the Planning Division which includes property owners within 500 Feet of the proposed development or within 1,000 feet of a subdivision within an industrial zone or industrial zone change.
2. Residents on the "interested parties" list.

Sincerely,



John Chau, Applicant

Attached to this certification are:

1. Copy of invitation
2. Sign-in Sheet
3. Meeting minutes

Neighborhood Meeting Minutes

A neighborhood meeting was held on January 3, 2019 at the Riverton Elementary School Community Room, 1600 Forest Avenue, Portland at 6 P.M. for the proposed new mixed-use retail building and convenience store/gas station project to be known as Pine State Family Mart located at 1884 Forest Avenue, Portland.

Minutes:

Initially there were only 5 in attendance for the meeting starting at 6PM, and no one had questions or comments as they were all affiliated with the owner, or representing Mr. Chau. We waited until 615 to start and comments, and with none we started to pick up.

At approximately 630 PM, Mr. Adam Mack appeared as the meeting was closing. He had no opposition to the project, and asked if the design could take into account some screening or fence placement near the dumpster location to account for headlights from vehicles that may be turning within the parking lot, such they will not impact abutters in his development Wellesley Estates whom have windows on that side facing the proposed development.

We discussed that is something we would consider with the owner.

No other attendees appeared. The meeting adjourned at 635

Sincerely,



James R. Seymour, Sr Project Manager-
Sebago Technics Inc

NEIGHBORHOOD MEETING SIGN-IN

11142

Proposed New Mixed-Use Retail and Convenience Store/Gas Station PINE STATE FAMILY MART

Date/Time of Meeting: January 3, 2018, 6 P.M.

Location: Riverton Elementary School Community Room
1600 Forest Avenue, Portland

Members of the Public in Attendance	
Printed Name	E-mail
1. Ryan Santore	ryan@santorearchitects.com
2. Phakdey Ang	Phakdeyang92@gmail.com
3. John Chu	Jhu059@gmail.com
4. Pheap Neang	- none -
5.	
6. Adam Mack	Forat the wellesky Estates
7. James Seymour	jseymour@sebagotechnics.com
8.	
9.	
10.	
11.	
12.	
Developer and Consultant Team in Attendance:	
1.	
2.	
3.	
4.	
5.	
6.	
7.	

28: Massing, Ventilations and Wind Impact (14-526(d) 1)

- Wind and ventilation impacts on adjoining structures and/or adjacent public spaces.
Windy study, if applicable
Not applicable.
- Bulk, location or height impacts on adjoining structures
- Identify and located HVAC equipment and venting away from public spaces and residential properties
- Identify screening and manufacturing specifications for noise, if applicable
Not applicable.
 - a. The bulk and height of the proposed buildings will not result in health or safety problems due to reduction in ventilation to abutting structures. Please see the site plan.
 - b. The bulk, location, and height of the proposed buildings will not minimize the value or utility to neighboring structures. The proposed development is consistent with other neighborhood properties and is an allowed use in the district. Refer to the plan set.
 - c. The HVAC venting mechanisms have not been formally sited or sized. The venting system will be constructed in accordance with the requirements of this section requiring that they be directed away from public spaces.

03: Right, Title, Interest

The record owners are John Chau and Phuong Neang (JT) by deed 26148/266 recorded at the Cumberland County Registry of Deeds (CCRD). The parcel is identified by the City of Portland Assessor as 327-3-B. A copy of the referenced deed is included in this section.

11142

DEED.

WARRANTY DEED
(Maine Statutory Short Form)

KNOW ALL BY THESE PRESENTS, that **OLD OCEAN HOUSE BUILDERS LLC**, a Maine limited liability company with a principal place of business in Cape Elizabeth, Maine, for consideration paid, GRANTS TO **JOHN CHAU** and **PHUONG NEANG**, whose mailing address is 75 Acadia Street, Portland Maine, with WARRANTY COVENANTS, AS JOINT TENANTS AND NOT AS TENANTS IN COMMON, the land in the City of Portland, Maine, described as follows:

A CERTAIN lot or parcel of land with any buildings thereon situated on the southwesterly side of Forest Avenue, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

BEGINNING AT an iron on the southwesterly sideline of Forest Avenue at the northwest corner of the lot of land conveyed by the City of Portland to the Presumpscot Grange by deed dated August 21, 1947 and recorded in the Cumberland County Registry of Deeds in Book 1871, Page 406;

Thence by said Presumpscot Grange land South 29 degrees 23 1/2' West one hundred sixty-seven and eighteen hundredths (167.18) feet to a concrete monument and land of Arthur Hawkes;

Thence by said Hawkes' land and land of Arthur Serunian North 66 degrees 40' West one hundred fifty-seven and seventy-seven hundredths (157.77) feet to an iron;

Thence by said Serunian land North 47 degrees 01' West two hundred ninety-five and twenty-one hundredths (295.21) feet to a stone monument;

Thence continuing by said Serunian land North 45 degrees 51 1/2' East one hundred sixty-eight and sixty-five hundredths (168.65) feet to an iron and the southwesterly sideline of Forest Avenue;

Thence by said Forest Avenue South 38 degrees 52' East one hundred fifty-five and thirty-nine hundredths (155.39) feet to a stake marking an angle point in said road, and continuing by Forest Avenue South 62 degrees 57' East two hundred fifty-one and eighty-nine hundredths (251.89) feet to the point of beginning.

Courses are magnetic and of the date of 1964.

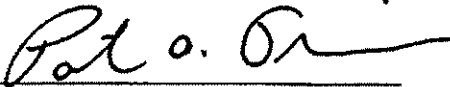
Being the same premises described in a deed from Forest Avenue Associates dated January 28, 2008 and recorded in the Cumberland County Registry of Deeds in Book 25775, Page 152.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be signed and sealed on June 20, 2008.



Witness

OLD OCEAN HOUSE BUILDERS LLC

by: 

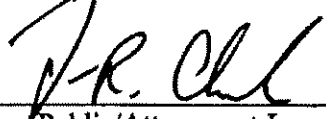
Patrick A. Tinsman, its Manager

State of Maine
County of Cumberland, ss.
2008

June 20, 2008

Then personally appeared before me the above-named Patrick A. Tinsman in his said capacity and acknowledged the foregoing to be his free act and deed and the free act and deed of said limited liability company.

Before me



Notary Public/Attorney-at-Law
Printed Name: Lawrence R. Clough

Warranty Deed 1884 Forest Ave.DOC
6/16/2008

Received
Recorded Register of Deeds
Jun 23, 2008 02:00:47P
Cumberland County
Pamela E. Lovley

29: Shadows (14-526 9d), if applicable

- Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)

Not applicable. There are no publicly accessible open spaces areas adjacent to the property.

04: State and Federal Permits

The proposed site development requires a Traffic Movement Permit (TMP) Application. The permit application will be submitted concurrently with the Site Plan Application for delegated review by the City of Portland.

30: Snow and Ice Loading (14-526 (d) 3)

- Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways

The buildings are situated on the site to avoid significant amounts of accumulated snow and ice from loading or falling onto adjacent properties or public ways. See Site Plan for building location.

05: Zoning Assessment

The subject parcel is located within the B-2 Community Business Zone; and abuts an R-5 Residential zoning district. Two buildings will be constructed on site for mixed-use retail and the other building will be utilized as a convenience store/gas station.

In accordance with the dimensional requirements defined in Section 14-250 of the City of Portland Code of Ordinances, the proposed development meets or exceeds ordinance requirements. The required *Zoning Assessment Table* is included in this section and reference is made to the plan set for additional space and bulk information.



ZONING ANALYSIS Relevant Zone(s) B-2

All Projects:

	Required	Proposed
Lot Size	-	1.61 Acres +/-
Area Per Dwelling Unit	n/a	n/a
Minimum Street Frontage	20 feet	407.28 +/- feet
Front Yard Minimum	0 feet	10 feet
Front Yard Maximum	10 feet	10 feet
Rear Yard	10 feet	10 feet
Yard Right	0 feet	15 feet +/-
Yard Left	0 feet	21 feet +/-
Side Street Setback	n/a	n/a
Step Back	n/a	n/a
Maximum Lot Coverage	n/a	n/a
Minimum Lot Coverage	n/a	n/a
Maximum Height	45 feet	25'-8", 25'-6"
Open Space	n/a	n/a
Maximum Impervious Area	80%	67%
Pavement Setback		
Floor Area Ratio		
Off Street Parking Spaces	37	48
Loading Bays	-	0
Other 1		
Other 2		
Other 3		

Retail 25'-8", Conv. Store 25'-6"

Required:
Retail: 22
Convenience Store: 15

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size	n/a	
Minimum Lot Area per Dwelling	n/a	
Maximum # Units per Building	n/a	
Maximum Building Length	n/a	
Maximum Accessory Building Length	n/a	
Minimum Setbacks	n/a	
Minimum Building Separation	n/a	
Minimum Open Space	n/a	

Affordable Housing Density Bonuses (if applicable)

	Bonus Increase or Decrease	Maximum Allowable With Bonus	Proposed
Density	n/a		
Height	n/a		
Setback Reduction	n/a		
Recreation Space	n/a		
Maximum Accessory Building Length	n/a		
Minimum Setbacks	n/a		
Minimum Building Separation	n/a		
Minimum Open Space	n/a		
Explanatory Text 1 (optional):			
Explanatory Text 2 (optional):			
Explanatory Text 3 (optional):			

31: View Corridors (14-526 (d)4)

- Protection of designated view corridors (Portland Design Manual, Appendix 1)

Not applicable. The site is not located in a designated view corridor.

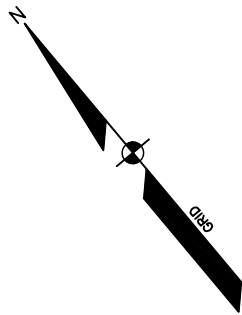
06: Existing and/or Proposed Easements or Covenants**A. Existing Easements:**

Per review of the deed, no existing easements or covenants are associated with the project site.

B. New Easements

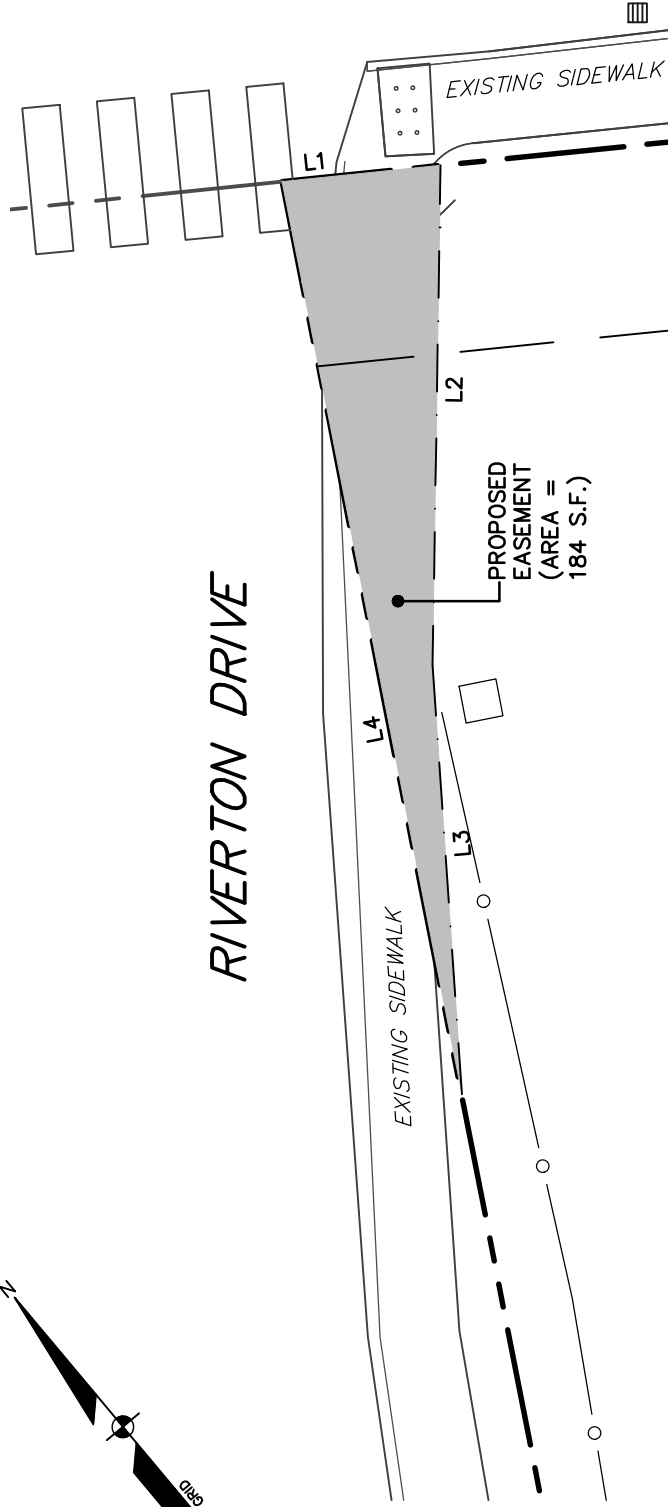
Three new sidewalk easements are proposed as part of the site development.

A proposed pedestrian sidewalk easement will be created for the portion of sidewalk that will encroach into private property as a result of the proposed road/turning lane improvements. Per our discussions and agreements with METRO, a bus shelter will be added near the Forest Avenue entrance requiring an easement as well. Finally, as was originally proposed in 2012 with the previous approved site plan, we are offering an easement for the street encroachment at the intersection of Riverton Drive and Forest Avenue. See Exhibits 'A', 'B' & 'C' sketches, this section.



RIVERTON DRIVE

FOREST AVENUE



GRAPHIC SCALE 1 INCH = 10 FT.

GENERAL NOTES:

1. THE RECORD OWNER OF THE LOCUS PARCEL IS JOHN CHAU AND PHUONG NEANG BY WARRANTY DEED DATED JUNE 20, 2008 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) ON JUNE 23, 2008 IN BOOK 26148, PAGE 266.
2. THE PROPERTY IS SHOWN AS LOT 3, BLOCK B, ON THE CITY OF PORTLAND ASSESSORS MAP 327 AND IS LOCATED IN THE B-2 ZONE.
3. REFERENCE IS MADE TO PLANS ENTITLED "EXISTING CONDITIONS AND SITE PLAN OF PINE STATE FAMILY MART, 1884 FOREST AVE., PORTLAND, MAINE FOR JOHN CHAU" DATED SEPTEMBER 10, 2018, BY SEBAGO TECHNIQS, INC.

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 55°50'32" E	8.50'
L2	S 40°54'47" W	26.63'
L3	S 36°05'00" W	23.00'
L4	N 28°50'58" E	49.65'

SEBAGO
TECHNIQS
WWW.SEBAGOTECHNIQS.COM

75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXHIBIT 'A' SKETCH
OF PROPOSED SIDEWALK EASEMENT

LOCATION:
RIVERTON DRIVE/FOREST AVENUE
PORTLAND, MAINE

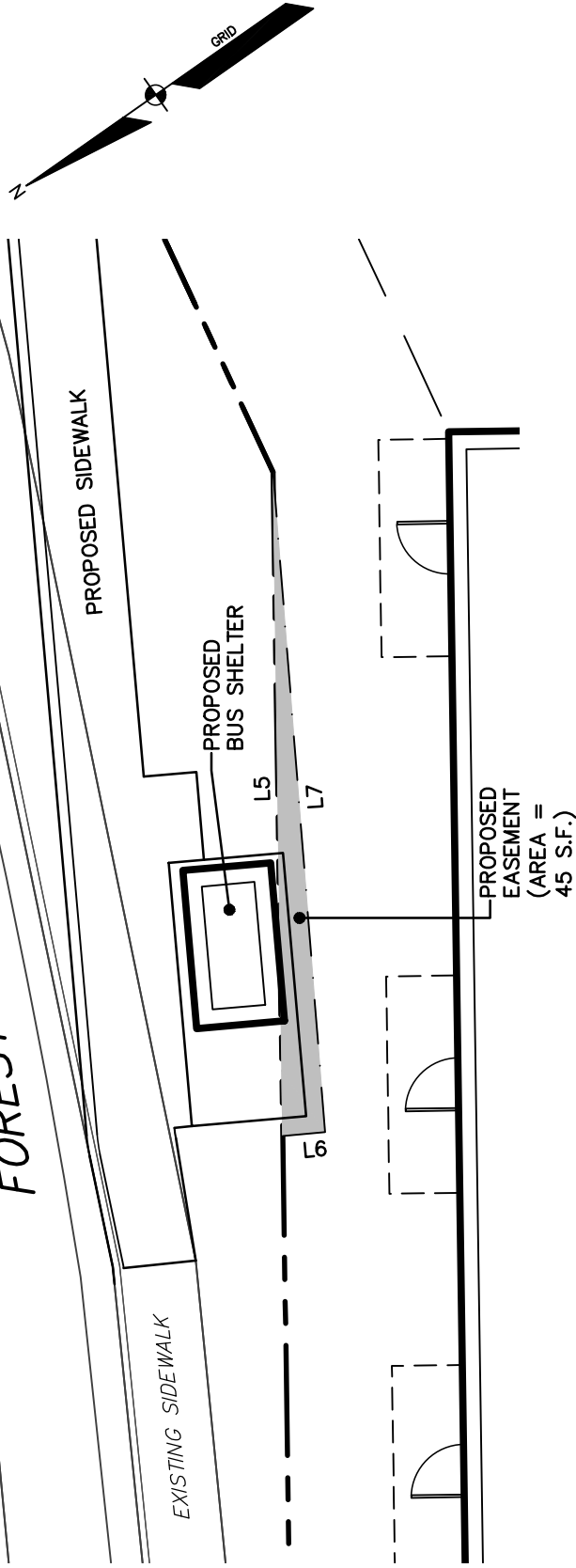
FOR:
PINE STATE FAMILY MART
1884 FOREST AVE., PORTLAND, MAINE

SCALE: 1" = 10'

DATE: 09-11-18

SHEET: 1 OF 3

FOREST AVENUE



GENERAL NOTES:

1. THE RECORD OWNER OF THE LOCUS PARCEL IS JOHN CHAU AND PHUONG NEANG BY WARRANTY DEED DATED JUNE 20, 2008 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) ON JUNE 23, 2008 IN BOOK 26148, PAGE 266.
2. THE PROPERTY IS SHOWN AS LOT 3, BLOCK B, ON THE CITY OF PORTLAND ASSESSORS MAP 327 AND IS LOCATED IN THE B-2 ZONE.
3. REFERENCE IS MADE TO PLANS ENTITLED "EXISTING CONDITIONS AND SITE PLAN OF PINE STATE FAMILY MART, 1884 FOREST AVE., PORTLAND, MAINE FOR JOHN CHAU" DATED SEPTEMBER 10, 2018, BY SEBAGO TECHINCS, INC.

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L5	N 55°50'32" W	37.68'
L6	S 30°00'00" W	2.41'
L7	S 59°30'29" E	37.58'

SEBAGO
TECHINCS
WWW.SEAGOTECHINCS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXHIBIT 'B' SKETCH
OF PROPOSED SIDEWALK EASEMENT

LOCATION:
RIVERTON DRIVE/FOREST AVENUE
PORTLAND, MAINE

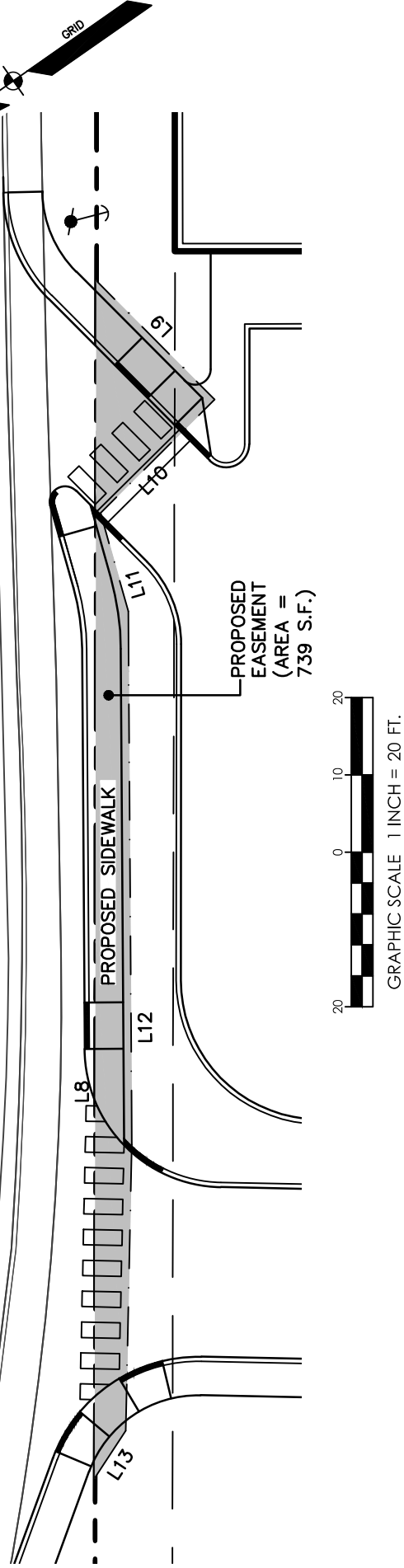
FOR:
PINE STATE FAMILY MART
1884 FOREST AVE., PORTLAND, MAINE

SCALE: 1" = 10'

DATE: 09-11-18

SHEET: 2 OF 3

FOREST AVENUE



GENERAL NOTES:

1. THE RECORD OWNER OF THE LOCUS PARCEL IS JOHN CHAU AND PHUONG NEANG BY WARRANTY DEED DATED JUNE 20, 2008 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) ON JUNE 23, 2008 IN BOOK 26148, PAGE 266.
2. THE PROPERTY IS SHOWN AS LOT 3, BLOCK B, ON THE CITY OF PORTLAND ASSESSORS MAP 327 AND IS LOCATED IN THE B-2 ZONE.
3. REFERENCE IS MADE TO PLANS ENTITLED "EXISTING CONDITIONS AND SITE PLAN OF PINE STATE FAMILY MART, 1884 FOREST AVE., PORTLAND, MAINE FOR JOHN CHAU" DATED SEPTEMBER 10, 2018, BY SEBAGO TECHNIQS, INC.

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L8	S 79°56'02" E	154.87'
L9	S 55°08'13" W	21.63'
L10	N 34°51'47" W	20.80'
L11	S 84°17'55" W	13.22'
L12	N 80°22'32" W	69.08'
L13	N 46°57'50" W	7.23'

32: Historic Resources (14-526(d) 5)

- Identify developments within Historic Districts or affecting Designated Landmarks
- Certificate of Appropriateness or other evidence
- Identify Developments within 100 feet of Historic Districts of affecting Designated Landmarks. Advisory HP review may be required
- Address preservation and documentation of Archaeological Resources

The proposed development is not located in a City Historic District and will not affect a Designated Landmark. Reference is made to Maine Historic Preservation Commission site review request for historic and archaeological features, this section. A copy of the response will be forwarded to the City upon receipt.



August 28, 2018
11142

Mr. Kirk Mohny, State Historic Preservation Officer
Maine Historic Preservation Commission
State House Station 65
Augusta, Maine 04333

Re: Proposed Pine State Family Mart – 1884 Forest Avenue, Portland

Tax Parcel: 327-B-3
Record Owners: John Chau, Phuong Neang (JT)

Dear Mr. Mohny,

Sebago Technics, Inc. has been retained by Mr. John Chau for services related to the development of Pine State Family Mart on an unimproved property at 1884 Forest Avenue in the City of Portland. The site is 1.61± in size and will be developed by the addition of two buildings. The uses will consist of one mixed-use retail building ±7,800 square feet and a ±5,000 square foot convenience store with 4 fueling islands, access drive, parking, utilities, landscaping and other associated site improvements.

The site is currently wooded and is adjacent to residential uses (Riverton Park Family Apartments, Terrace Pond Apartments, Wellesley Estates Apartments) and is opposite Tortilla Flats restaurant and adjacent to a dance club/event center. Other site uses in the vicinity include a 7-Eleven convenience store/gas station and two automobile repair businesses. The site is located in B-2 Business Zone and the design and proposed uses are typical of, and consistent with outer Forest Avenue zoning and uses. The site is not located in a City historic district.

As part of the municipal site plan review respectfully request a site review by the Commission for the presence of any archaeological or historic sites within or adjacent to the project area determined in accordance with the provisions of the National Historic Preservation Act 36 CFR, Part 800, Section 106.

We have enclosed a site location map and aerial photograph for your reference. If you have any questions or require additional information please contact me at snichols@sebagotechnics.com or directly at (207) 200-2120.

Sincerely,
SEBAGO TECHNICS, INC.

Stefanie Nichols
Permitting Specialist/Project Coordinator

enc.

07: Waiver Requests

No waivers are requested.

33: Exterior Lighting (14-526 (d) 6)

- Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12)
- Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)

Light fixture cut sheets are included in this section. Lighting will be installed at building entrances along the building faces, as necessary, to provide illumination levels that are safe, comfortable and convenient. Light fixture cut sheets and a photometric plans prepared and provided by Swaney Lighting, this section. The site development abuts residential uses therefore shielding measures are incorporated into the lighting design.

ARCEOS™ ARS SERIES SURFACE/CEILING/GARAGE	Cat.#		 HUBBELL Outdoor Lighting
	Job	Type	
			Approvals

SPECIFICATIONS

Intended Use:

Ceiling applications from eight to eighteen feet for surface, box or pendant mount. Applications include parking garage, walkway or building canopies, corridors, tunnels, large stairwells and other interior applications with ambient 40°C. A wide range of lumen packages and optical distributions are available making the ARS Series luminaire both versatile and functional.

Construction:

- Die cast aluminum housing features vertical fins for two directional air flow that maximizes heat dissipation and ensures long electrical component life and luminaire performance
- LED light engines and electrical compartment are thermally isolated with an air gap for optimum component performance and long life
- One piece molded silicone gasket ensures weather proof seal around each individual LED; Stamped stainless steel bezel provides mechanical compression to seal the optical assembly; 18L and 24L luminaires include finish (color) matching blanking bezel
- IP65 luminaire rating
- Vandal resistant polycarbonate and low brightness acrylic shield accessories available

LED/Optics:

- Light engine is hexagonal LED module containing 6 high output LEDs with PMMA acrylic lenses that create precise photometric performance
- Choice of multiple light outputs based on quantity of hexagonal LED arrays: 3 = 18 LEDs, 4 = 24 LEDs or 6 = 36 LEDs hexagonal LED modules, lumen range 4,000-9,700
- Four distribution types: Type V Square (5M), Type V Rectangular (5R), Type V Wide (5W) or Type IV (4)
- Type V Rectangular (5R) lenses provides low brightness "drive aisle optics" solution for low mounting height applications when the lens is oriented perpendicular to the flow of traffic
- Variety of color temperatures offered: 3000K (70CRI), 4000K (70CRI) or 5000K (70 CRI) CCT
- Each hexagonal light engine comes with a connector for easy replacement

Electrical:

- 120V-277V 50/60Hz, 42-86 Watts 700mA configurations. Drivers RoHS compliant and IP66
- 0-10V dimming drivers. Up to 113 lumens per watt. Designed and certified for 40°C ambient temperatures
- Thermal management protection device shuts driver/LED systems off when temperatures are too high. Operating temperature range -30°C/-22°F -40°C/104°F
- Surge protection - 20KA; Turns fixture off at end of life; Includes LED for end of life indication (see surge suppressor page 3)

Controls/Options:

- Occupancy Sensors, photocells controls available for on/off or dimming operation
- wiSCAPE in fixture wireless control module, features dimming, switching motion sensor
- Up light option available in 24L and 36L configurations

Installation:

Quick disconnect plate mounts over standard junction box and allows for simplified fixture installation. A 3/4" hub provides pendant stem mounting making the fixture adaptable to a variety of applications. Each mounting can be accomplished while maintaining a watertight seal. Four 1/2" conduit hubs allow side access as required. A pattern indicator on the mounting plate allows the installer to properly orient the fixture without energizing the light engines.

Listings:

Listed to UL 1598 for use in wet locations, 40° C ambient environments; Meets DesignLights Consortium (DLC) qualifications 4K & 5K models only. Consult DLC website for more details: <http://www.designlights.org/QPL>; IP65

Warranty:

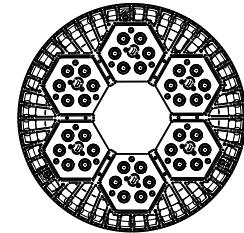
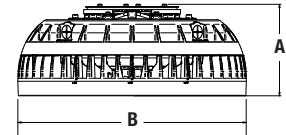
Five year limited warranty (for more information visit: <http://www.hubbelllighting.com/resources/warranty/>)

PRODUCT IMAGE(S)



Shown with motion control option

DIMENSIONS



A	B	Weight:
5.68"	14.00"	18 lbs
(144.22 mm)	(355.6 mm)	8.16 kg

CARTON DIMENSIONS

Length	Width	Height
15.88"	15.88"	7.5"

CERTIFICATIONS/LISTINGS



IP65



*3000K and warmer CCTs only

ORDERING INFORMATION ORDERING EXAMPLE: ARS-36L5K-070-5M-1-DB-PC

SERIES	NUMBER OF LEDS	LED COLOR	DRIVE CURRENT	IES DISTRIBUTION	VOLTAGE ²	FINISH	FINISH	OPTIONS
ARS	18L 18 LEDs 24L 24 LEDs 36L 36 LEDs	3K 3000K 4K 4000K 5K 5000K	070 700mA 083 833mA 105 1050mA	5M Type V Square 5R Type V Rectangle 5W Type V Wide 4 Type IV	U 120V-277V 1 120V 2 208V 3 240V 4 277V F ² 347V 5 ⁶ 480V	DB Bronze BL Black WH White PS Platinum Silver GR Gray	FG Forest Green (premium color) RD Red (premium color) CC Custom Colors (Consult factory)	F ² Fusing (voltage specified and determined by voltage field) UD Up light option, available in 24L and 36L only 700mA configuration only LMB Less mounting bracket (must order mounting bracket accessory) CS Comfort Shield SPC Vandal Shield

¹ 833mA only available in 18L, 1050mA only available with 24L, 120-277V only

² Specify voltage for voltage specific options

³ 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings; Must order minimum of one SCP-REMOTE to program dimming settings

⁴ One per LED module e.g. 3 = 18L, 4 = 24L, and 6 = 36L luminaires (see page 3)

⁵ PC option not applicable, included in sensor. For SCP, PC function turns on to lower setting until motion is detected

⁶ 24L and 36L 700mA configuration only, not available with UD or WIRSC options

See page 2 and 3 for Accessories.

CONTROL OPTIONS

WIR wiSCAPE, In-fixture wireless control module

WIRSC wiSCAPE, In-fixture wireless control module w/ occupancy sensor

CONTROL OPTIONS

- PC² Photocontrol (must specify voltage not available in 480V)
- SCP^{2,3,5} High/low control - for up to 20' mounting heights user programmable settings
- SCPW^{2,3,5} High/low control - wide lens for up to 8' mounting heights



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

© 2018 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com • Printed in USA



HUBBELL
Lighting

ARS-SPEC July 23, 2018 4:57 PM

ACCESSORIES/REPLACEMENT PARTS - Order Separately

Catalog Number	Description
ARS-SPC ⁴	Vandal shield (1 per LED module)
ARS-BS-XX ²	Bird shield
ARS-CS ⁴	Comfort shield - Reduces source brightness and imaging P95 acrylic with nominal 10% lumen reduction (1 per LED module)
ARS-MB-XX ⁴	ARS mounting bracket for pre-installation of mounting bracket (accessory for LMB option)
SCP-REMOTE ³	Remote control for SCP option; order at least on per project to program and control (not applicable for 347/480V)
SWUSB ^{***}	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node.
SWTAB ^{***}	Windows tablet and SiteSync interface software. Includes tablet with preloaded software, SiteSync license and USB radio bridge node.
SWBRG ⁺	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
93052458	20KA surge protection with an end of life LED indicator

⁴XX = Color Options: DB, BL, WH, PS and GR

²When ordering with SiteSync, one of the following interface options must be chosen an ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.

^{***} When ordering SiteSync at least one of these two interface options must be ordered per project.

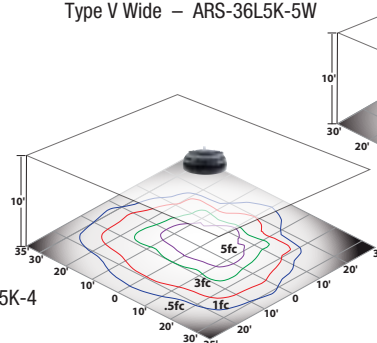
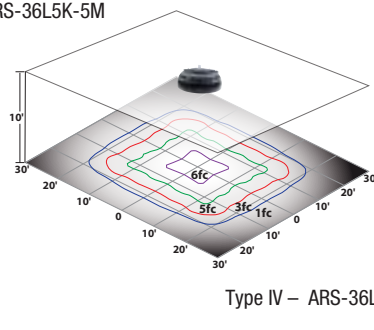
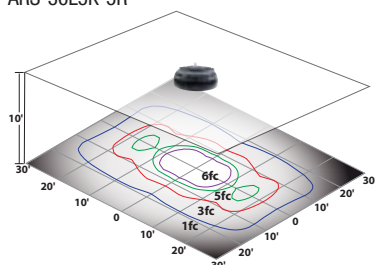
⁺ If needed, an additional Bridge Node can be ordered.

PHOTOMETRICS

Type V Rectangle
Drive Aisle Optic
ARS-36L5K-5R

Type V Square – ARS-36L5K-5M

Type V Wide – ARS-36L5K-5W



Type IV – ARS-36L5K-4

PERFORMANCE DATA

# LED'S	DRIVE CURRENT (MILLIAMPS)	SYSTEM WATTS	DISTRIBUTION TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
18	700mA	42	5M	4551	109	2	0	1	4376	105	2	0	1	4026	97	2	0	0
			5R	4727	113	2	0	2	4511	108	2	0	2	4150	100	2	0	2
			5W	4517	108	3	0	1	4182	100	3	0	2	3847	92	3	0	1
	833mA	54	5M	5401	100	2	0	1	5024	93	2	0	1	4622	85	2	0	1
			5R	5541	102	3	0	3	5179	96	2	0	2	4765	88	2	0	2
24	700mA	56	5W	5171	95	3	0	1	4881	90	3	0	2	4491	83	3	0	2
	1050mA	85	5M	6068	109	2	0	1	5835	105	3	0	1	5368	97	2	0	1
			5R	6303	113	3	0	3	6015	108	3	0	3	5534	100	3	0	3
			5W	6022	108	3	0	2	5576	100	3	2	3	5130	92	3	0	1
			5M	7888	93	3	0	1	7586	89	3	0	1	6979	82	3	0	1
36	700mA	86	5R	8194	97	3	0	3	7820	92	3	0	3	7194	85	3	0	3
			5W	7829	92	3	0	2	7249	85	3	0	2	6669	79	3	0	2
			5M	9391	109	3	0	1	8695	101	3	0	1	7999	93	3	0	1
			5R	9741	113	3	0	3	8962	104	3	0	3	8245	96	3	0	3
			5W	9100	105	4	0	2	8427	98	3	0	2	7753	90	3	0	2

¹Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

ELECTRICAL DATA

# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	SYSTEM POWER (w)	CURRENT (Amps)
18	1	700	120	41.7	0.35
			277		0.15
	1	833	120	54.2	0.45
			277		0.20
24	2	700	120	55.6	0.46
			277		0.20
			347		0.16
			480		0.12
	1	1050	120	84.8	0.71
			277		0.31
36	3	700	120	86.3	0.72
			277		0.31
			347		0.25
			480		0.18

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE	LUMEN MULTIPLIER
0° C	1.02
10° C	1.01
20° C	1.00
25° C	1.00
30° C	1.00
40° C	0.99

Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

© 2018 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com • Printed in USA



HUBBELL
Lighting

ARS-SPEC July 23, 2018 4:57 PM

PROJECTED LUMEN MAINTENANCE

AMBIENT TEMP.	0	25,000	50,000	TM-21-11 60,000	100,000	Calculated L70 (HOURS)
10°C / 50°F	1.01	1.00	0.99	0.99	0.97	>1,085,000
25°C / 77°F	1.00	0.99	0.98	0.98	0.96	>1,085,000
40°C / 104°F	0.97	0.96	0.96	0.95	0.94	>782,000

¹ Projected per IESNA TM-21-11 Data references the extrapolated performance projections for the **ARS-36LU-5K** base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

VERSATILE CONFIGURATIONS



ARS-18LU



ARS-24LU



ARS-36LU

MOUNTING OPTIONS & ACCESSORIES



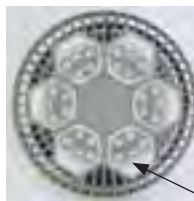
Specially designed internal hook and hinge allows easy access to wiring and internal components for easy installation



Pendant mount with 3/4" wiring hub; Bird shield accessory available; J-Box mounting slots and wire way accommodate 3 1/2" and 4" J-Box designs

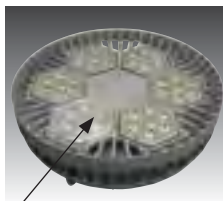


Four – 1/2" wiring hubs for surface conduit wiring and photocell option



ARS-SPC - Clear vandal shield installs over each hexagonal LED bezel with 3 provided screws, specify quantity when ordering:

- 3 for 18L
- 4 for 24L
- 6 for 36L



ARS-CS - Frosted comfort shield installs over each hexagonal LED bezel with 3 provided screws, improved uniformity and reduced LED brightness, specify quantity when ordering:

- 3 for 18L
- 4 for 24L
- 6 for 36L



Optional up light feature provides approximately 300 lumens of ambient light reducing the "cave effect" in parking garage applications (available in 24L and 36L, 700mA versions only)

SURGE PROTECTION

- Field replaceable surge protection device (SPD) provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3
- The SPD is designed with a clamping voltage of 1600V at 20KA using industry standard 8/20μs waveform
- Max surge current = 20,000 Amps (see table)
- LED Indicator – Green LED is unlit at end of life

Pulse Rating (8 x 20 μSec)	
Strikes	Surge
1	20,000 A
2	15,000 A
15	10,000 A
120	3,000 A

	cRUus	CE
I _n	10KA	5KA



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

© 2018 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com • Printed in USA



HUBBELL
Lighting

ARS-SPEC July 23, 2018 4:57 PM

CIMARRON LED CL1S

Cat.#

Job

Type



HUBBELL
Outdoor Lighting

Approvals

SPECIFICATIONS

Construction:

- Stylish vertically finned die-cast solid top housing for maximum heat dissipation; Stops collection of unsightly debris
- Rugged lower die-cast aluminum heat sink optimizes thermal management and optical performance
- One piece die-cut silicone gasket with mechanically compressed stainless steel bezel ensures weather proof seal around each individual LED for IP65 rating
- Backlight Control (BC) option available for 85% spill light reduction, doesn't change fixture appearance or EPA, recommended for Type III and Type IV distributions
- Weight - 19 pounds, EPA - .45 ft²

Optics:

- Choice of 126 high brightness LED configurations with individual acrylic lenses specially designed for IES Type II, III, IV and V distributions
- 3000K, 80 CRI; 4000K, 70 CRI; 5000K, 67 CRI, Turtle friendly Amber

Electrical:

- Universal input voltage 120-277 VAC, 50/60 Hz
- Ambient operating temperature -40° C to 40° C
- Drivers have greater than 90% power factor and less than 10% THD
- 700mA drive current standard, 350mA and 525mA options available with 32L and 48L LED models
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Surge protection – 20KA; Turns fixture off at end of life; Includes LED for end of life indication (see surge suppressor page 3)
- Optional 0-10VDC continuous dimming to 10%
- Automatic thermal self-protection
- LED electrical assembly, including PR devices, consumes no power in the 'off' state

Controls:

- Drivers are 0-10V dimming standard. Photocell and occupancy sensors available for complete on/off and dimming control

Installation:

- Quick-mount plate included for easy installation
- The decorative integral arm houses two stage hinge mechanism
- Safety latch holds luminaire door to prevent "free swing"
- Quick-connect wiring for simplified, hassle-free installation
- Suitable for applications requiring 3G testing prescribed by ANSI @136.31

Finish:

- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

Warranty:

Five year limited warranty, for more information visit:
<http://www.hubbelloutdoor.com/resources/warranty/>

Listings:

- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations
- 700mA models meet DesignLights Consortium (DLC) qualifications, consult DLC website for more details:
<http://www.designlights.org/QPL>
- IDA approved
- IP66

PRODUCT IMAGE(S)



48 LED 3/4 VIEW



16 LED

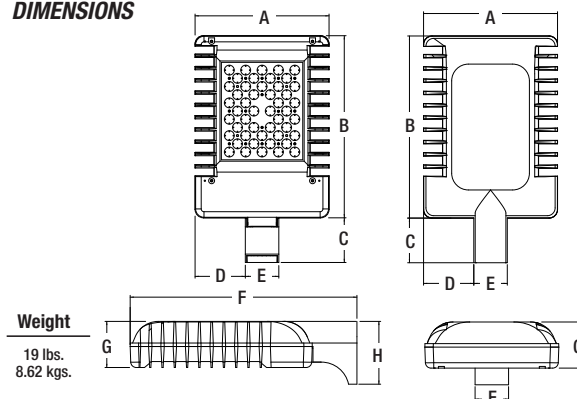


32 LED



48 LED

DIMENSIONS



Weight
19 lbs.
8.62 kgs.

CERTIFICATIONS/LISTINGS



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

© 2018 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com



HUBBELL
Lighting

CL1S-SPEC August 7, 2018 9:51 AM

ORDERING INFORMATION ORDERING EXAMPLE: CL1S-A-48LU-5K-3-DB-RPA3

SERIES	NO. OF LEDS	VOLTAGE	CCT	DRIVE CURRENT	OPTIONS
CL1S Cimarron LED Pedestrian Scale	16L 16 High brightness LEDs 32L 32 High brightness LEDs 48L 48 High brightness LEDs	U¹ Universal 120V-277V, 50/60 Hz 1 120V 2 208V 3 240V 4 277V 5 480V, 60 Hz F 347V, 60 Hz E 220V, 50 Hz	3K 3000K, 80 CRI 4K 4000K, 70 CRI 5K 5000K, 67 CRI	Leave blank for 700mA (standard) 035⁵ 350mA (32L, 48L) 053 525mA (32L) 520mA (48L)	BC³ Backlight control CD Continuous dimming F(X)² Fusing (replace X with voltage: 1-120V, 2-208V, 3-240V, 4-277V, 5-480V, F-347V) RPA3 3" Round pole adapter RPA4 4" Round pole adapter TB Terminal block WB Wall bracket 7PR Photocell receptacle
MOUNTING					
A 4" straight arm attached to housing complete with quick-mount plate					
DISTRIBUTION					
2 Type II 3 Type III 4 Type IV 5M Type V Medium 5S Type V Short 5W Type V Wide 2L Type II rotated left 3L Type III rotated left 4L Type IV rotated left 2R Type II rotated right 3R Type III rotated right 4R Type IV rotated right					
COLOR					
DB Dark Bronze BL Black WH White GR Gray PS Platinum Silver CC Custom Color					

Notes: 1 - Fuse option not available with universal voltage
2 - Select F3 fusing option for 220V
3 - Recommended for Type III and IV distributions only
4 - 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, must order minimum of one SCP-REMOTE control to program dimming settings (see accessories)
5 - Not available with WIR or WIRSC
6 - Not available with SCO, SCL, SCP or SCPW
7 - Specify mounting height; 8 = 8' or less, 40 = 9' to 40'
8 - Specify group and zone. See SiteSync product page www.hubbellighting.com/controls/SiteSync for more details
9 - 700MA only

PIR MOTION/OCCUPANCY CONTROL OPTIONS

- SCO^{6,7,9}** On/Off control (line voltage device not for use with 7PR receptacle option and external wireless control devices)
- SCL^{5,7}** Add-on occupancy sensor for use with ext. wireless control device connected thru 7PR receptacle. Consult control manufacturer for compatibility.
- SCP^{4,5,7}** Programmable dimming control (line voltage device not for use with 7PR receptacle option and external wireless control devices). A minimum of one SCP-REMOTE accessory remote control required for configuration; (Standard lens with greater sensitivity; motion detection radius equal to .75 X luminaire mounting height (approx. distance))
- SWP^{8,9}** SiteSync Pre-Commission
- SWPM^{7,8,9}** SiteSync Pre-Commission w/ Sensor

WIRELESS CONTROL OPTIONS

- WIR⁶** wiSCAPE Fixture Module, in-fixture relay for wireless lighting control
- WIRSC⁶** wiSCAPE Fixture Module, in-fixture relay for wireless lighting control and motion/occupancy control

Accessories and Services (Ordered Separately)

Catalog Number	Description
SCP-REMOTE	Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with preloaded software, SiteSync license and USB radio bridge node.
SWBRG	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
SW7PR*	SiteSync 7 Pin on fixture module On/Off/Dim, Daylight Sensor 120-480VAC

* When ordering SiteSync at least one of these two interface options must be ordered per project.
+ Available as a SiteSync retrofit solution for fixtures with an existing 7pin receptacle.

Hubbell Control Solutions - Accessories (sold separately)

Catalog Number	Description	HCS System
NXOFM-1R1D-UNV	On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with HubbNET Radio and Bluetooth® Radio, 120-480VAC	NX Distributed Intelligence™
WIR-RME-L	On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110-480VAC	wiSCAPE® Lighting Control

For additional information related to these accessories please visit www.hubbellcontrolsolutions.com. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

SiteSync 7-Pin Module



SW7PR

- SiteSync Features in a new form
- Available as an accessory for new construction or retrofit applications (with existing 7-Pin receptacle)
- Available on all products that have a 7-Pin receptacle
- Does not interface with occupancy sensors



PERFORMANCE DATA

				5K (5000K NOMINAL, 70 CRI)					4K (4000K NOMINAL, 70 CRI)					3K (3000K NOMINAL, 70 CRI)				
NUMBER OF LEDS	DRIVE CURRENT (MILLIAMPS)	SYSTEM WATTS	DISTRIBUTION TYPE	LUMENS	LPW*	B	U	G	LUMENS	LPW*	B	U	G	LUMENS	LPW*	B	U	G
16	700mA	38W	2	3937	104	1	0	2	3890	102	1	0	2	3096	81	1	0	2
			3	3971	104	1	0	2	3932	103	1	0	2	3116	82	1	0	1
			4	4021	106	1	0	1	3981	105	1	0	1	3155	83	1	0	1
			5S	4471	118	2	0	0	4427	117	2	0	0	3508	92	2	0	0
			5M	4430	117	2	0	1	4387	115	2	0	1	3485	89	2	0	0
			5W	4053	107	3	0	1	4013	106	3	0	1	3461	91	3	0	1
32	350mA	38W	2	4142	109	1	0	2	4102	108	1	0	2	3250	86	1	0	2
			3	4167	110	1	0	2	4126	109	1	0	2	3271	86	1	0	1
			4	4221	111	1	0	1	4179	110	1	0	1	3311	87	1	0	1
			5S	4692	123	2	0	0	4645	122	2	0	0	3682	97	2	0	0
			5M	4651	122	2	0	1	4604	121	2	0	1	3649	96	2	0	1
			5W	4255	112	3	0	1	4212	111	3	0	1	3337	88	2	0	1
32	525mA	56W	2	5855	105	2	0	3	5797	104	2	0	3	4595	82	1	0	2
			3	5889	105	2	0	2	5831	104	2	0	2	4622	83	1	0	2
			4	5963	106	1	0	2	5905	105	1	0	2	4679	84	1	0	2
			5S	6633	118	2	0	0	6567	117	2	0	0	5205	93	2	0	0
			5M	6572	117	3	0	1	6507	116	3	0	1	5157	92	2	0	1
			5W	6012	107	3	0	2	5954	106	3	0	2	4717	84	3	0	1
48	350mA	55W	2	6187	112	2	0	3	6126	111	2	0	3	4855	88	1	0	2
			3	6492	118	2	0	2	6428	117	2	0	2	4885	89	1	0	2
			4	6304	115	1	0	2	6242	113	1	0	2	4946	90	1	0	2
			5S	7010	127	3	0	0	6941	126	3	0	0	5500	100	2	0	0
			5M	6947	126	3	0	1	6878	125	3	0	1	5451	99	3	0	1
			5W	6353	116	3	0	2	6291	114	3	0	2	5409	98	3	0	2
32	700mA	76W	2	7751	102	2	0	3	7674	101	2	0	3	6082	80	2	0	3
			3	7767	102	2	0	2	7694	100	2	0	2	6119	81	2	0	2
			4	7896	104	1	0	2	7818	103	1	0	2	6196	82	1	0	2
			5S	8780	116	3	0	0	8693	114	3	0	0	6894	91	3	0	0
			5M	8700	114	3	0	1	8614	113	3	0	1	6827	90	3	0	1
			5W	7959	105	3	0	2	7881	104	3	0	2	6245	82	3	0	2
48	525mA	82W	2	8585	105	2	0	3	8500	104	2	0	3	6736	82	2	0	3
			3	9010	110	2	0	3	8920	109	2	0	3	6777	83	2	0	2
			4	8747	107	1	0	2	8660	106	1	0	2	6863	84	1	0	2
			5S	9725	119	3	0	0	9629	117	3	0	0	7630	93	3	0	0
			5M	9637	118	3	0	2	9541	116	3	0	2	7563	92	3	0	1
			5W	8816	108	4	0	2	8729	106	4	0	2	7506	92	3	0	2
48	700mA	110W	2	11713	106	3	0	3	11597	105	3	0	3	9191	84	2	0	3
			3	12293	112	3	0	3	12171	111	3	0	3	9247	84	2	0	3
			4	11935	108	2	0	3	11816	107	2	0	3	9364	85	2	0	2
			5S	13269	121	3	0	0	13138	119	3	0	0	10411	95	3	0	0
			5M	13149	120	4	0	2	13019	118	4	0	2	10317	94	3	0	2
			5W	12028	109	4	0	3	11910	108	4	0	3	9409	86	4	0	2

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment, application and inherent performance tolerances of the electrical components.

PROJECTED LUMEN MAINTENANCE

AMBIENT TEMP.	0	25,000	50,000	*TM-21-11 60,000	100,000	CALCULATED L70 (hours)
25°C / 77°F	1.00	0.98	0.96	0.96	0.94	>675,000
40°C / 104°F	0.98	0.96	0.95	0.94	0.92	>556,000

* Nichia 219B, 700mA, 85°C Ts, 10,000hrs

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT DATA		
TEMP		LUMEN MULT.
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98
50°C	122°F	0.98



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

© 2018 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com • Printed in USA **FML14-SPEC August 7, 2018 9:51 AM**



HUBBELL
Lighting

ELECTRICAL DATA

NUMBER OF LED's	NUMBER OF DRIVERS	Drive Current [milliamps]	INPUT VOLTAGE (VOLTS)	OPER. CURRENT [AMPS]	SYSTEM POWER [WATTS]	IN-RUSH CURRENT (AMPS)
16	1	std. (700mA)	120	0.32	37.8	
			277	0.15	37.5	
			347			
			480			
32	2		120	0.63	75.5	
			277	0.29	74.8	
			347			
			480			
48	3		120	0.95	110.5	
			277	0.44	110.9	
			347			
			480			

Consult factory for 350mA and 520mA electrical data

ACCESSORIES/REPLACEMENT PARTS - Order Separately

CATALOG NUMBER	DESCRIPTION
SCP-REMOTE	Remote control for SCP option. Order at least one per project to program and control
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node.
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with preloaded software, SiteSync license and USB radio bridge node.
SWBRG+	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
93052458	20KA surge protection with an end of life LED indicator

* When ordering SiteSync at least one of these two interface options must be ordered per project.

+ If needed, an additional Bridge Node can be ordered.

PHOTOCONTROL EQUIPMENT

CATALOG NUMBER	DESCRIPTION
PTL-1	Photocontrol - twist-lock cell (120V)
PTL-8	Photocontrol - twist-lock cell (120-277V)
PTL-5	Photocontrol - twist-lock cell (480V)
PTL-6	Photocontrol - twist-lock cell (347V)
PSC	Shorting cap - twist-lock

MOUNTING ACCESSORIES

CATALOG NUMBER	DESCRIPTION
CL1S-RPA3-ACC-XX ¹	Round pole adapter for straight arm (3¼ - 3¾")
CL1S-RPA4-ACC-XX ¹	Round pole adapter for straight arm (3¾ - 4½")
WB-AREA-XX	Wall bracket

¹ Replace XX with color choice, eg.: DB for Dark Bronze

TENON TOP POLE BRACKET ACCESSORIES

(2 3/8" OD tenon, RSS version requires 4" round pole adapter)

Catalog Number	Description
SETA2-XX ¹	Square pole tenon adapter (4 at 90 degrees)
RETA2-XX ¹	Round pole tenon adapter (4 at 90 degrees)
TETA-XX ¹	Triangular pole tenon adapter (3 at 120 degrees)

¹ Replace XX with color choice, eg.: DB for Dark Bronze

SURGE PROTECTION

- Field replaceable surge protection device (SPD) provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3
- The SPD is designed with a clamping voltage of 1600V at 20KA using industry standard 8/20µs waveform
- Max surge current = 20,000 Amps (see table)
- LED Indicator – Green LED is unlit at end of life

Pulse Rating (8 x 20 µSec)	
Strikes	Surge
1	20,000 A
2	15,000 A
15	10,000 A
120	3,000 A

	cRUus	CE
I _n	10KA	5KA



HUBBELL
Outdoor Lighting

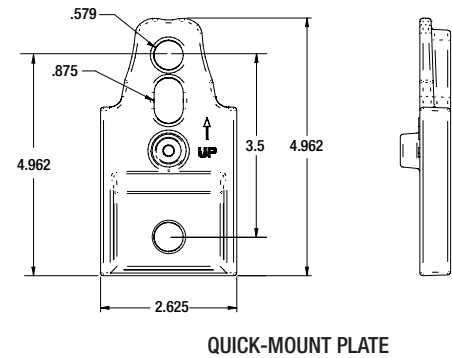
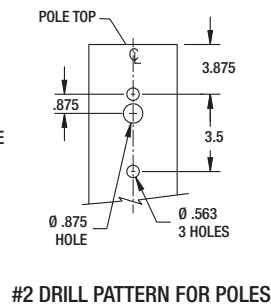
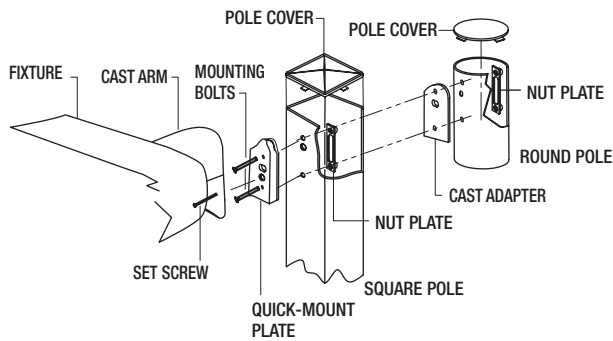
Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

© 2018 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com • Printed in USA **FML14-SPEC August 7, 2018 9:51 AM**



HUBBELL
Lighting

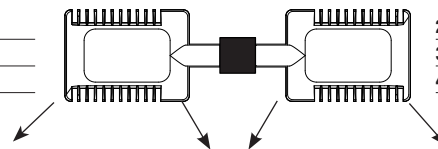
FIXTURE MOUNTING



FIXTURE MOUNTING – FACTORY ROTATED OPTICS

For proper light distribution and performance, rotated optics must be mounted as referenced in illustration. Consult instruction sheet included when mounting.

- 2L Type II rotated 90° left
- 3L Type III rotated 90° left
- 4L Type IV rotated 90° left

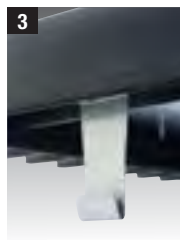


- 2R Type II rotated 90° right
- 3R Type III rotated 90° right
- 4R Type IV rotated 90° right

QUICK MOUNT INSTALLATION

The Cimarron CL1S installation features:

- 1 Quick-mount plate attaches to pole with two 3/4" bolts
- 2 4 - slot hex 1/4" captured screws secure luminaire door to top
- 3 Safety-latch holds luminaire door to prevent "free swing" door
- 4 Two stage hinge mechanism built into integral arm
- 5 Quick-connect wiring for a simplified, hassle-free installation



For installation video
scan this code or
visit link below:



<http://www.youtube.com/user/hubbelloutdoorbrands>



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000
Due to our continued efforts to improve our products, product specifications are subject to change without notice.
© 2018 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com • Printed in USA



HUBBELL
Lighting

CL1S-SPEC August 7, 2018 9:51 AM

**PGN****High Performance LED Sconce**

Catalog Number	
Comments	Type

FEATURES**Application**

The PGN is an indoor or outdoor architectural high performance LED sconce which offers "Normally On" and emergency operation in one fixture. "Normally On" operation is powered by line voltage (120 or 277) that can be switched on/off and used for accent lighting, entrance/exit illumination. Failure of line voltage will result in automatic operation from secondary DC voltage which must be supplied from an external 6-12V DC emergency lighting unit. The PGN includes a field installable full cut-off shield to address "dark sky" compliant requirements.

Construction

Housing and mounting plate are constructed of 1/8" die-cast aluminum and sealed with a 1/8" closed-cell silicone gasket. The acrylic lens allows 92% light transmission. The reflector is electro-polished aluminum with 95% reflectance. Housing finish is powder coated electro-deposition paint available in four colors: dark bronze, white, platinum silver and black. Full cut-off shield constructed of cold-rolled steel, painted to match color as ordered.

Installation

Universal backplate knockouts for mounting to standard 3 1/2", 4" octagonal and 4" square electrical boxes. Backplate mounting is performed using installer supplied hardware. An adhesive-backed neoprene gasket is provided to ensure a waterproof seal. A 1/2" - 1/4" NPT threaded conduit opening is provided at the top of the enclosure and sealed with a closure plug. The housing "snaps" to the back plate by a "pin and socket" arrangement, and is secured with two Phillips head screws.

Illumination

The unit is illuminated by 4 high power LED's arranged so that in the event of 1 or 2 LED failures the unit will continue to operate.

Compliances

UL 924 Listed
UL Wet Location Listed
NFPA 101 Life Safety Code
NFPA 70 National Electrical Code
OSHA
IES full cut-off compliant with application of field installed shield
U.S. Patent No. D627,916

Warranty

Three-year warranty for unit and electronics

**ORDERING GUIDE****PGN**

Model

Finish

W - White
Z - Dark Bronze
P - Platinum Silver
B - Black



**PGN****High Performance LED Sconce****SPECIFICATIONS****Electronics**

The PGN has two modes of operation:

Normal mode: In normal mode, power is supplied from 120V or 277V AC source and may be switched on/off allowing the unit to behave like a typical luminaire.

Emergency mode: Upon failure of normal utility power, an external (6-12VDC) emergency power source (supplied separately) having transfer logic will operate the PGN as an emergency unit. In order for the unit to function properly as emergency lighting (NEC 700.12), the DC emergency source must be powered (under normal conditions) from the same AC circuit as that to the unit.

Number of Lamps: Four High Output LEDs

LED Lamplife: 48,000 hrs. at 70% of initial

Lamp Configuration: 4 individually driven LEDs provide illumination. In the event of 1 or 2 LED failures, the remaining LED's will continue to function.

Lamp Color: Neutral White, 4000K

Color Rendering Index (CRI): 75

Total Lamp Output: 445 Lumens min. initial

Input: 120/277VAC, 60 Hz. "Normal"

6-12VDC "Emergency"

Functional Circuitry: Transient surge protection

Operating Temperature Range

-30°C to 50°C (-22°F to 122°F)

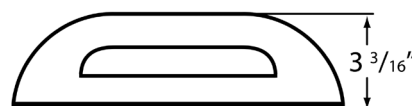
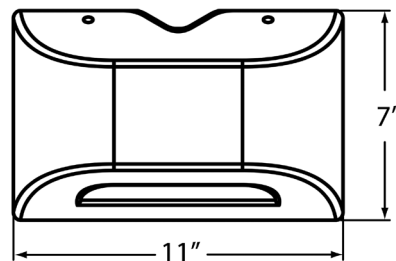
Power Consumption:**Normal**

17W @ 120VAC, 17W @277VAC

Emergency

12W @ 6VDC, 13W @12VDC

Power Factor: Average .80 (lagging)

DIMENSIONS**COMPATIBLE EMERGENCY UNITS**

		6 V DC	12V DC	120/277 VAC	Remote Capacity	# of PGN
Combo⁽¹⁾	HCXURWRC12	✓			12 W	1
	HCXURW-0-RC12	✓			23 W	1
Unit⁽¹⁾	LZ30	✓			20 W	1
	LZ65	✓			55 W	4
	LM33	✓			18 W	1
	LM40	✓			25 W	2
	LM40-12V		✓		25 W	2
	AS80	✓			65 W	5
Inverter	LiteGear® LG125			✓	125 Va	6

⁽¹⁾ Each instance assumes standard lamp-heads are used on the unit, except the **HCXURW-0-RC12**, which is supplied without lamp heads.

ILLUMINATION PATTERN**Single Unit Coverage**

Mounting Height: 9'

Outdoor Reflectance: 0/30/10

Indoor Reflectance: 80/50/20



	Indoor	Outdoor
1 FC Average (W x D)	35' X 10'	29' X 10'
1 FC Minimum (W x D)	11' X 10'	10' X 10'

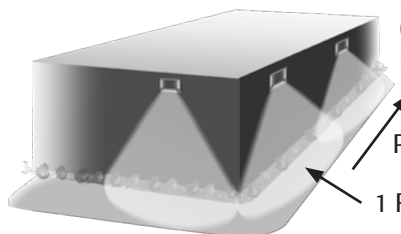
Multiple Unit Spacing

Mounting Height: 9'

Illuminated Path Depth: 6'

Outdoor Reflectance: 0/30/10

Indoor Reflectance: 80/50/20



Path of Egress

1 FC Average

	Indoor	Outdoor
1 FC Average	49'	37'
1 FC Minimum	19'	16'

GEOPAK SERIES SIZE 1 LED

Architectural Wallpack
TRP1/RD11/QSP1

NEW

Cat.#

Job

Type



HUBBELL
Outdoor Lighting

Approvals

SPECIFICATIONS

APPLICATIONS

- Small sized architectural wallpacks in three stylish shapes with molded contours to accentuate building architecture. Provides excellent illumination in energy-saving LED systems.
- Back box accessory available for surface conduit application.

Construction:

- Housing is made from die-cast aluminum with a hinged back-plate for ease of installation and maintenance.
- The LED bezel and trim-plate are made of stainless steel.
- Five powder coat standard finishes, plus custom color options.
- Wet Location Listed to UL924 and UL1598 Standard.

LED:

- 12 high power LEDs delivering up to 3,000 lumens.
- Up to 118 lumens per watt
- Type II, III and IV distributions for a wide variety of applications.
- Zero uplight (UO), dark sky, neighbor friendly

Electrical:

- 120-277 operation, 50/60Hz
- 0-10V dimming driver standard
- 10kA surge protector
- Photocell and occupancy sensor options available for complete on/off and dimming control

Battery Backup:

- Integral Battery Backup provides emergency lighting for the required 90 minute path of egress.
- Includes a long-life Lithium Iron Phosphate battery with optional battery heater for cold temperature application.
- Utilizes 4 LEDs in emergency mode with 657 lumens. Each of the 4 LEDs in emergency are designed to function independently in the unlikely event of a single LED malfunction
- Spectron® self-testing/self-diagnostic electronics are included standard
- Independent dedicated driver and LED array for battery/emergency mode operation.

Installation:

- Universal plate for mounting to standard 3 1/2" and 4" square electrical boxes. All connections are made from connections at the rear of the unit.
- Optional back-box accessory available for surface conduit application. See BB-Geo accessories.

Listings:

- UL 1598 listed for use in wet locations
- Drivers IP66 and RoHS compliant
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org

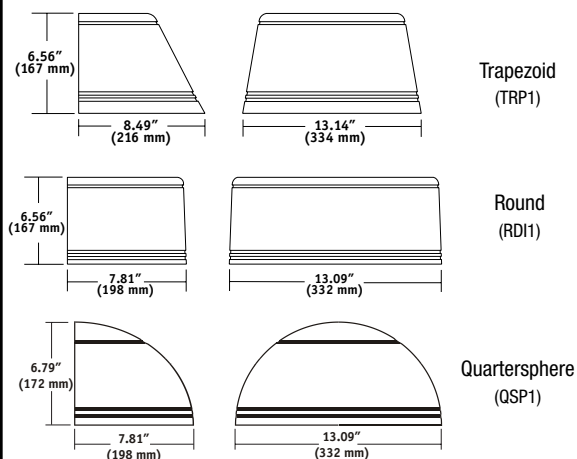
Warranty:

- For more information visit:
<http://www.hubbelloutdoor.com/resources/warranty/>

PRODUCT IMAGE(S)



DIMENSIONS



SHIPPING INFORMATION

Catalog Number	Weight (lbs)	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
TRP1	11.5	17.0	9.9	10.0
RD11	11.5	18.0	11.0	9.25
QSP1	10.5	17.0	9.6	10.5

CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only



ORDERING INFORMATION

ORDERING EXAMPLE: TRP-12L-20-4K-3-1-BL-SCP-EH

HOUSING	VERSION	WATTAGE	CCT/CRI	DISTRIBUTION	VOLTAGE	FINISH	CONTROL OPTIONS	OPTIONS
TRP1 Trapezoid	12L 12 LEDs	15 15 watts	3K7 3000K, 70CRI	2 Type II	U 120-277	BL Black	PCU Button Photocell	F ⁴ Fusing (only available with STD fixture configuration, 120-277V only)
RD11 Radius		20 20 watts	4K7 4000K, 70CRI	3 Type III	1 120	DB Bronze	SCP ^{2,3} Programmable Motion Sensor	E ¹ Battery Pack (0°C)
QSP1 Quartersphere		30 30 watts	5K7 5000K, 70CRI	4 Type IV	2 208	GR Gray	SPECIFY SCP HEIGHT	EH ¹ Battery Pack (-30°C) with heater
					3 240	PS Platinum		
					4 277	WH White		
						CC Custom	8F Up to 8ft mount height	
							20F Up to 20ft mount height	

¹ Voltage specific (120 or 277V only)

² Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120-277V only

³ PCU option not applicable, included in sensor

⁴ Must specify input voltage (120, 208, 240 or 277)



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

© 2016 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com • Printed in USA

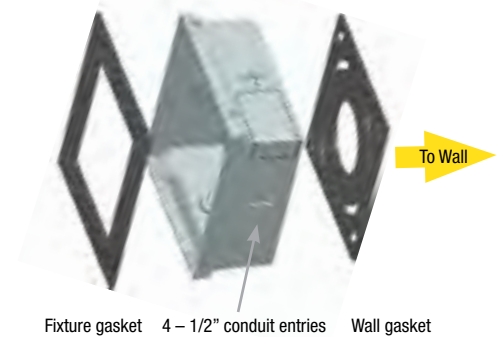
TRP1/RD11/QSP1-SPEC
JUNE 1, 2018 8:51 AM

ACCESSORIES - Order separately

Catalog Number	Description
SCP-REMOTE ²	Remote control for SCP option. Order at least one per project to program and control.
BB-GE0-XX	Back box with 4 - 1/2" threaded conduit holes, specify finish by replacing "XX" with finish selection, eg. Dark Bronze "DB"

² Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120V-277V only

BB-GE0-XX



BB-GE0-XX – Mounted to luminaire

PERFORMANCE DATA (AC/Standard Configurations)

# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	DIST. TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
12	350mA	13.9	2	1635	118	1	1	1	1577	113	1	1	1	1497	108	1	1	1
			3	1613	116	1	0	1	1556	112	1	0	1	1477	106	1	0	1
			4	1607	116	0	0	1	1550	111	0	0	1	1471	106	0	0	1
	500mA	19.9	2	2268	114	1	1	1	2176	109	1	1	1	2077	104	1	1	1
			3	2245	113	1	0	1	2140	108	1	0	1	2049	103	1	0	1
			4	2229	112	0	0	1	2150	108	0	0	1	2041	103	0	0	1
	700mA	28.2	2	2942	104	1	1	1	2885	102	1	1	2	2721	96	1	1	1
			3	2912	103	1	0	1	2836	101	1	0	1	2685	95	1	0	1
			4	2892	103	1	0	1	2789	99	1	0	1	2674	95	1	0	1

Electrical Data

Input Power Consumption

Drive Current (mA)	Input Voltage (V)	System Power (w)	Current (Amps)
350mA	120	13.9	0.12
	277		0.05
500mA	120	19.9	0.17
	277		0.07
700mA	120	28.2	0.24
	277		0.10

Battery backup units consume additional power during charging (maximum 32.2 watts for E, 50.7 watts for EH)

Projected Lumen Maintenance

Ambient Temp.	Operating Hours					L70 (hours)
	0	25,000	50,000	TM-21-11 ¹	100,000	
25°C/77°F	1.00	0.98	0.97	0.95	0.91	>345,000
40°C/104°F	1.00	0.96	0.95	0.92	0.87	>268,000

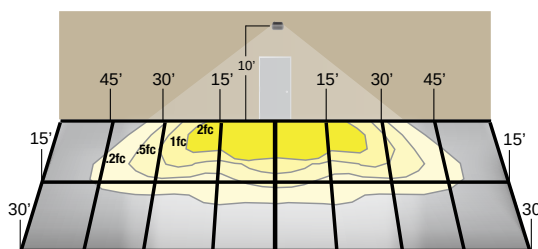
LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE	LUMEN MULTIPLIER
0° C	1.02
10° C	1.01
20° C	1.00
25° C	1.00
30° C	1.00
40° C	0.99
50° C	0.98

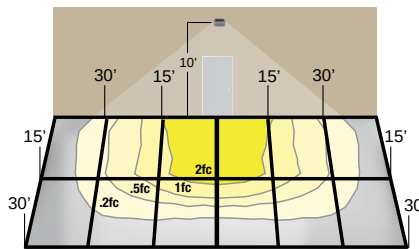
Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

PHOTOMETRIC REPORTS

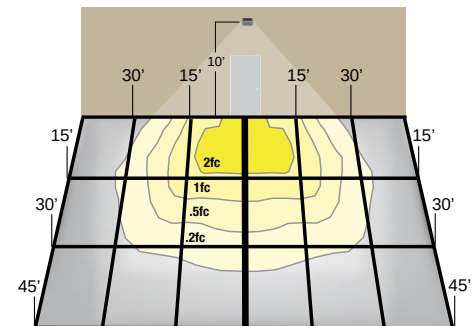
(30w, 4000K shown)



TYPE II



TYPE III



TYPE IV (Forward throw)

GeoPak - Battery Back Up

Functional Circuitry: Transient surge protection device on AC input. Upon failure of the normal utility power, an LED driver is automatically activated to power the emergency LEDs. Upon resumption of normal utility power, the LED driver is turned off, and the battery is recharged through a micro-controller based 3-stage charger. The battery is a maintenance-free Lithium Iron Phosphate (LiFePo) type. A low voltage battery disconnect (LVD) feature protects the battery from severe damage during prolonged power failures. Manual testing is available at any time using the push-to-test button. The optional heater features a heating wrap and thermostat to maintain optimal battery temperature during charge or discharge. The GeoPak includes the following features:

- Battery re-charge within 24 hours
- AC Lock-out circuit
- Self-diagnostics monitors LED status, LED driver circuit, battery capacity and charger function and displays any fault detection by means of a flashing code.

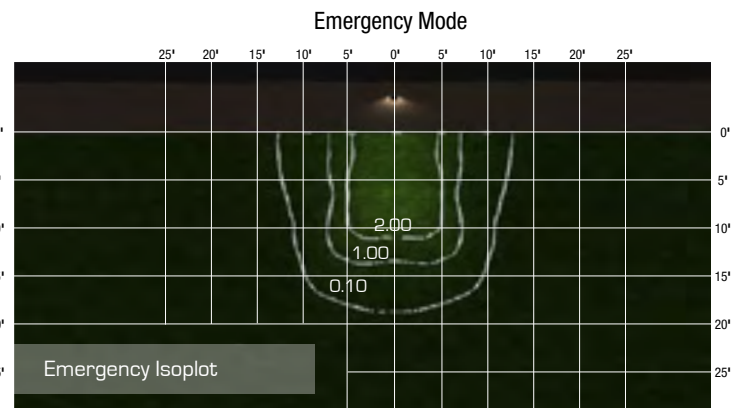
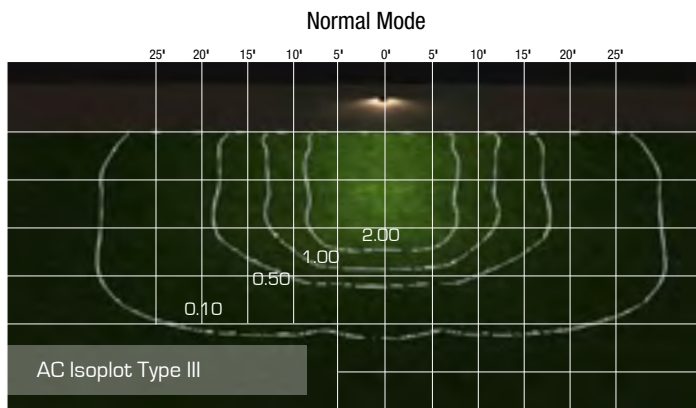
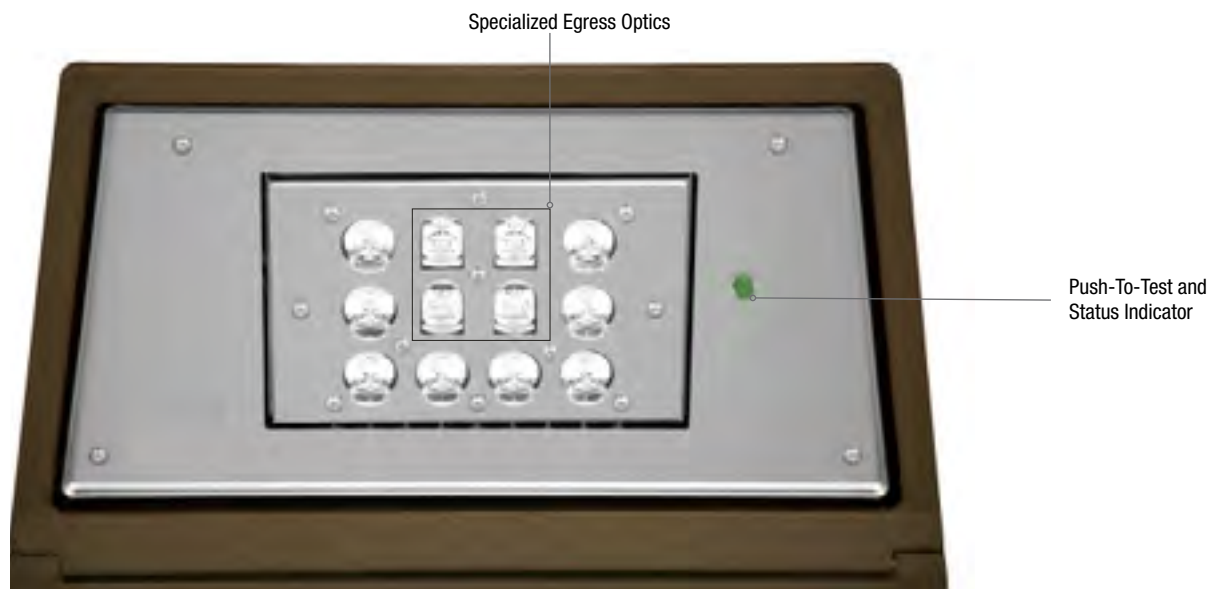
Emergency Photometric Performance (1 fc average .1 fc minimum)

28' multi-unit spacing at 10' MH with 0/30/10 reflectances on a 6' path

26' x 10' single unit coverage at 10' MH with 0/30/10 reflectances

6' x 19' forward throw coverage at 10' MH with 0/30/10 reflectances

- Self-Test feature runs a 1 minute test once a month and an alternating 30 or 60 minute test once every 6 months. Multi-color LED indicator provides visible fault detection and charging status.
- User initiated 1, or 90-minute system test feature
- 15 minute re-transfer delay
- Automatic unit transfer in brown-out conditions (below 80% of nominal AC input voltage).
- Battery backup units consume 6 watts when charging a dead battery and 2 watts during maintenance charging. EH (units with a heater) consume up to an additional 8 watts when charging if the battery temp is lower than 10°C



Provides Life Safety Code average illuminance of 1.0 fc. Assumes open space with no obstructions.

Diagrams for illustration purposes only, please consult factory for application layout.



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

© 2016 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com • Printed in USA

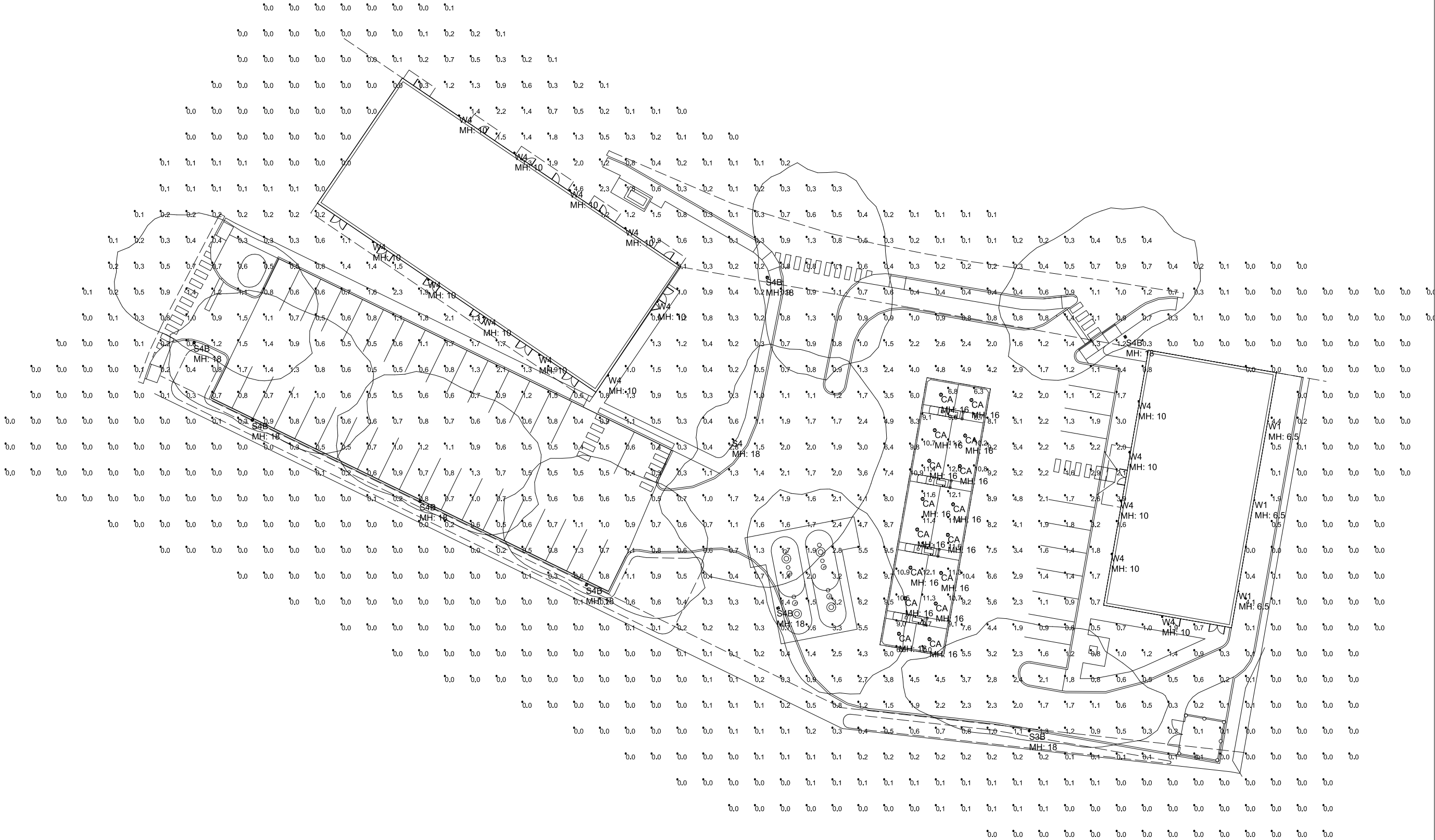
TRP1/RD11/QSP1-SPEC
JUNE 1, 2018 8:51 AM

Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
PUMPS	10.18	12.1	6.3	1.6	1.9
SITE	0.81	10.9	0.0	N.A.	N.A.
RETAIL PARK	0.77	2.1	0.3	2.6	7.0

PUMP CANOPY LIGHTS "ON"

Luminaire Schedule (note fixture catalogue numbers are not complete)					
Type	Qty	Lum. Lumens	LLF	Lum. Watts	Description
CA	16	4915	0.900	55.6	ARS-24L4K-070-5M-CS
S3B	1	3561	0.900	56	CL1S-32L-4K-3-053-BC
S4B	7	2801	0.900	38	CL1S-32L-4K-4-035-BC
S4	1	5905	0.900	56	CL1S-32L-4K-4-053
W1	3	413	0.900	17.7	PGN WITH Full Cutoff Visor
W4	15	1550	0.900	13.9	TRP1-12L15-4K7-4

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS MAY or MAY NOT SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
 - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE WITHOUT REFLECTIONS OR OBSTRUCTIONS UNLESS OTHERWISE INDICATED.
 - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
 - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY APPEAR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.



PLAN VIEW

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. NO PART OF THIS DRAWING IS TO BE USED FOR ANY PURPOSE OTHER THAN AS DETAILED HEREON. ANY REPRODUCTION OR TRANSMISSION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF SWANEY LIGHTING ASSOCIATES IS EXPRESSLY PROHIBITED. ANY VARIATION IN FIXTURE PERFORMANCE FROM THE PERFORMANCE SHOWN IN THIS FILE IS NOT THE RESPONSIBILITY OF THE MANUFACTURER, ITS USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES.

SWANEY LIGHTING ASSOCIATES, INC.

SEBAGO TECH
SCALE NOT TO SCALE

DATE: 8/8/2018
PAGE 1 OF 1

GENERATED FOR:
PINE STATE FAMILY MART
PORTLAND, ME
SITE LIGHTING LAYOUT

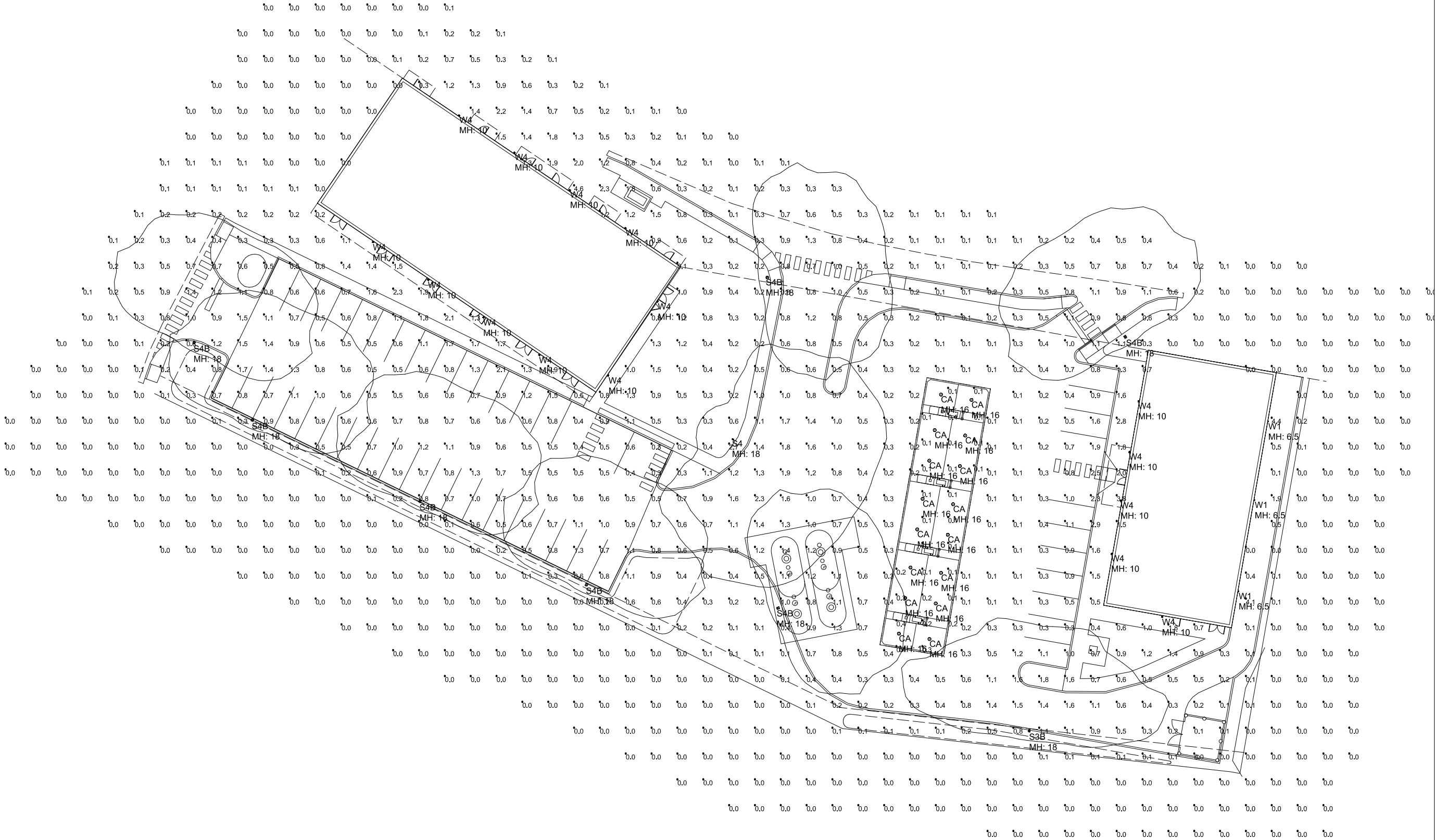
GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com
SITE 39214 .AGI

Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
PUMPS	0.15	0.4	0.1	1.5	4.0
SITE	0.40	4.6	0.0	N.A.	N.A.
RETAIL PARK	0.77	2.1	0.3	2.6	7.0

PUMP CANOPY LIGHTS "OFF"

Luminaire Schedule (note fixture catalogue numbers are not complete)					
Type	Qty	Lum. Lumens	LLF	Lum. Watts	Description
CA	16	4915	0.900	55.6	ARS-24L4K-070-5M-CS
S3B	1	3561	0.900	56	CL1S-32L-4K-3-053-BC
S4B	7	2801	0.900	38	CL1S-32L-4K-4-035-BC
S4	1	5905	0.900	56	CL1S-32L-4K-4-053
W1	3	413	0.900	17.7	PGN WITH Full Cutoff Visor
W4	15	1550	0.900	13.9	TRP1-12L15-4K7-4

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS MAY or MAY NOT SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
 - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE WITHOUT REFLECTIONS OR OBSTRUCTIONS UNLESS OTHERWISE INDICATED.
 - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
 - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY APPEAR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.



PLAN VIEW

08: Financial Capability

Demonstration of financial capability will be submitted under separate cover.

34: Noise and Vibration (14-526(d)7)

- Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
 - (i), (ii) All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will meet applicable state and federal emission requirements and generator testing timing and noise levels shall be performed in accordance with City standards. A temporary submittal waiver from manufacturer verification of emissions is requested. A waiver from standards is not requested and the information will be submitted under separate cover when the design is finalized.

09: Technical Capability

The applicant has retained Sebago Technics, Inc., a consulting engineering firm, to assist in all aspects of the proposed site development. A firm introduction and key personnel resumes are included in this section.

Introduction to Sebago Technics, Inc.



Year Established: 1981 (36 years in business)

About Us: Sebago Technics, Inc. (STI) is a consulting firm of more than 65 design professionals and technical staff providing services throughout New England. From the start, our business plan was simple: “to provide quality, cost-effective civil engineering services that are responsive to a customer’s goals, schedule and budget.” Our One Company capabilities and resources provide clients with experience and solutions to respond to their planning, permitting and design needs.



Structure: Employee-owned since 1998

Services: Civil, environmental, transportation & traffic engineering; municipal engineering; local/state/federal permitting and planning; land surveying & laser scanning; GIS; landscape architecture; environmental services; and natural resources.

Employee Disciplines:

Professional Engineers, Civil Engineers, Transportation Engineers, Landscape Architects, Professional Land Surveyors, Survey Technicians, CADD Designers, Wetland Scientist, Soil Scientist, Construction Inspectors, Environmental Scientists, GIS Professionals, Marketing, Administrative & Financial



Professional Focus: Sebago Technics provides engineering and planning services to both public and private sector clients. In the municipal and government sectors we have provided multiple discipline services through General Services Contracts (GSC) and project specific contracts. A few examples include the Portland Jetport, City of Portland Public Services, City of South Portland, City of Lewiston, City of Westbrook and several smaller communities. Our municipal sector work includes street and utility infrastructure design, municipal facility planning and specialty work such as Island marine and solid waste planning & engineering.

Location: South Portland, ME



Geographic Service Area: Maine, New Hampshire, Vermont, Massachusetts

Web Site: www.sebagotechnics.com

JAMES R. SEYMOUR, PE

Senior Project Manager



Mr. Seymour has been with Sebago Technics, Inc. since 1993. His role encompasses management of projects relating to civil engineering designs for private residential and commercial developments, and providing planning and development review services for municipal clients. His specific engineering design experience includes roadways, sewer/utilities, stormwater management plans and permitting, sediment and erosion control plans, State and Federal wetland/environmental permits for residential and commercial developments.

Mr. Seymour has strong experience in providing municipal planning and permitting review services. He has consulted with planning, code enforcement, and public services departments to assist Planning Boards in various roles.

EXPERIENCE



Municipal Planning/Engineering Review Experience:

1998 - 2004: Consulted with the City of Portland, as Acting Development Review Coordinator providing engineering peer review services and onsite construction observations to assure compliance with approved plans.

1998 - 2008: Provided construction monitoring for the Town of Windham with responsibilities of reviewing bonding, stormwater management review, and provided and onsite construction observations/reports.

2008 - Present: Provided the Town of Casco planning services to assist the Planning Board with processing various site/subdivision applications, and prepared ordinance revisions, to the Shoreland Zoning per State requirements, and assisted in instituting a contract zone for Camp Sunshine.

2012 - Present: Mr. Seymour has been the consulting Planner for the Town of Raymond in charge of directing the Planning Board with processing various site/subdivision applications, coordinating new ordinance revisions, and maintains weekly hours at the Town for general planner assistance.

2011 - Present: Mr. Seymour has been the consulting engineer for the Town of Brunswick assisting the Town with peer reviews of site/subdivision applications, and has drafted new ordinance revisions.

2012 - Present: Mr. Seymour has been providing planning and engineering consultation to the Town of Poland on an as-needed basis to assist the Planning Board with plan reviews and drafting ordinances.

The variety of projects that Mr. Seymour has been involved with provides him with a well-balanced technical knowledge of planning and land use development issues and engineering experience. Additionally, his involvement with a variety of clientele gives him a unique and positive insight to successfully communicate and coordinate projects from design to construction stages.

EDUCATION



University of Maine, Orono, ME
Bachelor of Science, Civil Engineering

REGISTRATIONS

Professional Engineering:
Maine #9984

Certified Training for
Hazardous Waste Operations
40 hr. Training Compliance with OSHA
29CFR 1910.120

Certified Professional in Maintenance
and Inspection for Best Management
Practices by Maine DEP and Inclusion on
the Qualified Third Party Inspector List for
the Long Creek Watershed Management
District (May 2011)

MEMBERSHIPS

Former Town of Windham Planning Board
member

New England Sports Turf Manager's
Association (NESTMA)

Scarborough Little League Board of Directors
League - President
2015 to Present



DEREK H. CALDWELL, PE, PTOE

Transportation/Traffic Engineer



Mr. Caldwell joined Sebago Technics in 2016 as a Transportation/Traffic Engineer. He was previously employed by the Massachusetts Department of Transportation as a Traffic Engineer in the District Four office. Derek is a graduate of Worcester Polytechnic Institute with a B.S. in Civil Engineering and also has a M.S. in Transportation Engineering from the University of Massachusetts – Lowell.

He is proficient in the use of AutoCad, ArcGIS, Microstation, Synchro/SimTraffic and Vissim. Since joining the firm he has been actively involved in a variety of projects including traffic impact studies, traffic signal design, traffic signal operations, intersection design, and planning studies.

EXPERIENCE



Broadway at Evans Street and Lincoln Street – South Portland, ME: Design engineer for signal reconstruction project. Project involves two signalized intersections being modified from isolated to coordinated operation. Improvements are to address traffic operational efficiency as well as vehicle and pedestrian safety. Project completed under the MaineDOT Local Project Administration (LPA) program.

Route 108 Corridor Study – Dover, NH: Developed a VISSIM traffic simulation model to compare alternatives along an existing signalized corridor. The model contained multiple scenarios to include both signalized and roundabout traffic control.

Dirigo Plaza Off-Site Improvements – Portland/Westbrook, ME: Design of new traffic signals at five locations as part of mitigation for a major commercial development.

State of Maine Office Building – Augusta, ME: Traffic Impact Study for 125,000 square feet of new office space. Study including the analysis of an existing coordinated signal system.

383 Commercial Street – Portland, ME: Traffic Impact Study for hotel, residential and commercial mixed use development in Portland's Waterfront District. Study included alternatives analysis of proposed traffic signal configurations.

Municipal Peer Review Services– Portsmouth, Dover, Newington, and Somersworth, NH: Provide peer review of roadway plans and traffic studies for various municipalities.

CERTIFICATIONS

IMSA Work Zone Temporary Traffic Control Technician

ACI Concrete Field Testing Technician – Grade I

NETTCP Concrete Inspector

IMSA Traffic Signal Design/Engineering Technician Level II

IMSA Traffic Signal Construction Technician Level II

IMSA Traffic Signal Field Technician Level II

EDUCATION



Worcester Polytechnic Institute
Worcester, MA
B.S., Civil Engineering, 2008

University of Massachusetts - Lowell
Lowell, MA
M.S., Civil Engineering -
Transportation, 2013

MEMBERSHIPS

Institute of Transportation Engineers

REGISTRATIONS

Professional Engineer:
Maine #14400
Massachusetts #52626
New Hampshire #15272
Vermont #127175

Professional Traffic Operations
Engineer #4273



207.200.2053



DCALDWELL@SEBAGOTECHNICS.COM

SARAH A. HANF

Civil Engineer



Mrs. Hanf joined Sebago Technics, Inc. in 2017 as a Civil Engineer. With 7 years of experience in the civil engineering field Mrs. Hanf has been involved in a wide variety of projects in Maine and New Hampshire. Sarah has a vast experience within the education sector for primary and secondary schools. She has designed and permitted residential developments for private developers and college universities. Sarah has also been involved in private retail and commercial developments, municipal sewer separations and small roadway projects.

EXPERIENCE



Blueberry Lane Improvements – Falmouth, ME: Civil Engineer/Designer: Led the design team's efforts in coordinating with the Public Works Director and Town Engineer on a full-depth sidewalk reconstruction project with milling and overlay of 2800 LF of roadway in Blueberry Lane. Additional project work consisted of road-side parking spaces, lighting and utility upgrades. Sarah assisted the Town throughout the bidding process. The project is to be constructed this summer.

Bowdoin Park Row Residences – Brunswick, ME: Mrs. Hanf is currently working as a Civil Engineer/Designer for designing and permitting the addition of four three-story apartment buildings along Park Row on the Bowdoin Campus. Proposed site improvements supporting the housing consist of pedestrian walkways, patios, common areas, landscaping, and innovative stormwater treatment areas such as porous asphalt, permeable pavers and meadow basins.

The Residences at Clarks Pond – South Portland, ME: Mrs. Hanf was a lead engineer/assistant for designing and permitting a residential community consisting of four six-story residential buildings. Project work included site and parking layout, site circulation, and designated common areas. The proposed community had very particular requirements for utilities and it was determined that the use of subsurface soil filters would be needed for treatment due to site restrictions and portions of the property belonging to the Portland Water District.

Ottawa Road – Sewer Separation – South Portland, ME: Mrs. Hanf assisted in the phased sewer separation project in South Portland. Responsibilities included disconnecting foundation drains, trench drains to eliminate inflow, and repairing damages to reduce infiltration into the existing sanitary sewer system. Project work involved lining sewers mains, manholes, and repairing lateral connections, where damages were noted from video surveillance. Other project work involved drainage improvements, utility upgrades and resurfacing existing roadways.

Waterpark Expansion Phase II, Funtown/Splashtown USA - Saco, ME: Performed extensive site and stormwater drainage design and analysis for a water park expansion that included the addition of a restroom facility, restaurant, group event area, six new water slides, and a concrete deck for additional seating and lounging to obtain state environmental permitting. Project included careful selection and design of stormwater treatment in order to maximize usable space within the project boundary. Treatment included porous pavers, grassed underdrained soil filters and bioretention cells. Construction observation and construction administration tasks were also performed.

Falmouth Elementary School - Falmouth, ME: Civil engineer/design assistant for multi-year, multi-phase project including the complete redevelopment of an existing school campus and the construction of a 139,000 sf elementary school, including parking, circulation, community connectivity, and athletic fields. Site development constraints necessitated the use of innovative use of stormwater treatment methods to meet State requirements for stormwater runoff. Services included site selection and design, environmental permitting, creation of bidding documents, and construction administration.

EDUCATION



University of Maine, Orono, ME
Bachelor of Science,
Civil & Environmental Engineering
2007

CERTIFICATIONS

Maine DEP Certified BMP Inspector
(Pending)

MEMBERSHIPS

American Society of Civil Engineers
(ASCE)

SKILLS

AutoCAD – Civil 3D, HydroCAD,
SWMM Modeling, HEC-RAS



DANIEL M. DANVERS

Landscape Designer



Mr. Danvers joined Sebago Technics, Inc. in 2017 as a Landscape Designer. Dan graduated from The University of Rhode Island with a degree in Landscape Architecture. Mr. Danvers previously worked at a landscape design-build firm in Rhode Island, where he worked on design teams to complete residential and commercial projects while managing construction and horticulture crews. Dan also has experience with concept drawings, planting plans renderings, construction documents, and attending Town meetings.

Dan is skilled in SketchUp, Adobe Suite, and has over 10 years working with AutoCAD.

EXPERIENCE



Residence - South Portland, Maine

As a part of a larger team Dan designed hardscape and landscape elements for a coastal residence in South Portland.

Summer Camp and Recreational Facilities - Auburn, Maine

Developed a master plan concept for a woodland camp for the YMCA. Included sports fields, outdoor classrooms, pool, accessible hiking, and mountain biking trails.

Hop Yard- Arundel, Maine

Designed a site plan for a hop yard, brewery and distillery in Arundel. Including circulation, crop, and building studies for the client.

Single Family House - Portland, Maine

Sited, graded, and prepared permit drawings for a single family house lot in Portland.

Car Dealership - Scarborough, Maine

Developed a site plan, conceptual grading, and application documents for a car dealership in Scarborough.

CMCC Field Enhancements - Auburn, Maine

Generated a 3D fly-over and renderings of proposed work on campus.

Days Inn - South Portland, Maine

Performed analysis and conceptualization of site improvements and re-development of the existing hotel.

Apartment Complex Landscape - South Portland, Maine

As a part of a larger team, developed planting plan and landscape drawings for a proposed apartment complex in South Portland.

EDUCATION



University of Rhode Island
Kingston, RI

Bachelors of Landscape Architecture
2014

CERTIFICATIONS

Rhode Island Certified Horticulturist
Rhode Island Nursery and Landscape
Association, 2015

Certified Invasive Manager
Rhode Island Coastal Resource
Management Council, 2016

AFFILIATIONS

Rhode Island Nursery and Landscape
Associations, Executive Board
Member 2016 - 2018

American Society of Landscape
Architects 2012 - Present

Portland Society of Architects
Member 2017 - Present

Maine Chapter of the American
Society of Landscape Architects
2017 - Present



207.200.2125



DDANVERS@SEBAGOTECHNICS.COM

CHARLES D. MARCHESE, PLS

Director of Survey Operations



Mr. Marchese has over 40 years of experience in the land surveying field with an emphasis on boundary and engineering related projects. He joined Sebago Technics in November of 2009 after eighteen years with Civil Consultants as a survey project manager. Since joining Sebago Technics, Mr. Marchese has assisted with field and office duties relating to private, residential and public works projects. In his role as a Director, he continues to manage his survey team and provide the experience and knowledge necessary to provide quality and timely survey work to a wide variety of clients.

EXPERIENCE



During 1991 to 2009 while employed at Civil Consultants, Charlie worked on an assortment of boundary retracement surveys for various government agencies. This work included thirty-three miles of United States Forest Service boundary retracement in Lovell, Stoneham, Gilead and Bethel, Maine. Boundary work for the United States Fish and Wildlife Service comprised surveys for the acquisition of tracts for addition to the many refuges located throughout Maine and New Hampshire. The bulk of this work involved the establishment of the Lake Umbagog National Wildlife Refuge located in Errol, New Hampshire and localities along the shores of Lake Umbagog and its many waterways. This project ultimately surveyed in excess of 30,000 acres for inclusion within the National Wildlife Refuge System.

During the summers of 1994 through 1996 Charlie was the party chief for survey crews working on approximately 30 miles of boundary corridor survey along the Appalachian Trail for the National Park Service. This work involved surveying and monumenting the actual ownership lines of the lands surrounding the trail and other scenic areas owned by the National Park Service.

Charlie was the project surveyor, subcontracted through Sebago Technics, for the boundary and topographic survey associated with the Sanford, Maine site for the new Wal-Mart and Lowe's stores. He was responsible for the layout of the Wal-Mart site for Cleveland Construction throughout the building phase of the project. He has an extensive background in construction layout ranging from residential development to large scale retail and public works projects.

EDUCATION



The University of Maine, Orono, ME

Established 60 credit hours
towards Bachelor of Science in Civil
Engineering, 1976

Attended Business Administration
classes University of Maine, Portland

Annual seminars and meetings
pertaining to survey topics current to
continuing practice

CERTIFICATIONS

OSHA 10-hour Construction Safety
and Health

MEMBERSHIPS

Maine Society of Land Surveyors

National Society of Professional Land
Surveyors

REGISTRATIONS

Professional Land Surveyor:
Maine #2009



35: Signage and Wayfinding (14-526(d)8), if applicable

- Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff
- Proposed commercial and directional signage on site

All signage will meet applicable requirements of Division 22 of the City Code and the additional provisions of this section. The proposed directional signage table and locations are shown on the enclosed site plans.

Project identification signage has not been finalized and will be submitted under separate cover.

10: Transportation Analysis – Traffic Impact (14-526(a)1)

- Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts.
 1. In accordance with Transportation Standards – Impacts on Surrounding Street Systems, provision has been made for vehicle loading, unloading and parking and for vehicular and pedestrian circulation on the site and onto Forest Avenue. Please see the attached site plans for additional circulation information.
- Traffic Impact Study (Technical Manual, Section 1), if applicable.

Supplemental information, Section 7 Traffic Study dated April 22, 2019.



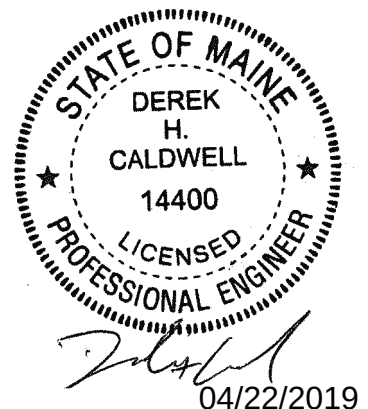
Section 7 Traffic Study Supplemental Information

**Chau Property Development
1884 Forest Avenue
Portland, Maine 04074**

Applicant:
Phuong Neang
75 Arcadia Street
Portland, Maine 04103

Prepared By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 4A
South Portland, Maine 04106

April 22, 2019



This document provides information supplemental to the previously submitted Traffic Movement Permit Sections 1-7, Revision 1 dated March 13, 2019 for the proposed convenience store/gas station and general retail development at 1884 Forest Avenue in Portland. This supplemental information is provided as discussed at the meeting held with City Staff and the Applicant on March 13, 2019.

Site Driveway Alternative Configurations

The development is currently proposed to have three driveways. This includes one full access drive on Riverton Drive, an entrance only-drive on Forest Avenue and a right-turn only exit drive on Forest Avenue. This driveway configuration was evaluated as part of the previously submitted study dated March 13, 2019. As requested, we have also evaluated two alternative configurations, in addition to the proposed configuration:

Proposed - Entrance Drive and Right-Out Only Drive on Forest Avenue.

Alternative 1 - Right Turn In/Right Turn Out drive on Forest Avenue

Alternative 2 - One Full Access Drive on Forest Avenue

Under both scenarios the Riverton Drive access remains. In addition, the analysis assumes that Riverton Drive would have a left and right turn lane at the intersection with Forest Avenue. A left turn lane on Forest Avenue for the site driveway (applicable to the proposed and Alternative 2 scenarios) is also included. Attached is a warrant analysis sheet for the proposed left turn lane.

The following tables show the results of the capacity and queueing analysis for the site driveways as well as the intersection of Forest Avenue and Riverton Drive. Trip distribution remained consistent with the previous submission. Slight modifications were made for each driveway alternative. For Alternative 1, all left turns into the site would use Riverton Drive. In Alternative 2, left turns out of the site were assumed to be split evenly between using Riverton Drive and using the site driveway on Forest Avenue.

Table 1 – Capacity Analysis Summary
Forest Avenue at Riverton Drive (unsignalized)
AM Peak Hour

	Proposed		Alt 1		Alt 2	
Movement	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
AM PEAK HOUR						
Forest Ave EB TH	2	A	3	A	2	A
Forest Ave EB RT	1	A	1	A	1	A
Forest Ave WB LT	9	A	12	B	11	B
Forest Ave WB TH	0	A	1	A	0	A
Riverton Dr NB LT	22	C	28	D	20	C
Riverton DR NB RT	11	B	13	B	11	B
PM PEAK HOUR						
Forest Ave EB TH	2	A	3	A	2	A
Forest Ave EB RT	1	A	1	A	1	A
Forest Ave WB LT	8	A	10	A	9	A
Forest Ave WB TH	1	A	1	A	1	A
Riverton Dr NB LT	25	C	33	D	26	D
Riverton DR NB RT	9	A	8	A	8	A
SATURDAY PEAK HOUR						
Forest Ave EB TH	2	A	2	A	2	A
Forest Ave EB RT	1	A	1	A	1	A
Forest Ave WB LT	7	A	9	A	6	A
Forest Ave WB TH	0	A	1	A	0	A
Riverton Dr NB LT	18	C	35	D	17	C
Riverton DR NB RT	7	A	7	A	9	A

Table 2 – Capacity Analysis Summary
Forest Avenue at Site Driveway (unsignalized)

	Proposed		Alt 1		Alt 2	
Movement	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
AM PEAK HOUR						
Forest Ave EB TH	2	A	2	A	2	A
Forest Ave EB RT	1	A	1	A	1	A
Forest Ave WB LT	11	B			9	A
Forest Ave WB TH	3	A			3	A
Site NB LT					23	C
Site NB RT	9	A	9	A	11	B
PM PEAK HOUR						
Forest Ave EB TH	2	A	2	A	2	A
Forest Ave EB RT	1	A	1	A	1	A
Forest Ave WB LT	9	A			10	A
Forest Ave WB TH	4	A			4	A
Site NB LT					24	C
Site NB RT	8	A	7	A	10	A
SATURDAY PEAK HOUR						
Forest Ave EB TH	2	A	2	A	2	A
Forest Ave EB RT	1	A	1	A	1	A
Forest Ave WB LT	9	A			9	A
Forest Ave WB TH	3	A			3	A
Site NB LT					17	A
Site NB RT	7	A	6	A	7	A

**Table 3 – Capacity Analysis Summary
Riverton Drive at Site Driveway (unsignalized)**

	Proposed		Alt 1		Alt 2	
Movement	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
AM PEAK HOUR						
Riverton Dr NB TH	0	A	0	A	0	A
Riverton Dr SB LT	0	A	2	A	0	A
Riverton Dr SB TH	0	A	1	A	0	A
Site WB RT	3	A	3	A	2	A
PM PEAK HOUR						
Riverton Dr NB TH	0	A	0	A	0	A
Riverton Dr SB LT	0	A	1	A	0	A
Riverton Dr SB TH	0	A	1	A	0	A
Site WB RT	3	A	3	A	3	A
SATURDAY PEAK HOUR						
Riverton Dr NB TH	0	A	1	A	0	A
Riverton Dr SB LT	0	A	1	A	0	A
Riverton Dr SB TH	0	A	1	A	0	A
Site WB RT	3	A	3	A	2	A

The currently proposed driveway configuration as well as Alternative 2 (Full Access Drive on Forest Avenue) would result in similar delay and level-of-service for the site intersections and the intersection of Forest Avenue at Riverton Drive. Alternative 1 (right-in/right-out only) would result in an increase in delay on Riverton Drive, a result of all traffic turning left to enter or exit the site needing to use this approach.

The proposed configuration would not introduce a new conflict point on Forest Avenue for left turning traffic exiting from the site. This would limit left turns exiting the site to the existing intersection of Forest Avenue and Riverton Drive, which is not identified as a high crash location. Allowing for a third curb-cut accessing the site (two on Forest Avenue) would enable traffic entering the site and right-turning traffic exiting the site to Forest Avenue to be separated. If these movements were to be combined in a single two-way driveway, it would be more difficult to restrict traffic from turning left out of the site driveway. The separate exit driveway geometry can be designed to discourage left turn movements. The entrance driveway would contain clear signage internal to the site to prohibit vehicles from exiting the site and rather be directed to either Riverton Drive or the proposed right-out only driveway.

The following tables show the calculated 95th percentile queue in feet for the three different driveway configuration scenarios.

Table 4 – Queueing Summary
Riverton Drive at Forest Avenue (unsignalized)

	Proposed	Alt 1	Alt 2
LANE	95th Queue (FT)	95th Queue (FT)	95th Queue (FT)
AM PEAK HOUR			
Forest Ave WB LT	47	81	55
Riverton Dr NB LT	93	92	75
Riverton Dr NB RT	81	84	83
PM PEAK HOUR			
Forest Ave WB LT	31	72	32
Riverton Dr NB LT	83	96	72
Riverton Dr NB RT	50	50	54
SATURDAY PEAK HOUR			
Forest Ave WB LT	30	68	30
Riverton Dr NB LT	85	89	59
Riverton Dr NB RT	39	40	37

Table 5– Queueing Summary
Site Driveway at Forest Avenue (unsignalized)

	Proposed	Alt 1	Alt 2
LANE	95th Queue (FT)	95th Queue (FT)	95th Queue (FT)
AM PEAK HOUR			
Forest Ave WB LT	52		40
Site Dr NB RT(LT)	60	59	71
PM PEAK HOUR			
Forest Ave WB LT	52		58
Site Dr NB RT(LT)	54	58	82
SATURDAY PEAK HOUR			
Forest Ave WB LT	57		58
Site Dr NB RT(LT)	53	58	75

**Table 6– Queueing Summary
Site Driveway at Riverton Drive (unsignalized)**

	Proposed	Alt 1	Alt 2
LANE	95th Queue (FT)	95th Queue (FT)	95th Queue (FT)
AM PEAK HOUR			
Site WB LTRT	51	50	36
PM PEAK HOUR			
Site WB LTRT	52	50	47
SATURDAY PEAK HOUR			
Site WB LTRT	53	49	44

Crash Data

As indicated in the submitted Section 7 study, there are two high crash locations in the vicinity of the project. These included the intersection of Forest Avenue and Riverside Street as well as the segment of Forest Avenue between Riverside Street and Riverton Drive.

The majority of crashes at the intersection of Forest Avenue and Riverside Street were rear end collisions, likely the result of traffic congestion on all approaches. On the segment of Forest Avenue between Riverside Street and Riverton Drive the detailed crash data indicates a majority of crashes caused by vehicles entering or exiting the 7 Eleven store on the corner of Riverside Street and Forest Avenue. Crashes were a result of vehicles exiting the store driveways turning left failing to yield to oncoming traffic, as well as rear end collisions involving a vehicle waiting to turn left into the store. There is not an auxiliary left-turn lane at this location.

Forest Avenue at Riverside Street Recommendations

We have evaluated the existing signalized intersection of Forest Avenue at Riverside Street to determine if any improvements could be made to relieve the existing congestion, and therefore potentially decrease the rate of rear-end collisions. In looking at the existing traffic volumes and lane usage, there may be an opportunity to increase capacity for the Forest Avenue eastbound approach. Currently this approach consists on one left turn lane, one thru lane, and one shared thru-right turn lane. Traffic volumes on this approach were shown to be most critical during the AM Peak Hour. Traffic volumes were found to be approximately equal for both thru and right-turning movements on this approach.

Immediately to the east of the intersection, Forest Avenue reduces to one travel lane. This immediate lane drop may cause for imbalanced lane utilization on the approach, with more thru vehicles favoring the left thru lane. It was also observed during the winter months that the right most lane on the exiting approach was not fully plowed, resulting in the roadway functioning as a single lane. Based on the existing traffic volumes and the observed imbalanced lane utilization, it may be beneficial to modify the lane use to be one left turn lane, one thru lane, and one right turn lane. If this were modified to include a right-turn only lane, then the signal equipment and phasing could also be modified to support an overlap to allow Forest Avenue eastbound right turn traffic to have a protected movement when the Riverside Street northbound left bound phase is active.

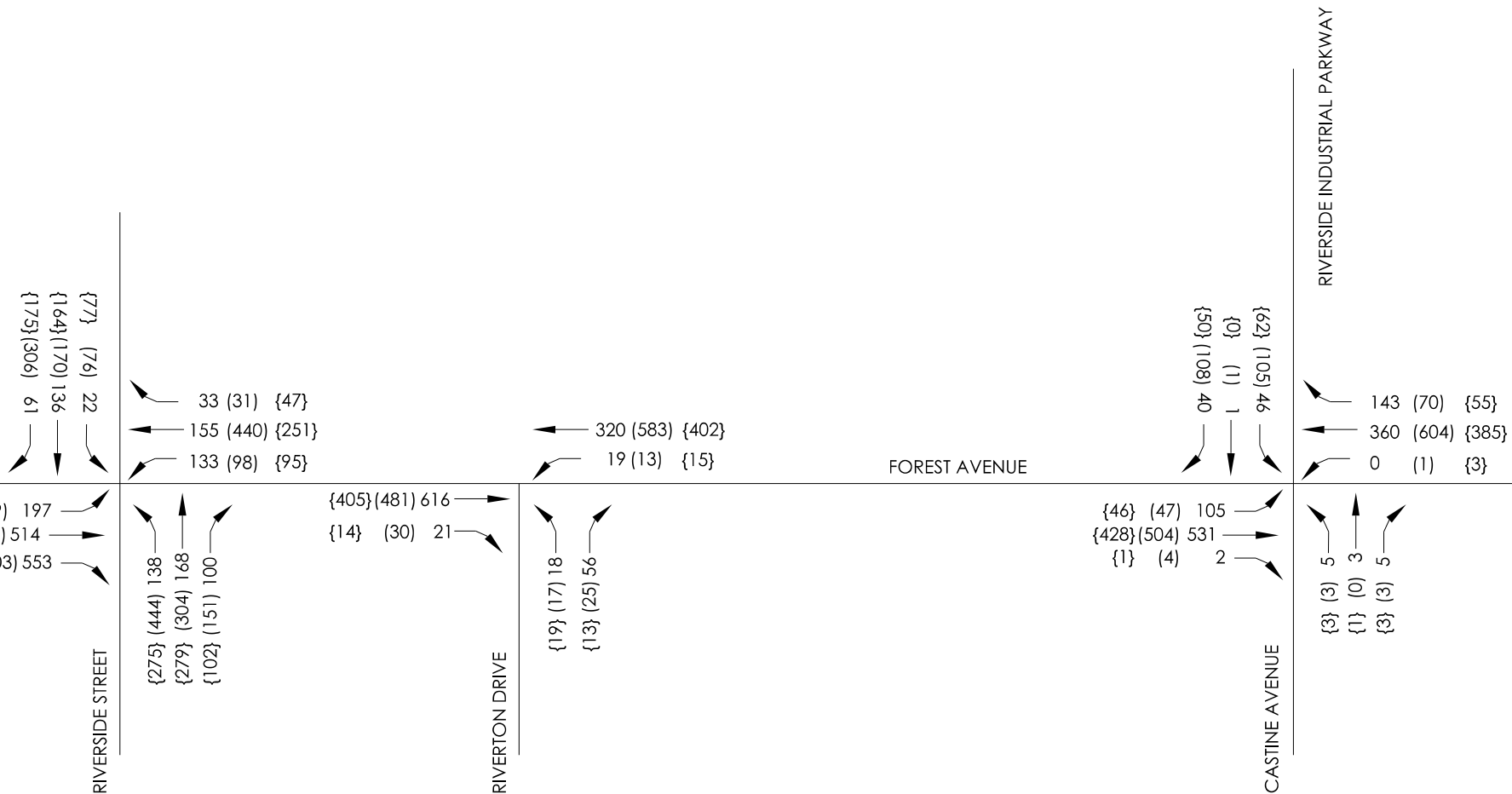
The following table shows the results of the capacity analysis showing the delay and level-of-service under 2022 Build conditions with no modifications to the signal and an alternative with the aforementioned phasing changes as well as signal timing optimization. As can be seen, multiple movements would still experience failing level-of-service during both the AM and PM Peak Hours. Overall intersection delay would be reduced.

**Table 7 – Capacity Analysis Summary
Riverton Drive at Site Driveway (unsignalized)**

	2023 AM		2023 AM ALT		2023 PM		2023 PM ALT	
Movement	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LO S	Delay (s/veh)	LOS
Forest Ave EB LT	158	F	130	F	63	E	85	F
Forest Ave EB TH	142	F	125	F	38	D	71	E
Forest Ave EB RT	139	F	103	F	35	D	23	C
Forest Ave WB LT	56	E	48	D	61	E	85	F
Forest Ave WB TH	21	C	22	C	29	C	48	D
Forest Ave WB RT	14	B	13	B	22	C	46	D
Riverside St NB LT	66	E	53	D	359	F	107	F
Riverside St NB TH	49	D	36	D	184	F	83	F
Riverside St NB RT	37	D	26	C	173	F	75	E
Riverside St SB LT	67	E	49	D	112	F	163	F
Riverside St SB TH	50	D	43	D	89	F	151	F
Riverside St SB RT	12	B	10	A	58	E	119	F
Intersection	92	F	77	E	96	F	83	F

Appendix A

Traffic Volume Figures

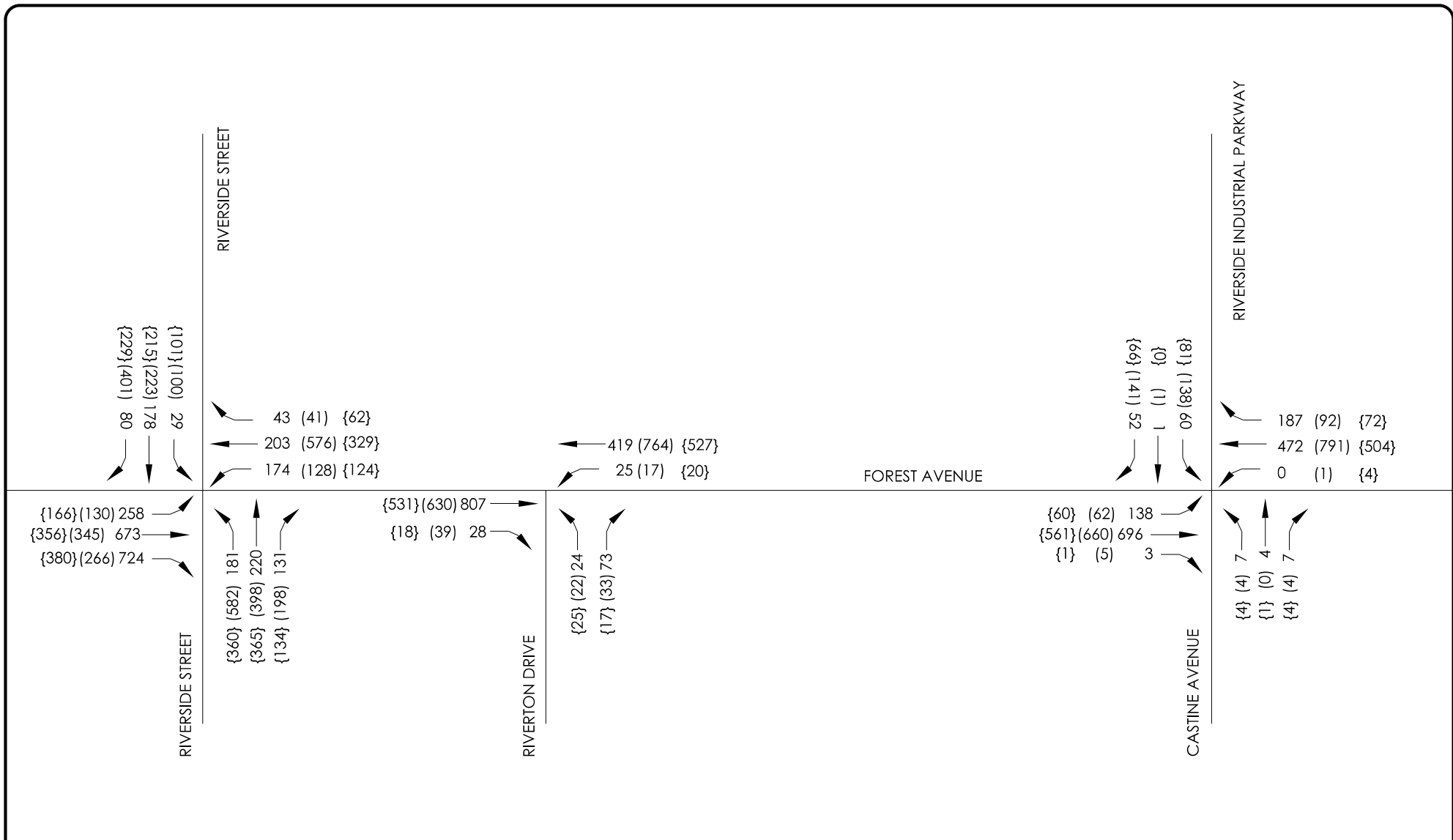


LEGEND

XX = AM PEAK HOUR
 (XX) = PM PEAK HOUR
 {XX} = SAT PEAK HOUR

NOTES:

TRAFFIC VOLUMES RECORDED THURSDAY 1/31/2019, SATURDAY 2/2/2019 AND SATURDAY 2/9/2019.



LEGEND

XX = AM PEAK HOUR
{XX} = PM PEAK HOUR
{XX} = SAT PEAK HOUR

NOTES:

VOLUMES SHOWN IN FIGURE 1 ADJUSTED USING MAINEDOT WEEKLY GROUP MEAN FACTORS TO A FACTOR OF 1.31 (1.31/0.84)



2019 ADJUSTED TRAFFIC VOLUMES OF: ROUTE 302 (FOREST AVENUE)

LOCATION:

1884 FOREST AVENUE
PORTLAND, MAINE

FOR:

JOHN CHAU
75 ARCADIA STREET
PORTLAND, MAINE 04103

SCALE: N.T.S

DATE: 02/19/2019

SHEET:

2 OF 9



NOTES:

TRIP ENDS SHOWN REPRESENT TRIP ASSIGNMENTS FROM THE UNBUILT PORTIONS OF THE FOLLOWING APPROVED DEVELOPMENTS:

DIRIGO PLAZA
1884 FOREST AVENUE

LEGEND

XX = AM PEAK HOUR
(XX) = PM PEAK HOUR
{XX} = SAT PEAK HOUR



OTHER DEVELOPMENT TRIPS
OF: ROUTE 302 (FOREST AVENUE)

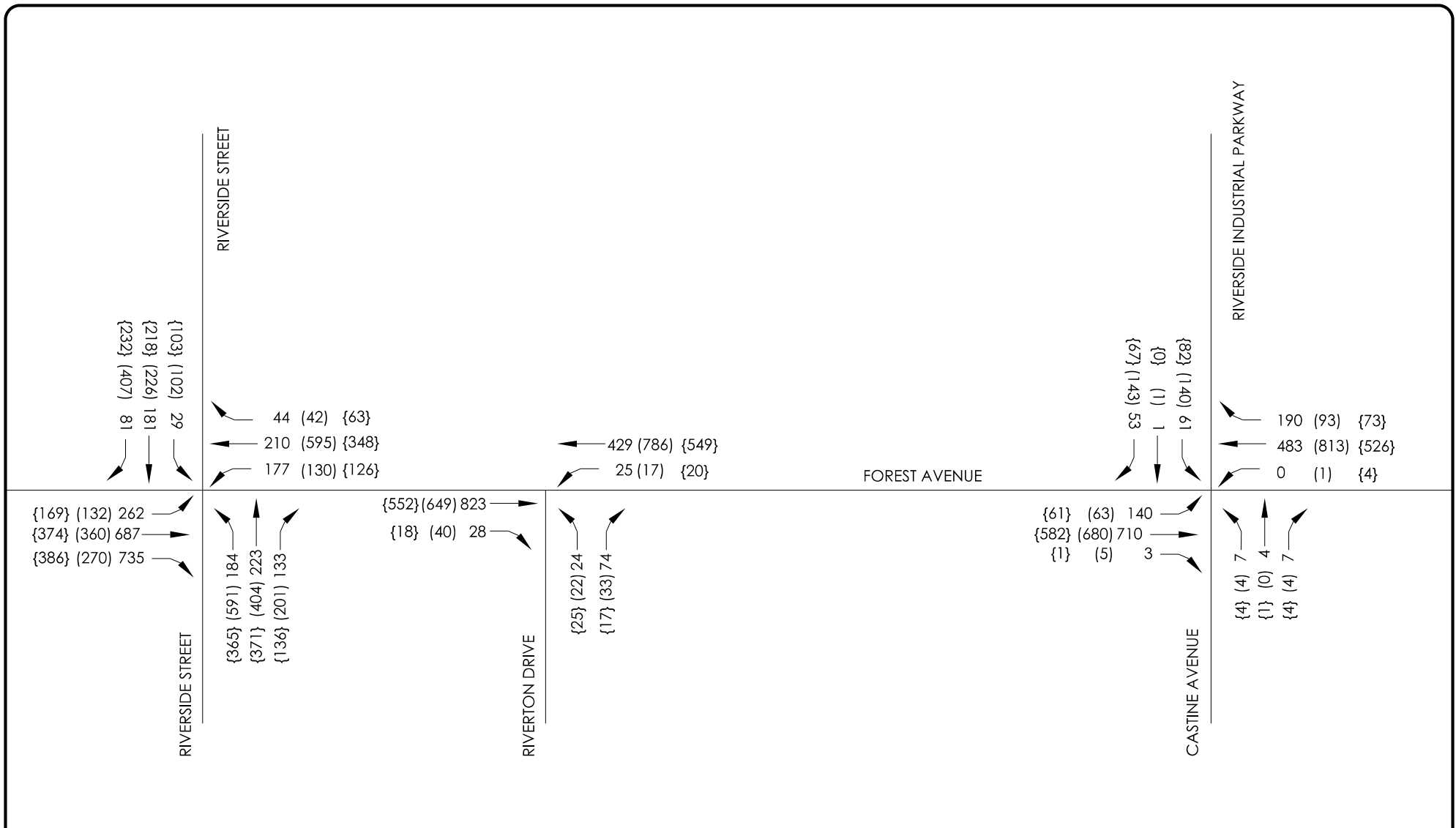
LOCATION:
1884 FOREST AVENUE
PORTLAND, MAINE

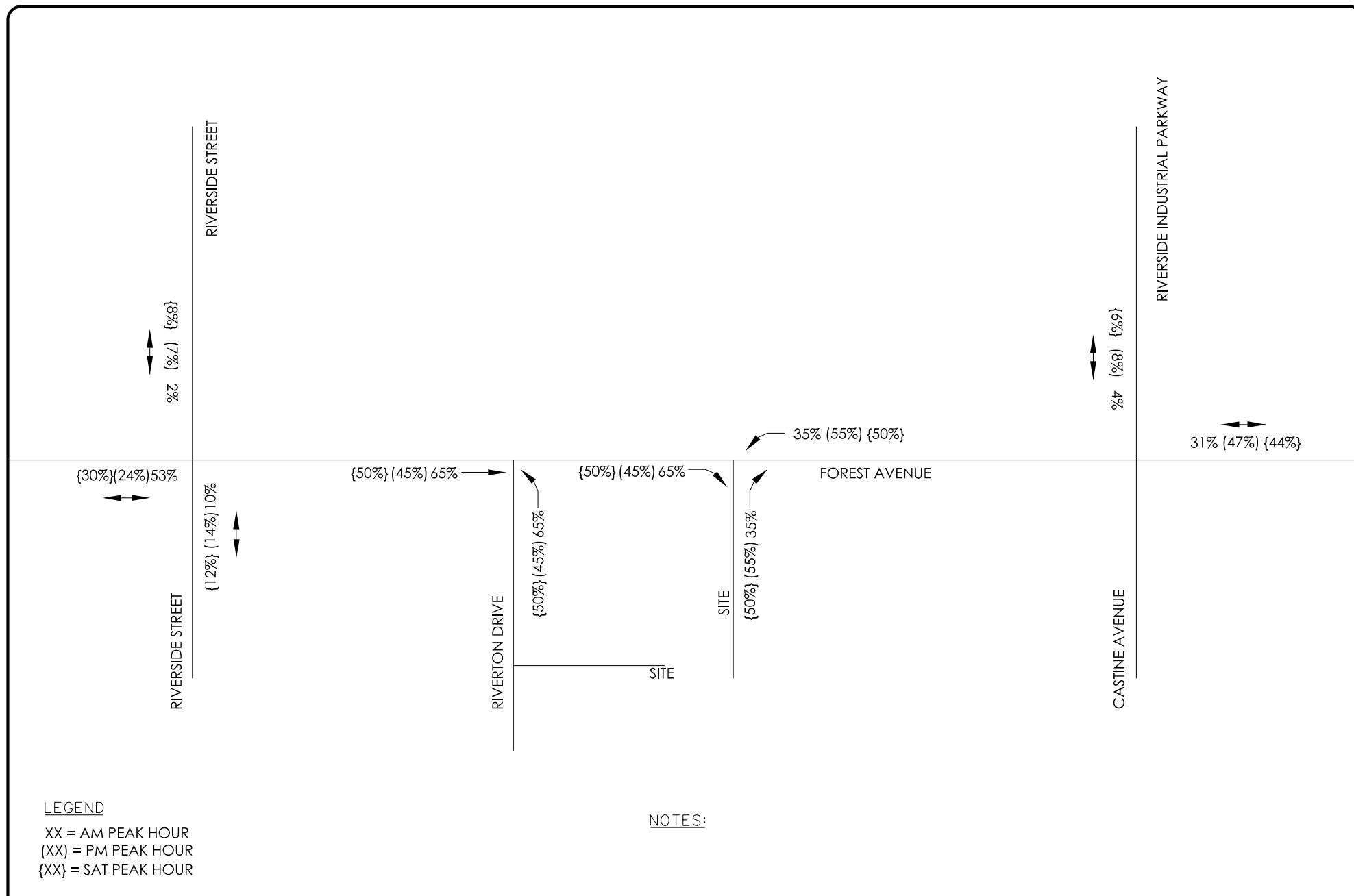
FOR:
JOHN CHAU
75 ARCADIA STREET
PORTLAND, MAINE 04103

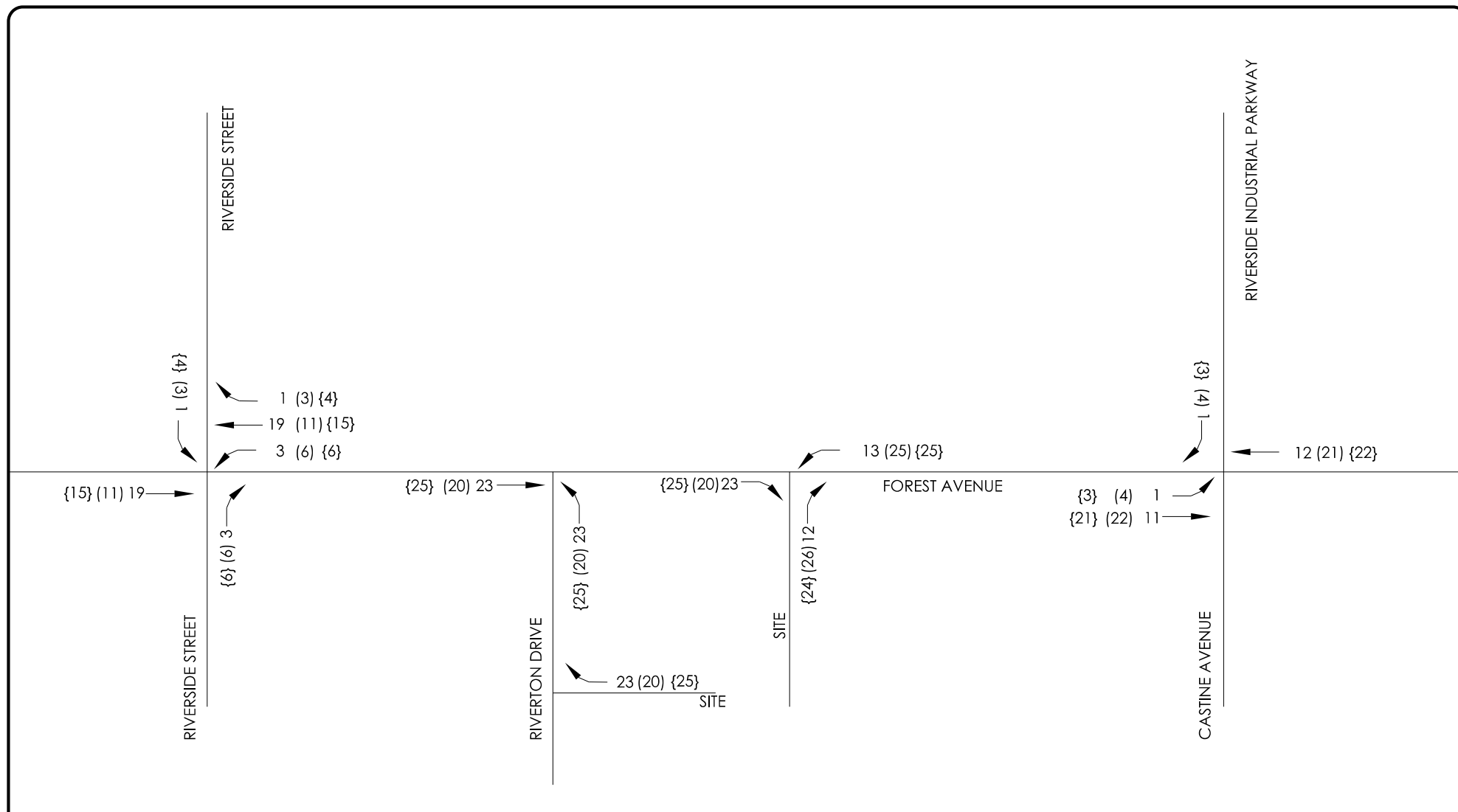
SCALE: N.T.S

DATE: 02/19/2019

SHEET:
3 OF 9





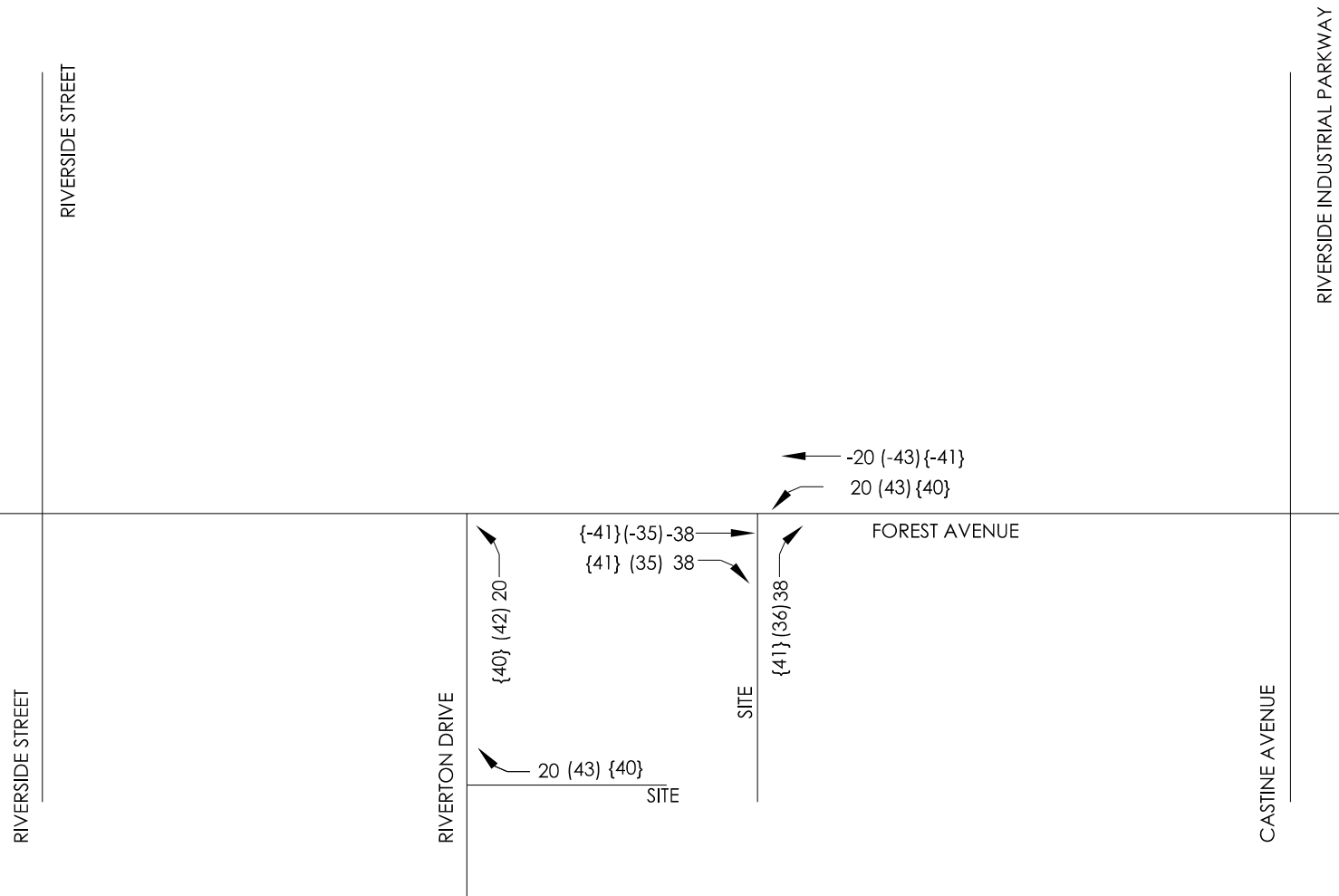


LEGEND

XX = AM PEAK HOUR
(XX) = PM PEAK HOUR
{XX} = SAT PEAK HOUR

PRIMARY TRIPS

	Total	Enter	Exit
AM Peak Hour of Adjacent Street (7-9 AM)	71	36	35
PM Peak Hour of Adjacent Street (4-6 PM)	91	45	46
Saturday Peak Hour	99	50	49

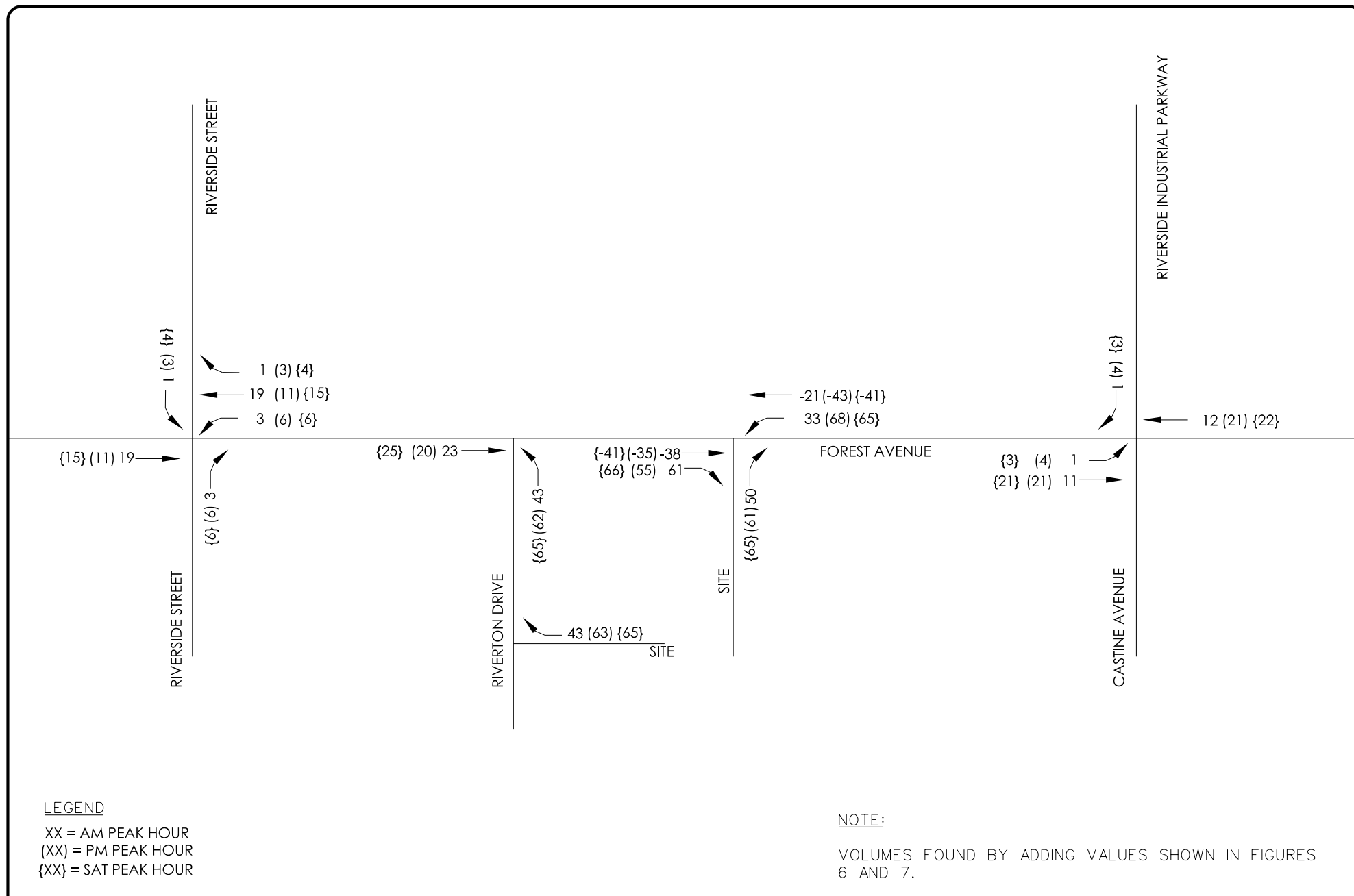


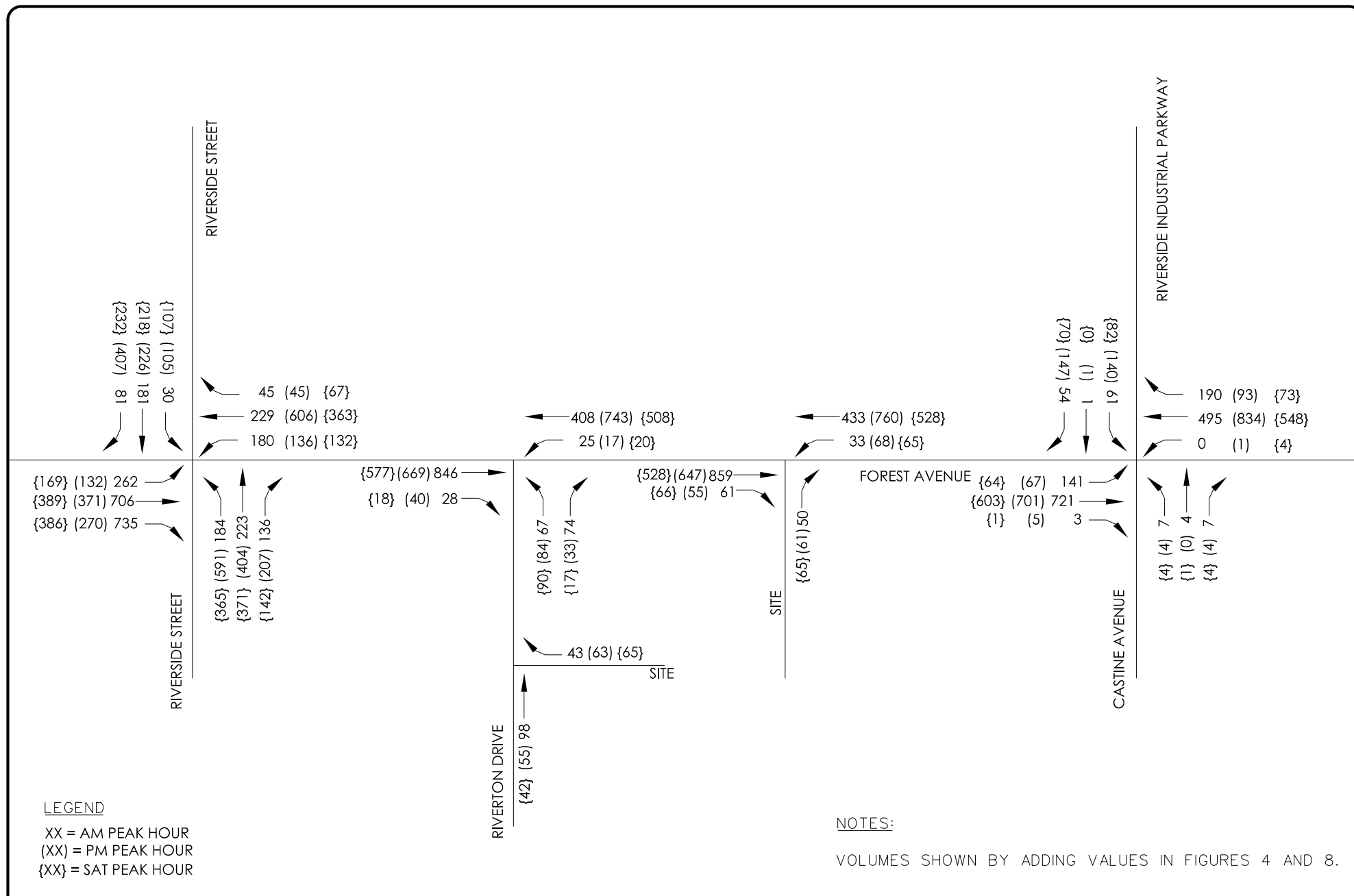
LEGEND

XX = AM PEAK HOUR
 (XX) = PM PEAK HOUR
 {XX} = SAT PEAK HOUR

PASS-BY TRIPS

	20	Total	Enter	Exit
AM Peak Hour of Adjacent Street (7-9 AM)		116	58	58
PM Peak Hour of Adjacent Street (4-6 PM)		156	78	78
Saturday Peak Hour		162	81	81





Appendix C

SimTraffic Reports

3: Riverside St & Forest Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	1.7	1.7	0.7	0.3	0.5	424.0	407.3	401.5	4.3	2.4	4.4
Total Del/Veh (s)	74.9	49.7	47.2	54.3	28.1	23.4	271.9	202.7	194.4	71.8	58.0	24.7

3: Riverside St & Forest Ave Performance by movement

Movement	All
Denied Del/Veh (s)	125.8
Total Del/Veh (s)	96.1

6: Riverton Dr & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.8	6.7	0.4	17.6	0.3	7.3	2.5

9: Castine Ave/Riverside Industrial & Forest Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.5	0.1	0.0	0.4	0.5	0.5	0.1	0.1	0.1	0.3	3.8	0.5
Total Del/Veh (s)	11.6	6.3	2.5	13.8	7.6	5.0	31.5	50.5	11.3	34.5	10.2	9.0

12: Site & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.5	0.5	8.8	2.5	6.5	2.5

14: Riverton Dr & Site Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.1
Total Del/Veh (s)	2.5	0.1	0.3	1.2

Total Zone Performance

Movement	All
Denied Del/Veh (s)	106.6
Total Del/Veh (s)	1223.5

Intersection: 3: Riverside St & Forest Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	234	250	1051	144	169	168	525	1098	224	473	100
Average Queue (ft)	134	209	430	94	106	109	522	1081	109	266	82
95th Queue (ft)	220	309	982	148	169	170	561	1090	216	476	137
Link Distance (ft)			1734		145	145		1064		467	
Upstream Blk Time (%)			1	1	3	4		71		4	
Queuing Penalty (veh)			0	0	10	11		0		0	
Storage Bay Dist (ft)	225	225		140			500		200		75
Storage Blk Time (%)	1	1	19	2	4		38	36	0	46	1
Queuing Penalty (veh)	9	8	72	3	6		186	133	1	156	4

Intersection: 6: Riverton Dr & Forest Ave

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	4	34	108	35
Average Queue (ft)	0	8	45	13
95th Queue (ft)	3	30	85	39
Link Distance (ft)	200		151	151
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Castine Ave/Riverside Industrial & Forest Ave

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	110	253	244	47	118	82
Average Queue (ft)	26	79	98	10	58	32
95th Queue (ft)	70	184	198	35	100	65
Link Distance (ft)		1136	486	288	374	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150				200	
Storage Blk Time (%)		1				
Queuing Penalty (veh)		1				

Intersection: 12: Site & Forest Ave

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	11	69	62
Average Queue (ft)	1	24	32
95th Queue (ft)	8	57	53
Link Distance (ft)	180		156
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		1	

Intersection: 14: Riverton Dr & Site

Movement	WB
Directions Served	LR
Maximum Queue (ft)	70
Average Queue (ft)	29
95th Queue (ft)	53
Link Distance (ft)	98
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 601

3: Riverside St & Forest Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	660.5	666.0	667.7	1.8	0.9	0.8	3.5	1.0	1.0	3.6	0.6	3.6
Total Del/Veh (s)	157.8	142.4	139.1	55.6	21.2	13.7	66.0	48.5	37.2	67.0	50.0	12.4

3: Riverside St & Forest Ave Performance by movement

Movement	All
Denied Del/Veh (s)	381.9
Total Del/Veh (s)	92.0

6: Riverton Dr & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Total Del/Veh (s)	2.2	1.1	9.4	0.4	21.9	0.4	10.7	3.2

9: Castine Ave/Riverside Industrial & Forest Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.7	0.1	0.1	0.1	0.2	0.3	0.5	3.8	0.4
Total Del/Veh (s)	16.9	6.6	4.1	13.0	8.9	47.0	37.0	14.4	37.6	57.0	9.8	11.4	

12: Site & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.6	0.5	10.8	2.7	9.3	2.5

14: Riverton Dr & Site Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.6	0.1	0.4	0.7

Total Zone Performance

Denied Del/Veh (s)	316.5
Total Del/Veh (s)	801.0

Intersection: 3: Riverside St & Forest Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	236	250	1774	143	167	146	396	438	198	286	100
Average Queue (ft)	143	245	1652	102	82	77	163	215	38	149	50
95th Queue (ft)	227	275	2130	149	162	137	308	379	116	261	129
Link Distance (ft)			1734		144	144		584		467	
Upstream Blk Time (%)			43	3	4	0		0			
Queuing Penalty (veh)			0	0	9	1		0			
Storage Bay Dist (ft)	225	225		140			500		200		75
Storage Blk Time (%)	1	2	35	4	4		0	0		37	0
Queuing Penalty (veh)	8	25	218	5	8		1	0		42	0

Intersection: 6: Riverton Dr & Forest Ave

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	20	67	124	107
Average Queue (ft)	2	15	43	43
95th Queue (ft)	12	47	93	81
Link Distance (ft)	200		151	151
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Castine Ave/Riverside Industrial & Forest Ave

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	165	342	380	60	133	82
Average Queue (ft)	49	87	149	16	50	33
95th Queue (ft)	107	221	310	47	106	66
Link Distance (ft)		1136	486	288	374	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	150					200
Storage Blk Time (%)	0	2			0	
Queuing Penalty (veh)	0	3			0	

Intersection: 12: Site & Forest Ave

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	9	65	72
Average Queue (ft)	0	19	31
95th Queue (ft)	5	52	60
Link Distance (ft)	180		156
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		1	

Intersection: 14: Riverton Dr & Site

Movement	WB
Directions Served	LR
Maximum Queue (ft)	66
Average Queue (ft)	23
95th Queue (ft)	51
Link Distance (ft)	98
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 321

3: Riverside St & Forest Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.9	0.9	0.3	0.1	0.1	1174.8	1176.0	1170.0	96.2	95.7	96.7
Total Del/Veh (s)	63.1	37.7	35.1	61.3	29.4	21.6	358.7	183.8	172.9	112.0	88.6	58.0

3: Riverside St & Forest Ave Performance by movement

Movement	All
Denied Del/Veh (s)	440.3
Total Del/Veh (s)	96.2

6: Riverton Dr & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.9	7.6	0.7	24.7	0.3	8.8	2.8

9: Castine Ave/Riverside Industrial & Forest Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.1	0.0	15.4	3.8	3.9	0.3	0.1	0.6	0.2	3.7	2.2
Total Del/Veh (s)	25.7	8.9	8.0	32.1	19.1	15.5	47.5	18.4	36.9	44.8	21.3	17.3

12: Site & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.6	0.6	9.4	3.6	7.5	3.2

14: Riverton Dr & Site Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.6	0.1	0.3	1.1

Total Zone Performance

Denied Del/Veh (s)	366.2
Total Del/Veh (s)	987.5

Intersection: 3: Riverside St & Forest Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	217	250	601	144	190	180	525	1089	225	524	100
Average Queue (ft)	110	178	267	103	147	146	524	1080	159	468	98
95th Queue (ft)	191	292	463	164	192	187	527	1087	281	595	115
Link Distance (ft)			1734		145	145		1064		467	
Upstream Blk Time (%)				1	16	16		81		55	
Queuing Penalty (veh)				0	64	64		0		0	
Storage Bay Dist (ft)	225	225		140			500		200		75
Storage Blk Time (%)	0	1	10	2	18		81	0	2	51	11
Queuing Penalty (veh)	1	2	31	5	25		494	1	11	261	39

Intersection: 6: Riverton Dr & Forest Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	22	43	11	95	57
Average Queue (ft)	1	7	1	44	22
95th Queue (ft)	9	31	9	83	50
Link Distance (ft)	200		179	109	109
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)		100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 9: Castine Ave/Riverside Industrial & Forest Ave

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	141	339	510	48	173	191
Average Queue (ft)	43	120	252	7	85	74
95th Queue (ft)	98	264	492	30	140	140
Link Distance (ft)		1136	486	288	374	
Upstream Blk Time (%)			5			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	150				200	
Storage Blk Time (%)	0	4			0	0
Queuing Penalty (veh)	0	3			0	0

Intersection: 12: Site & Forest Ave

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	17	58	59
Average Queue (ft)	1	21	32
95th Queue (ft)	8	52	54
Link Distance (ft)	179		156
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Riverton Dr & Site

Movement	WB
Directions Served	LR
Maximum Queue (ft)	60
Average Queue (ft)	26
95th Queue (ft)	52
Link Distance (ft)	98
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 1002

6: Riverton Dr & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	1.1	0.0	0.2	0.1
Total Del/Veh (s)	2.5	1.3	11.7	0.6	28.1	0.3	12.8	4.0

12: Site & Forest Ave Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.6	0.6	2.7	9.4	2.3

14: Riverton Dr & Site Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.6	0.1	1.7	0.7	0.9

Total Zone Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	48.9

Queuing and Blocking Report

BUILD AM Right In Right Out

03/15/2019

Intersection: 6: Riverton Dr & Forest Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	40	109	69	119	115
Average Queue (ft)	3	31	2	45	43
95th Queue (ft)	21	81	37	92	84
Link Distance (ft)	200		185	151	151
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			1	0	
Storage Bay Dist (ft)		100			
Storage Blk Time (%)		1	0		
Queuing Penalty (veh)		3	0		

Intersection: 12: Site & Forest Ave

Movement	WB	NB
Directions Served	T	R
Maximum Queue (ft)	34	66
Average Queue (ft)	1	32
95th Queue (ft)	25	59
Link Distance (ft)	1131	157
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Riverton Dr & Site

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	36
Average Queue (ft)	23	3
95th Queue (ft)	50	19
Link Distance (ft)	98	151
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 4

6: Riverton Dr & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	2.0	0.0	0.2	0.1
Total Del/Veh (s)	2.2	1.1	8.7	0.9	35.0	0.2	7.4	3.8

12: Site & Forest Ave Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.6	0.5	3.5	6.4	2.9

14: Riverton Dr & Site Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.8	0.6	1.2	0.5	1.3

Total Zone Performance

Denied Del/Veh (s)			1.0	
Total Del/Veh (s)			44.7	

Queuing and Blocking Report
BUILD PM Right in Right Out

03/15/2019

Intersection: 6: Riverton Dr & Forest Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	35	102	99	115	63
Average Queue (ft)	2	30	3	51	22
95th Queue (ft)	16	72	30	96	50
Link Distance (ft)	200		185	109	109
Upstream Blk Time (%)				2	
Queuing Penalty (veh)				1	
Storage Bay Dist (ft)		100			
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		3	0		

Intersection: 12: Site & Forest Ave

Movement	NB
Directions Served	R
Maximum Queue (ft)	68
Average Queue (ft)	31
95th Queue (ft)	58
Link Distance (ft)	157
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Riverton Dr & Site

Movement	WB	NB	SB
Directions Served	LR	T	LT
Maximum Queue (ft)	67	22	40
Average Queue (ft)	26	1	4
95th Queue (ft)	50	11	22
Link Distance (ft)	98	466	109
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 4

6: Riverton Dr & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	1.2	8.3	0.6	24.4	0.2	7.2	3.3

12: Site & Forest Ave Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.6	0.6	2.6	6.4	2.2

14: Riverton Dr & Site Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.5	0.1	1.6	0.5	1.3

Total Zone Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	49.3

Queuing and Blocking Report

BUILD SAT Right in Right Out

03/15/2019

Intersection: 6: Riverton Dr & Forest Ave

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	24	85	104	35
Average Queue (ft)	1	29	50	14
95th Queue (ft)	10	68	89	40
Link Distance (ft)	200		151	151
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		1		
Queuing Penalty (veh)		3		

Intersection: 12: Site & Forest Ave

Movement	EB	NB
Directions Served	TR	R
Maximum Queue (ft)	11	76
Average Queue (ft)	1	30
95th Queue (ft)	10	58
Link Distance (ft)	185	157
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Riverton Dr & Site

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	56	31
Average Queue (ft)	28	3
95th Queue (ft)	49	18
Link Distance (ft)	98	151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 3

6: Riverton Dr & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.3	1.0	11.1	0.4	20.3	0.2	11.3	2.9

12: Site & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0	
Total Del/Veh (s)	1.5	0.6	9.3	2.7	23.1	11.0	2.8	

14: Riverton Dr & Site Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.4	0.1	0.4	0.5

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	49.4

Intersection: 6: Riverton Dr & Forest Ave

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	35	72	92	98
Average Queue (ft)	1	18	32	44
95th Queue (ft)	16	55	75	83
Link Distance (ft)	200		151	151
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 12: Site & Forest Ave

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	47	83
Average Queue (ft)	14	38
95th Queue (ft)	40	71
Link Distance (ft)		156
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Riverton Dr & Site

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	14
95th Queue (ft)	36
Link Distance (ft)	98
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

6: Riverton Dr & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.2	1.0	9.2	0.7	26.3	0.2	8.0	2.5

12: Site & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	1.5	0.7	9.8	3.7	24.2	9.9	3.7

14: Riverton Dr & Site Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.5	0.1	0.3	0.7

Total Zone Performance

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	46.5

Intersection: 6: Riverton Dr & Forest Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	26	48	27	81	64
Average Queue (ft)	1	8	1	38	27
95th Queue (ft)	9	32	16	72	54
Link Distance (ft)	200		179	109	109
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)		100			
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 12: Site & Forest Ave

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	4	69	106
Average Queue (ft)	0	25	44
95th Queue (ft)	3	58	82
Link Distance (ft)	179		156
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Riverton Dr & Site

Movement	WB
Directions Served	LR
Maximum Queue (ft)	56
Average Queue (ft)	20
95th Queue (ft)	47
Link Distance (ft)	98
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

6: Riverton Dr & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.8	6.3	0.4	17.2	0.2	8.8	1.9

12: Site & Forest Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0	
Total Del/Veh (s)	1.5	0.5	8.6	2.6	16.7	7.4	2.9	

14: Riverton Dr & Site Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.3	0.1	0.3	0.8

Total Zone Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	46.1

Intersection: 6: Riverton Dr & Forest Ave

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	39	73	35
Average Queue (ft)	8	32	12
95th Queue (ft)	30	59	37
Link Distance (ft)		151	151
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Site & Forest Ave

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	14	61	88
Average Queue (ft)	1	21	39
95th Queue (ft)	8	52	75
Link Distance (ft)	180		156
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Riverton Dr & Site

Movement	WB
Directions Served	LR
Maximum Queue (ft)	48
Average Queue (ft)	19
95th Queue (ft)	44
Link Distance (ft)	98
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

3: Riverside St & Forest Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.2	0.4	0.2	0.0	0.0	0.0	15.5	14.2	13.1	620.6	640.3	615.1
Total Del/Veh (s)	93.2	67.5	4.9	100.0	45.0	37.9	62.1	55.4	49.4	184.6	170.2	134.8

3: Riverside St & Forest Ave Performance by movement

Movement	All
Denied Del/Veh (s)	140.0
Total Del/Veh (s)	71.6

3: Riverside St & Forest Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	542.9	535.0	544.7	0.0	0.0	0.0	3.3	0.8	0.8	3.8	0.6	3.6
Total Del/Veh (s)	129.5	124.5	102.6	47.7	21.5	13.3	52.5	36.1	26.8	48.8	43.2	9.8

3: Riverside St & Forest Ave Performance by movement

Movement	All
Denied Del/Veh (s)	312.2
Total Del/Veh (s)	77.1

Intersection: 3: Riverside St & Forest Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	237	250	1768	164	252	167	279	333	106	291	100
Average Queue (ft)	196	246	1519	111	75	75	131	159	27	137	45
95th Queue (ft)	290	264	2277	174	177	146	236	274	75	241	124
Link Distance (ft)			1734		380	380		921		701	
Upstream Blk Time (%)			28								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)	225	225		140			500		200		75
Storage Blk Time (%)	1	27	2	11	0				0	33	0
Queuing Penalty (veh)	9	198	20	14	0				0	38	0

Appendix D

Left Turn Lane Warrant Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**2-lane roadway (English)****INPUT**

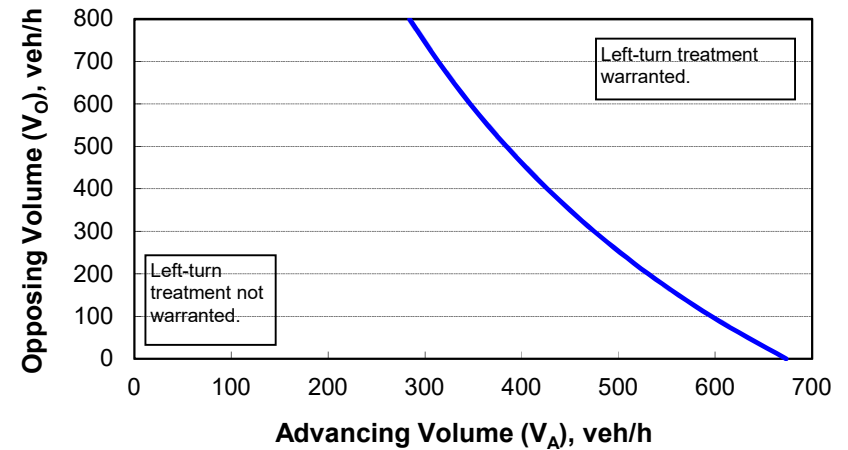
Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	828
Opposing volume (V_O), veh/h:	702

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	313
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Appendix E

Crash Data

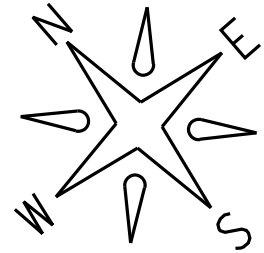
Portland

Link: I6892-I8508

Element: 3106439

Study Period 2015-2017

of Crashes: 13 / CRF: 2.21



I6892

7 Eleven Store

7 Eleven Store

Tortilla Flats

I8508

19039 6-5-16 9:20P W/R Fail to Yield

36125 12-10-16 5:55P
D/C Fail to Yield

23534 8-19-16 5:03P
D/C Fail to Yield

16745 5-28-15 5:46P W/CL Inattention

36775 7-29-15 5:01P
D/C Fail to Yield

33597 11-21-16 5:10P D/C Fail to Yield

3212 1-29-15 7:58A W/C Follow too Close

12416 4-16-15 5:05P
D/C Fail to Yield

36875 12-15-16 8:47A D/C Fail to Yield

143615-10-17 7:31A D/C Follow too close

33002 11-3-17 3:42P D/CL Follow too close

488 1-5-17 11:07A D/C Fail to yield

46097 10-21-15 5:20P D/C Follow too Close

P

Rte. 302 / Forest Ave.



66782

66781

Yield

14266 5-9-15 4:56P D/C Follow too close
14814 5-16-17 3:02P D/C Follow too close
890 3-2-16 6:00P D/C Fail to Yield

16449 6-2-15 2:28P W/R Hit and run

28360 10-12-16 12:24P D/CL Follow too close
54610 12-5-15 8:40A W/R Follow too close
55290 12-6-16 8:39A W/C Follow too close

26208 9-14-16 7:44A D/CL Fail to Yield
38872 8-17-15 10:54A D/C Run red light

Riverside St.

7-Eleven

Forest Ave.

324 1-29-15 7:47A D/C Follow too close (B)
34238 11-13-17 8:40A D/C Follow too close
18755 6-23-17 12:55P D/CL Follow too close
5367 2-11-17 10:01A S/S Speed
1096 4-3-16 2:22P D/C Follow too close
7373 3-6-16 4:08P D/C Follow too close
7377 3-6-16 2:50P D/C Follow too close
2417 1-21-16 8:22A D/C Follow too close (C)
38972 8-18-15 1:55P D/C Follow too close
10553 3-26-15 10:40A D/C Follow too close (B)
13810 5-4-15 7:35A D/C Follow too close

16892



= Traffic Signal

Riverside St.

395312-28-16 4:22P D/CL Inattention
14654 5-26-16 1:30P D/C Follow too close
14269 5-9-15 4:52P D/CL Fail to yield
1298 5-10-16 12:38P D/C Follow too close
866 3-1-15 3:05P D/C Unsafe lane change
41348 10-4-15 6:00P D/C Driver Inattention
1556 1-1-16 1:30P D/C Follow too close
13414 5-14-16 3:05A W/CL Improper Backing
1449 4-20-16 3:48P D/C Follow too close
4663 10-29-15 1:47A W/R Driver Inattention
2400 1-22-17 6:43P D/C Inattention

6949 2-20-15 8:30A I/C Follow too close
3543 2-1-17 9:57A SL/S Follow too close
1707 3-29-17 7:00P D/CL Unknown
5560 12-14-15 4:08P W/R Follow too close
11814 4-18-16 4:56P D/CL Follow too close
18394 7-4-16 12:55P D/C Follow too close
28775 10-11-16 1:51A D/C Follow too close
2935 10-14-16 2:24P D/C Follow too close
32874 11-8-16 3:29P D/C Fail to Yield
17987 6-12-17 6:57A D/C Improper Backing
4001 12-20-17 8:07A W/C Follow too close
29382 10-3-17 2:24P D/C Follow too close
97112-23-17 5:52P D/C Inattention

Forest Ave.

Portland

Node # 16892P, 66781, 66782

Study Period: 2015-2017

of Crashes: 45 / CRF: 1.26

Prepared by Office of Safety

(J.M. 1-24-19)

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland - Rte 302 from Riverside St to Riverside Industrial Pkwy

REPORT PARAMETERS

Year 2015, Start Month 1 through Year 2017 End Month: 12

Route: 0302X	Start Node: 13321	Start Offset: 0	☐ Exclude First Node
	End Node: 16892	End Offset: 0	☐ Exclude Last Node
Route: 0561174	Start Node: 18508	Start Offset: 0	☒ Exclude First Node
	End Node: 18509	End Offset: 0	☒ Exclude Last Node

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
P16892	0302X - 3.97	Int of FOREST AV RIVERSIDE ST	9	45	0	0	3	14	28	37.8	10.662	1.41	1.12	1.26
												Statewide Crash Rate:	0.74	
P13321	0302X - 3.61	Int of FOREST AV RIVERSIDE INDUSTRIAL PKWY	9	8	0	0	1	3	4	50.0	5.770	0.46	1.24	0.00
												Statewide Crash Rate:	0.74	
18508	0302X - 3.89	Int of FOREST AV RIVERTON DR	2	1	0	0	1	0	0	100.0	5.326	0.06	0.35	0.00
												Statewide Crash Rate:	0.14	
Study Years: 3.00				NODE TOTALS:	54	0	0	5	17	32	40.7	21.758	0.83	1.00

Crash Summary I

Sections																		
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	Percent C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF		
13321	18508	3123934	0 - 0.28	0302X - 3.61 US 302	0.28	2	14	0	0	0	6	7	46.2	0.01540	302.96	363.00	0.00	
Int of FOREST AV RIVERSIDE INDUSTRIAL PKWY														Statewide Crash Rate: 203.06				
16892	18508	3106439	0 - 0.08	0302X - 3.89 US 302	0.08	2	13	0	0	0	1	12	7.7	0.00395	1097.32	498.11	2.20	
Int of FOREST AV RIVERSIDE ST														Statewide Crash Rate: 203.06				
18508	18509	194012	0 - 0.18	0561174 - 0 RD INV 05 61174	0.18	2	2	0	0	0	1	0	100.0	0.00039	1731.59	1505.61	1.15	
Int of FOREST AV RIVERTON DR														Statewide Crash Rate: 407.82				
Study Years:		3.00		Section Totals:		0.54	29	0	0	0	8	19	27.6	0.01974	489.76	350.94	1.40	
					Grand Totals:		0.54	83	0	0	5	25	51	36.1	0.01974	1401.72	484.07	2.90

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree											
							A	B	C	PD															
13321	18508	3123934	0 - 0.28	0302X - 3.61	14	0	0	0	6	7	2016-32605	11/03/2016	3.62												
											2015-41237	09/10/2015	3.63	PD											
											2017-31717	10/24/2017	3.71	PD											
											2017-20693	07/07/2017	3.72	C											
											2017-39138	12/18/2017	3.72	PD											
											2017-11584	04/05/2017	3.76	C											
											2016-14149	05/23/2016	3.76	PD											
											2017-21436	07/20/2017	3.77	C											
											2016-25208	09/05/2016	3.77	PD											
											2016-26419	09/15/2016	3.78	C											
											2016-10202	04/05/2016	3.80	PD											
											2017-15063	05/18/2017	3.82	PD											
											2015-7408	02/24/2015	3.85	C											
											2017-23515	08/08/2017	3.88	C											
											16892	18508	3106439	0 - 0.08	0302X - 3.89	13	0	0	0	1	12	2015-12416	04/16/2015	3.90	PD
2015-3212	01/29/2015	3.90	PD																						
2015-46097	10/21/2015	3.91	PD																						
2016-33597	11/21/2016	3.93	PD																						
2017-33002	11/03/2017	3.94	C																						
2015-16745	05/28/2015	3.94	PD																						
2015-36775	07/29/2015	3.94	PD																						
2016-23534	08/19/2016	3.94	PD																						
2016-36125	12/10/2016	3.94	PD																						
2016-19039	06/05/2016	3.94	PD																						
2016-36875	12/15/2016	3.94	PD																						
2017-14361	05/10/2017	3.94	PD																						
2017-488	01/05/2017	3.95	PD																						
18508	18509	194012	0 - 0.18	0561174 - 0	2	0	0	0	1	0												2016-31035	10/24/2016	0.03	
																						2016-8912	03/15/2016	0.10	C
Totals:					29	0	0	0	8	19															

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	AM												PM												Un	Tot
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	2	0	0	1	0	0	0	7
MONDAY	0	0	0	0	0	0	1	1	2	0	1	0	1	1	0	0	2	2	1	1	1	0	0	0	0	14
TUESDAY	0	0	0	0	0	0	0	1	2	0	0	1	1	2	3	3	1	1	0	0	0	0	0	0	0	15
WEDNESDAY	0	0	0	0	0	0	1	2	2	1	0	0	1	0	1	1	2	2	0	1	0	0	0	0	0	14
THURSDAY	0	0	0	0	0	0	1	3	2	0	1	3	0	1	0	1	1	4	0	0	0	0	0	0	0	17
FRIDAY	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	1	2	0	0	0	0	0	0	0	8
SATURDAY	0	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1	1	1	0	0	0	0	0	0	0	8
Totals	0	0	0	1	0	0	3	7	10	1	3	5	4	6	7	8	9	12	3	2	1	1	0	0	0	83

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	88	23-Bicyclist	1
2-(Sport) Utility Vehicle	45	24-Witness	8
3-Passenger Van	11	25-Other	2
4-Cargo Van (10K lbs or Less)	2	26-Construction	0
5-Pickup	20	27-Farm Vehicle	0
6-Motor Home	0	Total	184
7-School Bus	0		
8-Transit Bus	2		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	3		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	1		

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	17	59	8	1	1	0	86
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	12	2	0	0	0	0	14
Ran Red Light	0	1	0	0	0	0	1
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	1	0	0	0	0	2
Improper Turn	2	0	0	0	0	0	2
Improper Backing	3	0	0	0	0	0	3
Improper Passing	1	0	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	38	9	2	0	0	0	49
Failed to Keep in Proper Lane	2	3	0	0	0	0	5
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	4	3	0	0	0	0	7
Unknown	0	0	0	0	0	0	0
Total	81	78	10	1	1	0	171

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	77	77	10	1	1	1	167
Physically Impaired or Handicapped	1	0	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	2	0	0	0	0	0	2
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	0	1	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	1	1
Total	81	78	10	1	1	2	173

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	13	0	0	0	0	13
20-24	21	0	0	0	0	21
25-29	25	0	0	0	0	25
30-39	35	0	0	0	0	35
40-49	29	0	0	0	0	29
50-59	25	0	0	0	0	25
60-69	18	0	0	0	0	18
70-79	4	0	0	0	0	4
80-Over	2	0	0	0	0	2
Unknown	2	1	0	1	0	4
Total	174	1	0	1	0	176

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	3
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	1
5-Cargo / Equipment Loss Or Shift	0	Total	174
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	167		
14-Parked Motor Vehicle	2		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	1		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	57	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	1	
6-Yield Sign	2	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	0	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	4	
13-None	18	
14-Other	1	
Total	83	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	5	5
C	25	39
PD	51	0
Total	81	44

Road Character	
Road Grade	Total
1-Level	79
2-On Grade	4
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	83

Light	
Light Condition	Total
1-Daylight	67
2-Dawn	1
3-Dusk	5
4-Dark - Lighted	10
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	83

Crash Summary II - Characteristics**Crashes by Year and Month**

Month	2015	2016	2017	Total
JANUARY	2	4	2	8
FEBRUARY	2	0	3	5
MARCH	2	4	1	7
APRIL	1	4	1	6
MAY	4	4	5	13
JUNE	2	1	2	5
JULY	1	1	2	4
AUGUST	3	1	1	5
SEPTEMBER	1	3	0	4
OCTOBER	3	4	2	9
NOVEMBER	1	3	3	7
DECEMBER	3	4	3	10
Total	25	33	25	83

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	13	1	10	39	0	4	0	0	0	0	0	0	0	0	67
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	1	3	0	8	0	0	0	0	0	0	0	0	12
Pedestrians	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	1	12	42	0	13	0	0	0	0	0	0	0	0	83

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	5	0	0	0	0	0	0	0	0	0	0	5
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	39	1	0	0	0	0	0	0	0	0	4	44
Dusk	2	0	0	0	0	0	0	0	0	0	0	2
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	12	0	0	0	0	0	0	0	0	0	2	14
Dusk	3	0	0	0	0	0	0	0	0	0	0	3
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	2	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	6	6
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics**Crashes by Weather, Light Condition and Road Surface**

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	1	2	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	63	1	0	0	0	0	1	3	0	0	15	83

36: Zone Related Design Standards (14-526(d) 5)

- Address Historic Preservation Design Review, if applicable

Not applicable

- Address any applicable design review standards by zone

Per the City of Portland Design Manual(d)(1) a,c-I development in a B-2 Commercial Business the buildings have been placed to create an urban street wall, the dedicated mixed-use retail building includes windows along street frontage that are transparent and installed at a height to provide views by passersby. The façade character is oriented in a manner so that active and public portions of buildings create an active presence along the sidewalk. Building materials are compatible with the surrounding apartment buildings and other nearby commercial uses. See architectural plans included in this site plan submittal package.

Landscaping will screen views to/from the project site from abutting properties. We understand that a densely planted landscape buffer and/or fencing is required to protect neighboring properties from development impacts such as lighting, parking, traffic, noise, odor, smoke or other incompatible uses.

- Address submission requirements from Design Manual, page 1, addressing neighborhood context

The enclosed architectural plans and renderings address the proposed development and include building elevations, floor plans, color and proposed finishes. The plans as presented are progress only and are subject to revision. Final plans will be submitted to the City, as required.

- Description of exterior materials, color, finish, and samples

See Architectural Plans for the proposed colors and finishes table.

11: Access and Circulation (14-526(a)2a)

- Access and internal circulation, addressing ADA access
 - (i) The development provides safe and reasonable site access and provisions for internal circulation for all users of the site and complies with the standards set forth in Section 1 of the Technical Manual. Please see the site plans.
- Access and egress impacts on traffic flows
 - (ii) The points of access and egress are located to avoid conflicts with the existing turning movements and traffic flows. Please see the site plan.

37: Construction Management Plan
August 28, 2018
City of Portland
1884 Forest Avenue – Pine State Family Mart
Applicant: John Chau

Purpose:

Construction Management Plans shall be depicted on the projects site plan and will include the overall planning, coordination, and control of a construction site, including phases as applicable, from beginning to completion. The City's goal for a construction management plan is to support a safe construction site and protect the public safety, accessibility (including preserving accessible pedestrian, bicycle, and vehicular modes of transport throughout the city), and welfare during construction. In addition, the construction management plan shall minimize construction impacts in their duration and magnitude to the surrounding area and develop an effective communication process for resolving concerns and conflicts.

Project Narrative:

The applicant/developer is proposing a new mixed-use retail building and a convenience store/gas station at 1884 Forest Avenue (Route 302) in the City of Portland. This project will disturb approximately 1.61 acres and the work will include:

1. Install erosion control measures and construction entrance;
2. Strip and stockpile loam for reuse;
3. Excavate and stockpile borrow;
4. Coordination with respective utilities regarding connections and required inspections;
5. Cut Forest Avenue and Riverton Drive, as necessary for utilities service connections;
6. Sanitary sewer connection coordination at existing main;
7. Preparation and utilities and drainage;
8. Installation of subsurface under-drained soil filters;
9. Building pads and parking preparation;
10. Installation of access drive/parking base course;
11. Installation of binder course of asphalt for drives/parking;
12. Building construction;
13. Service connections;
14. Final grading and drive/parking wearing course asphalt installation;
15. Installation landscaping;
16. Dumpster placement;
17. Loam, seed and mulch or sod to disturbed areas;
18. Temporary erosion control measures removed.

Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits:

As a Level III Site Plan review, the developer of the project will be required to submit a performance guarantee for the proposed infrastructure work. This performance guarantee and site development inspection fees will be based upon a cost estimate submitted and approved by the City. The guarantee will be a letter of credit from an approved bank or credit union, deposited in a bank-held escrow account or a City- held escrow account. These fees/guarantees will need to be paid and in place prior to scheduling the pre-construction meeting.

As this project involves work within the right-of-way, the contractor will be responsible for obtaining street opening and street occupancy permits from the Department of Public Works. All construction in the right-of-way shall conform to Chapter 25 and all sewer and stormwater construction/connections shall conform to Chapters 24 & 32 of the Land Use Code. These permits will be for the connection to existing utilities and the drive connection at Forest Avenue and Riverton Drive. Work will be performed in conformance with applicable utility company standards. No blasting is anticipated for this project.

Construction Administration and Communication:

This project will be managed by a representation of the developer, Two Eisenhower Drive LLC along with a project manager from the land development construction firm hired by the developer.

1. Contact Person and contact information:
 - Developer : John Chau, (207761-0858
 - Site Contractor: TBD.
 - Engineer (Sebago Technics, Inc.): Jim Seymour, P.E., (207) 200-2083.
2. Signage will be placed at the site that will include the above contact information. This signage will be removed when the infrastructure for the project are complete.
3. The representative for the contractor /developer will reach out to adjacent abutter to notify them of the commencement of constructions and the proposed time frame to complete the infrastructure/roadway improvements for the project.

Construction Schedule*:

- Site Plan Approval: Expected –Autumn 2018.
- Preconstruction Meeting: November 2018
- Site preparation: Approximately 6 weeks.
- Stormwater management features, utilities, building construction: ± 24 weeks
- Expected Completion – Approximately June 2019. Paving – Spring 2019.

* Dates are subject to change at the discretion of the engineer, depending on construction progress.

Estimated construction time: ----- 32 Weeks (8 Months)

Erosion Control Measures Placed: ----- Week 1

Site clearing and grubbing ----- Weeks 2-4

Construction of drive subbase for access ----- Week 4

Stormwater and Utility Improvements -----Weeks 4 – 20
 Final yard grading and compaction ----- Week 20-22
 Final drive/parking paving -----Week 22
 Landscaping and seeding on prepared areas-----Week 24
 Biweekly monitoring of vegetative growth ----- Week 26-32
 Replanting/seeding, if needed ----- Week 26-32
 Removal of erosion control devices -----Upon Final Project Completion

1. From September 1st to May 31st, no person shall engage in construction activities generating noise exceeding fifty (50) decibels, between the hours of 7:00 p.m. and 7:00 a.m., of the following day within five hundred (500) feet of any buildings. From June 1st to August 31st construction activity may continue until 8:00 p.m.
2. Extended Hours or Night Work: Pursuant to Section 17-18, this section not apply to emergency utility work or “Situations where the public works authority or the office of building inspections determines that the construction activity is of a unique character which cannot reasonably be completed or performed during the permitted hours and which is not of a recurring nature, provided that prior to engaging in such activity the contractor or his representatives gives notice of the time and scope of such proposed activity, the notice to be given in a manner approved by the public works authority.”
3. Pursuant to Section 25-129: “Each permittee shall conduct and carry out excavation work in such manner as to avoid unnecessary inconvenience and annoyance to the general public and occupants of neighboring property. To the fullest extent practicable, the permittee shall take appropriate measures to reduce noise, dust and unsightly debris in the performance of the excavation work. Excavation work, including the use of any tool, appliance, or equipment, shall be performed between the hours of 7:00 a.m. and 10:00 p.m. only, exclusive of emergency work. Time waiver requests may be submitted to the public works authority for work outside of this time period and will be subject to neighborhood concerns. Excavation work shall not occur on Sundays, holidays or on major holiday weekends, unless expressly authorized by the public works authority or as a result of emergency need.
4. If allowed, no construction activity shall begin before 8:00 a.m. on a Saturday, Sunday or legal holiday.
5. All deliveries for materials will comply with the noise requirements listed above or be restricted to the hours allowed for construction work.

Security and Public Safety:

1. Prior to commencing construction, site contractor shall install a “Construction Ahead” signs to warn bicyclists and motorists of construction with the area.
2. Contractor shall be responsible for the setup of construction staging area before construction begins. Contractor may provide fencing for staging area at their discretion. Fenced in areas shall be provided with gates passable by emergency vehicles and equipped with a Knox locking device.

3. Contractor shall be responsible for the safe storage of materials or equipment on-site.
4. Contractor shall have weekly tailgate meetings which shall include discussion relative to security and public security.
5. Contractor shall develop a fire safety and emergency protocol and contact the nearest fire station to advise them of the ongoing construction project.
6. All excavations with the right-of-way shall be filled or plated at night. Excavations within the site shall be provided with adequate barricades or warnings (i.e. construction area tape around excavation) at night.

Construction Permitting and Traffic Control Plans:

1. Construction Activity in Public Streets: Construction activity in the public right-of-way is controlled by Chapter 25 Article VII of the City Code of Ordinances. Required licenses and permits, restrictions on activity, and fees & area are outlined in that Chapter. Rules and Regulations for Excavation Activity are available through the Street Opening Clerk at the Department of Public Works. At no time can construction activity including delivery vehicles close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.
2. Sewer and Stormwater: Sewer and stormwater water system connections are controlled by Chapters 24 and 32 of the City Code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual.
3. Traffic Control Plans: Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public.
 - a. Contractor will be required to submit Maintenance of Traffic Plans for all construction within the right-of-way of Riverside Industrial Parkway.
 - b. Flaggers will be required for temporary lane closures for construction.
 - c. Traffic Control signs shall not be placed where they are an obstruction to bicycles or pedestrians.

Site Management and Controls:

1. The land development contractor shall be responsible for the site managements during construction of site infrastructure. Building contractors will be responsible for the building site management.
2. Contractor will be responsible for providing and maintaining a dumpster during construction.
3. Contractor will install and maintain the construction entrance as shown on the plans and will maintain Riverton Drive by including sweeping as necessary for removal of tracked materials.
4. Contractor shall be responsible for maintaining construction BMP's and executing good housekeeping measures as depicted on the approved plans and as included in the Inspection, Maintenance and Housekeeping Plan.

5. Dust controls: The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris.
6. Noise: The construction shall comply with Portland's requirements under Section 17-18 of the City Code and Section 25-129 on Noise, dust and debris. The Contractor and City will be responsible for adjusting work should noise become an issue.
7. Rodent Control is not expected for this project. Should it become necessary, it will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code or City of Portland Public Works.
8. Snow Removal: Pursuant to Section 25-173 Contractors to ensure a safe means of travel within the work zone.
 - 1) Snow/ice removal or commence automatically from (1" of snow and up) or Ice
 - 2) Remove snow as needed within the work zone, including parking spaces & not to block any driveways or site lines with the piles of snow.
 - 3) Clear all walks & ramps with the work zone
 - 4) Sand or Salt as needed
 - 5) Clear all basin basin or drainage structures to help snow melt
 - 6) This would include Monday-Friday Sat/Sunday/Holidays.
9. Site management and controls shall be discussed at each tailgate meeting including maintenance of BMP's and good housekeeping measures.

Erosion Control and Preservation of Trees:

1. The site contractor shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan prior to the pre-construction meeting for inspection by the City. The contractor shall regularly inspect the control measures, no less than weekly and after significant storm events, and maintain any installed temporary or permanent stormwater management systems in working order. The contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection upon request.
2. The site contractor shall maintain storage and of materials and equipment away from the tree drip lines in an effort to preserve vegetation on adjacent properties. Due to development constraints, no vegetation will be preserved on the development site.

Construction Staging Area:

1. A Construction Management Plan is described on the site plan and depicts the location of the material (open storage) and equipment storage area. The exact location of these areas shall be up to the contractor but should be sufficiently away from any trees at the designated construction limit line.
2. Delivery Truck Holding Areas On-Site: The delivery holding area shall be adjacent to the site storage area shown on the plan and shall not be blocked during construction. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of the trucks until they can be unloaded. Once at the site all vehicles well be brought within the property and will make every attempt to avoid queueing on public streets.

3. Delivery Truck Holding Areas Off-Site: In the event that adequate on-site area for holding of trucks is not available, the contractor shall provide an area along the adjacent shoulder of Riverton Drive for offloading. This area shall be provided within the buffer area of a maintenance of traffic area with the appropriate cones, advanced warning signs and flaggers as necessary. All off-loading shall occur from the project side of the truck and not within the roadway.

Parking During Construction:

1. Construction Parking: Parking for construction workers shall be on the site as indicted on the Construction Management Plan. No parking shall occur along Forest Avenue. If sufficient space is not available on-site for parking, contractor shall make other parking arrangements and have workers brought or carpooled to the site.
2. Truck Routes and Volumes: All deliveries to and from site shall occur from Route 302 (Forest Avenue) or Riverside Street and proceed along Forest Avenue to the site. Drivers for the contractors shall be advised weekly of the residential nature of portions of the site approach over Riverside Street and Forest Avenue in the weekly tailgate meetings or by some other appropriate communication.

Prepared by:
Sebago Technics, Inc.

INSTALL ADVANCE WARNING SIGNS, TRAFFIC CONES AND PROVIDE FLAGGERS FOR ANY TEMPORARY LANE CLOSURES (TYPICAL BOTH DIRECTIONS OF TRAFFIC.

WORKER PARKING

PROVIDE FILTER BARRIER AT STOCKPILES

STORAGE AREA FOR CONTRACTOR EQUIPMENT AND MATERIALS. IF CONTRACTOR ELECTS TO CONSTRUCT FENCING, GATES SHALL HAVE KNOX LOCKING DEVICE.

PROVIDE TEMPORARY INLET PROTECTION DURING CONSTRUCTION (TYPICAL)

1. SIDESLOPES SHALL NOT BE STEEPER THAN 3:1 (H:V) EXCEPT AS OTHERWISE IDENTIFIED ON THIS PLAN. ALL SIDESLOPES STEEPER THAN 3:1 (H:V) SHALL BE LINED WITH EROSION CONTROL BLANKET, OR ADDITIONAL MEASURES AS INDICATED.
2. ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENT CONTROL BMPs" MANUAL PUBLISHED BY BUREAU OF LAND AND WATER QUALITY MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MAY 2003 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.
3. ALL AREAS DISTURBED DURING CONSTRUCTION AND NOT RESTORED WITH IMPERVIOUS SURFACES (BUILDINGS, PAVEMENT, WALKS, ETC.) SHALL RECEIVE LOAM AND SEED PER DETAIL.

STORM DRAIN STRUCTURE DATA				
STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
CB-1	83.50		79.45 (SD-1)	???"
CB-2	84.20	79.30 (SD-1)	79.20 (SD-2)	48"
CB-3	81.85	78.65 (SD-2)	78.55 (SD-3)	48"
CB-4	81.35	78.45 (SD-3)	78.35 (SD-4)	48"
CB-5	81.80	78.00 (SD-4)	77.90 (SD-5)	48"
CB-6	81.50		78.10 (SD-6)	48"
CB-7	82.10	77.75 (SD-6)	77.65 (SD-7)	48"
CB-8	78.24	73.34 (SD-10)	73.24 (SD-11)	48"
CB-9	78.72	73.12 (SD-11)	73.02 (SD-12)	48"
CB-18	77.50		73.55 (SD-10)	???"
DMH-2	75.34	71.50 (SD-8)	71.40 (SD-9)	48"
ICS1	80.36	77.18 (SD-5) 77.18 (SD-7)	71.60 (SD-8)	48"
UCS2	78.85	70.88 (SD-12)	70.90 (SD-13)	48"

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
CB-1	83.50		79.45 (SD-1)	???"
CB-2	84.20	79.30 (SD-1)	79.20 (SD-2)	48"
CB-3	81.85	78.65 (SD-2)	78.50 (SD-3)	48"
CB-4	81.35	78.45 (SD-3)	78.35 (SD-4)	48"
CB-5	81.80	78.00 (SD-4)	77.90 (SD-5)	48"
CB-6	81.50		78.10 (SD-6)	48"
CB-7	82.10	77.75 (SD-6)	77.65 (SD-7)	48"
CB-8	78.24	73.34 (SD-10)	73.24 (SD-11)	48"
CB-9	78.72	73.12 (SD-11)	73.02 (SD-12)	48"
CB-18	77.50		73.55 (SD-10)	???"
DMH-2	75.34	71.50 (SD-8)	71.40 (SD-9)	48"
ICS1	80.36	77.18 (SD-5) 77.18 (SD-7)	71.60 (SD-8)	48"
ICS2	78.95	73.88 (SD-12)	73.90 (SD-13)	48"

CONSTRUCTION MANAGEMENT PLAN

12: Loading and Servicing (14-526 (a) 2 b)

- Load and servicing needs, route and travel way geometrics for deliveries
- Turning templates for delivery vehicles, if applicable
 - (i) The site will be serviced occasionally by delivery vehicles. Access to the site includes a clear route that allows safe turning and backing for the anticipated vehicle lengths that will not impede site access, vehicle circulation, pedestrian movement, or affect the designated parking on the site.



November 13, 2018

Re: 1884 Forest Avenue, Portland, Maine Development Project ("Project")

To Whom It May Concern:

On behalf of Camden National Bank I am pleased to provide this letter in support of Sinoun Chau and Phuong Neang (collectively the "Developer") for the planned development of a convenience store and gas station at 1884 Forest Avenue in Portland ("Project"). Based on our review of the financial elements of the Project, we believe that the applicant has the ability to get the financing needed to support a budgeted Project cost of \$2,120,124.

While this letter of support is not a commitment to lend, the Bank would welcome the opportunity to be a resource to the Developer for financing. This letter shall in no way obligate the bank, or the Developer, beyond the scope and intent of this letter.

Please feel free to contact me with questions.

Sincerely,

Elliott Barry, Senior Vice President
Commercial Banking Officer
207.344.6852
ebarry@camdennational.com

13: Sidewalks (14-526 (a) 2c)

- Sidewalks and condition along street frontages and internal walkways
 - (i) There is an existing sidewalk along Forest Avenue that will be interrupted for the project entry drives and will be modified to provide internal walkway connections.
 - (ii) Continuous internal walkways are proposed between the existing public sidewalks located on Forest Avenue and Riverton Drive. A new transit shelter is proposed on Forest Avenue at the existing Metro bus stop. The transit stop shelter is being coordinated between Gorrill-Palmer Consulting Engineers and Greater Portland Metro.
 - (iii) The public will be provided pedestrian connectivity to and through the site and to the retail businesses by a proposed sidewalk tying into the entrance of/and onto Riverton Drive.
- Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)

Public sidewalk connections, building access walks including ADA ramps and details are shown on the enclosed site plans. The walks will be constructed in accordance with the City requirements shown in the Technical Manual, Section 1.

14: Public Transit (14-526(a)3, if applicable)

- Existing available transit services

The proposed site is located on the Greater Portland Metro bus line. There is an existing bus stop located along the Forest Avenue street frontage.

- Proposed site plan design details, such as easement, pad base, and shelter

The project does not include residential development, however, the proposed project includes provision and design that includes the installation of a METRO shelter with connection to the public sidewalk. The proposed shelter site is located in front of the proposed mixed-use retail building as shown on the enclosed site plans. The design is being coordinated between Sebago Technics, Gorrill-Palmer Consulting Engineers and Greater Portland METRO.

15: Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c)

- Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements
 - a. Location and required number of vehicle spaces

The proposed parking area is appropriate for the intended use/zone and the spaces/aisles meet the dimensional standard as detailed in Section 1 of the City Technical Standard. Thirty-seven spaces are required and forty-eight are proposed. Please see the site plans.
 - b. Location and required number of bicycle parking spaces

Ten bicycle parking spaces are required based on the proposed vehicle parking spaces (2 bicycle per 10 vehicle spaces). The locations shown conform to the *Bicycle Parking Rack Placement Criteria* as illustrated in Figure I-33 of the City of Portland Technical manual.
 - c. Motorcycle/scooter parking

There is adequate off-street parking to allow motorcycle/scooter parking. Please see site plan.
- Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan

The proposed curb cut separation and parking lot layout is designed in accordance with Section 1 of the City Technical Standard as shown on the accompanying plan set.

16: Bicycle Parking (14-526(a)4b)

- Address bicycle parking requirements and identify locations on-site
 - b. Ten secure bicycle parking spaces are proposed for the project. The bicycle parking location is shown on the site plan and the number of spaces meets the requirements of this section.
- Constuction details for bike racks (Technical Manual, Section 1)

A bike rack detail is included in the site plans.

17: Snow Storage (14-526(a)d)

- Management plan for snow removal and locate snow storage areas on plan
 - (i) The designated snow storage area is shown on the site plan.
 - (ii) The snow storage area will not adversely impact stormwater management systems and do not encroach on pedestrian, parking or accessways.

18: Traffic Design Management (TDM) (14-526(a)5)

- Develop TDM with Trip Reduction Targets and Strategies

Not applicable. The project does not meet the types of development required to implement a TMD Plan.

19: Preservation of Significant Natural Features (14-526 (b) 1), if applicable

- Trees, plants, habitats listed on State or Federal list of endangered or threatened
 - (i) The State of Maine Department of Agriculture, Conservation and Forestry Natural Areas Program (MNAP) did not identify known mapped significant natural features within the project site. Reference is made to the MNAP letter, this section. The Beginning with Habitat (BWH)-Primary Map 2, High Value Plants and Animals – Portland does not identify plant or animal habitats within the project area.
 - (ii) Per the U.S. Department of Interior, Fish and Wildlife Service, no critical habitats are identified within the project area. The official species list is limited to the threatened Northern Long-eared bat *Myotis septentrionalis*. No known hibernacula occurs on the site and tree removal will not take place during the spring-summer bat pup-rearing season. See attached letter received from the Maine Ecological Field Services Office, this section.
- High and moderate value waterfowl and wading habitat
 - (iii) A site review request has been requested of Maine Department of Inland Fisheries and Wildlife. Available online mapping and the BWH map for Portland does not identify high or moderate waterfowl or wading habitat within the site. A copy of the MDIFW response will be forwarded to the City upon receipt.
- Aquifers on Casco Bay Islands
 - (iv) Not applicable.
- Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains)
 - (v) No waterbodies are located on the proposed project site.

Per review of the City of Portland GIS Map Viewer-Flood Map (1986 FEMA flood boundaries), the project is not located in a flood plain.
- Proposed preservation areas and protection measures
 - No dedicated preservation areas or protection measures are proposed as part of the Pine State Family Mart project.
- Documentation from environmental consultants determinations from applicable state agencies
 - Reference is made to the aforementioned correspondence regarding natural features.



PAUL R. LePAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY

93 STATE HOUSE STATION
AUGUSTA, MAINE 04333

WALTER E. WHITCOMB
COMMISSIONER

September 4, 2018

Stefanie Nichols
Sebago Technics
75 John Roberts Road, Suite 4A
South Portland, ME 04106

Via email: snichols@sebagotechnics.com

Re: Rare and exemplary botanical features in proximity to: #11142, Chau Property, 1884 Forest Ave, Portland, Maine

Dear Ms. Nichols:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request received August 28, 2018 for information on the presence of rare or unique botanical features documented from the vicinity of the project in Portland, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

MOLLY DOCHERTY, DIRECTOR
MAINE NATURAL AREAS PROGRAM



PHONE: (207) 287-8044
FAX: (207) 287-8040
WWW.MAINE.GOV/DACF/MNAP

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of \$75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for \$150.00 for two hours of our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,

A handwritten signature in cursive script, appearing to read "Krist Puryear".

Kristen Puryear | Ecologist | Maine Natural Areas Program
207-287-8043 | kristen.puryear@maine.gov

Rare and Exemplary Botanical Features within 4 miles of
Project: 11142, Chau Property, 1884 Forest Ave, Portland, Maine

Common Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
Allegheny Vine	E	S1	G4	1860-10	9	Rocky summits and outcrops (non-forested, upland),Dry barrens (partly forested, upland)
American Sea-blite	T	S2	G5	1932-09-12	5	Tidal wetland (non-forested, wetland)
	T	S2	G5	2011-08-15	17	Tidal wetland (non-forested, wetland)
Bottlebrush Grass						
Broad Beech Fern	SC	S3	G5	1905-09-13	10	Hardwood to mixed forest (forest, upland)
	SC	S2	G5	1872-08	15	Hardwood to mixed forest (forest, upland)
Clothed Sedge						
Ebony Spleenwort	E	S1	G5	2000-06-06	5	Dry barrens (partly forested, upland)
	SC	S2	G5	1910-06-06	10	Rocky summits and outcrops (non-forested, upland),Hardwood to mixed forest (forest, upland)
Engelmann's Spikerush						
	PE	SH	G4G5	1916-08-31	2	Open wetland, not coastal nor rivershore (non-forested, wetland)
Fern-leaved False Foxglove						
	SC	S3	G5	1902-09-02	13	Dry barrens (partly forested, upland),Hardwood to mixed forest (forest, upland)
Great Blue Lobelia						
	PE	SX	G5	1905-09	3	Forested wetland,Non-tidal rivershore (non-forested, seasonally wet)
Hollow Joe-pye Weed						
	SC	S2	G5?	2014-06-18	24	Open wetland, not coastal nor rivershore (non-forested, wetland),Old field/roadside (non-forested, wetland or upland)
	SC	S2	G5?	2007-10-22	18	Open wetland, not coastal nor rivershore (non-forested, wetland),Old

Rare and Exemplary Botanical Features within 4 miles of Project: 11142, Chau Property, 1884 Forest Ave, Portland, Maine

Common Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
Horned Pondweed	SC	S2	G5?	2011-08-04	19	field/roadside (non-forested, wetland or upland) Open wetland, not coastal nor rivershore (non-forested, wetland), Old field/roadside (non-forested, wetland or upland)
Marsh Milkwort	SC	S2	G5	1913-09-13	9	Tidal wetland (non-forested, wetland)
Missouri Rockcress	PE	SH	G5T4	1903-08-18	1	Dry barrens (partly forested, upland), Open wetland, not coastal nor rivershore (non-forested, wetland)
Mountain Honeysuckle	T	S1	G5	1905-06-11	5	Rocky summits and outcrops (non-forested, upland), Hardwood to mixed forest (forest, upland)
	E	S2	G5	2014-08-03	14	Dry barrens (partly forested, upland), Hardwood to mixed forest (forest, upland)
	E	S2	G5	2007-10-05	11	Dry barrens (partly forested, upland), Hardwood to mixed forest (forest, upland)
Pitch Pine Woodland	E	S2	G5	2015-07-07	17	Dry barrens (partly forested, upland), Hardwood to mixed forest (forest, upland)
Small Reed Grass	<null>	S3	G2	2005-12-08	28	Rocky summits and outcrops (non-forested, upland)
Spotted Pondweed	SC	S3	G5	2011-08-28	18	Old field/roadside (non-forested, wetland or upland)
Tidal Marsh Estuary Ecosystem	T	S1	G5	1995-10-01	3	Open water (non-forested, wetland)
Upright Bindweed	<null>	S3	GNR	2011-08-25	8	Tidal wetland (non-forested, wetland)

Rare and Exemplary Botanical Features within 4 miles of Project: 11142, Chau Property, 1884 Forest Ave, Portland, Maine

Common Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
Variable Sedge	T	S2	G4G5	2007-06-28	5	Dry barrens (partly forested, upland), Old field/roadside (non-forested, wetland or upland)
	E	S1	G3	1911	8	Dry barrens (partly forested, upland), Hardwood to mixed forest (forest, upland)
Vasey's Pondweed	E	S1	G3	1911-06-29	9	Dry barrens (partly forested, upland), Hardwood to mixed forest (forest, upland)
	SC	S2	G4	1901-08-04	7	Open water (non-forested, wetland)
Wild Garlic	SC	S2	G5	1918-07-16	6	Forested wetland, Hardwood to mixed forest (forest, upland)

STATE RARITY RANKS

- S1** Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- S2** Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- S3** Rare in Maine (20-100 occurrences).
- S4** Apparently secure in Maine.
- S5** Demonstrably secure in Maine.
- SU** Under consideration for assigning rarity status; more information needed on threats or distribution.
- SNR** Not yet ranked.
- SNA** Rank not applicable.
- S#?** Current occurrence data suggests assigned rank, but lack of survey effort along with amount of potential habitat create uncertainty (e.g. S3?).

Note: **State Rarity Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines State Rarity Ranks for animals.

GLOBAL RARITY RANKS

- G1** Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extinction.
- G2** Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- G3** Globally rare (20-100 occurrences).
- G4** Apparently secure globally.
- G5** Demonstrably secure globally.
- GNR** Not yet ranked.

Note: **Global Ranks** are determined by NatureServe.

STATE LEGAL STATUS

Note: State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's **Endangered** and **Threatened** plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.

- E** ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future; or federally listed as Endangered.
- T** THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.

NON-LEGAL STATUS

- SC** SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.
- PE** Potentially Extirpated; Species has not been documented in Maine in past 20 years or loss of last known occurrence has been documented.

ELEMENT OCCURRENCE RANKS - EO RANKS

Element Occurrence ranks are used to describe the quality of a rare plant population or natural community based on three factors:

- **Size**: Size of community or population relative to other known examples in Maine. Community or population's viability, capability to maintain itself.
- **Condition**: For communities, condition includes presence of representative species, maturity of species, and evidence of human-caused disturbance. For plants, factors include species vigor and evidence of human-caused disturbance.
- **Landscape context**: Land uses and/or condition of natural communities surrounding the observed area. Ability of the observed community or population to be protected from effects of adjacent land uses.

These three factors are combined into an overall ranking of the feature of **A**, **B**, **C**, or **D**, where **A** indicates an **excellent** example of the community or population and **D** indicates a **poor** example of the community or population. A rank of **E** indicates that the community or population is **extant** but there is not enough data to assign a quality rank. The Maine Natural Areas Program tracks all occurrences of rare (S1-S3) plants and natural communities as well as A and B ranked common (S4-S5) natural communities.

Note: **Element Occurrence Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines Element Occurrence ranks for animals.

Visit our website for more information on rare, threatened, and endangered species!
<http://www.maine.gov/dacf/mnap>



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Maine Ecological Services Field Office

P. O. Box A

East Orland, ME 04431

Phone: (207) 469-7300 Fax: (207) 902-1588

<http://www.fws.gov/mainefieldoffice/index.html>

In Reply Refer To:

August 28, 2018

Consultation Code: 05E1ME00-2018-SLI-1029

Event Code: 05E1ME00-2018-E-02121

Project Name: Pine State Family Mart

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies the threatened, endangered, candidate, and proposed species and designated or proposed critical habitat that may occur within the boundary of your proposed project or may be affected by your proposed project. This species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC Web site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the Endangered Species Consultation Handbook at: <http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

This species list also identifies candidate species under review for listing and those species that the Service considers species of concern. Candidate species have no protection under the Act but are included for consideration because they could be listed prior to completion of your project. Species of concern are those taxa whose conservation status is of concern to the Service (i.e., species previously known as Category 2 candidates), but for which further information is needed.

If a proposed project may affect only candidate species or species of concern, you are not required to prepare a Biological Assessment or biological evaluation or to consult with the Service. However, the Service recommends minimizing effects to these species to prevent future conflicts. Therefore, if early evaluation indicates that a project will affect a candidate species or species of concern, you may wish to request technical assistance from this office to identify appropriate minimization measures.

Please be aware that bald and golden eagles are not protected under the Endangered Species Act but are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.). Projects affecting these species may require development of an eagle conservation plan: http://www.fws.gov/windenergy/eagle_guidance.html Information on the location of bald eagle nests in Maine can be found on the Maine Field Office Web site: <http://www.fws.gov/mainefieldoffice/Project%20review4.html>

Additionally, wind energy projects should follow the wind energy guidelines: <http://www.fws.gov/windenergy/> for minimizing impacts to migratory birds and bats. Projects may require development of an avian and bat protection plan.

Migratory birds are also a Service trust resource. Under the Migratory Bird Treaty Act, construction activities in grassland, wetland, stream, woodland, and other habitats that would result in the take of migratory birds, eggs, young, or active nests should be avoided. Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g.,

cellular, digital television, radio, and emergency broadcast) can be found at:
<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm> and at:
<http://www.towerkill.com>; and at:
<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Maine Ecological Services Field Office

P. O. Box A

East Orland, ME 04431

(207) 469-7300

Project Summary

Consultation Code: 05E1ME00-2018-SLI-1029

Event Code: 05E1ME00-2018-E-02121

Project Name: Pine State Family Mart

Project Type: DEVELOPMENT

Project Description: Scope: Development of mixed use retail building and a convenience store/
gas Station

+/- 1.61 Acre lot

Timing: 2018-2019

Project Location:

Approximate location of the project can be viewed in Google Maps: [https://
www.google.com/maps/place/43.69991417790426N70.3196235655184W](https://www.google.com/maps/place/43.69991417790426N70.3196235655184W)



Counties: Cumberland, ME

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



August 28, 2018
11142

Mr. John Perry
Environmental Coordinator
Maine Department of Inland Fisheries
41 State House Station
Augusta, Maine 04333

Maine Department of Inland Fisheries & Wildlife Project Review
Pine State Family Mart - 1884 Forest Avenue, Portland
Record Owner: John Chau, Phuong Neang (JT)

Dear John:

Sebago Technics, Inc. respectfully requests a project review of a 1.61 ± acre wooded property located at 1884 Forest Avenue in the City of Portland. The site is identified by the assessor as 327-B-3 and is currently unimproved. The site design consists of a 7,800 square foot ± mixed-use retail building and a 5,000 square foot convenience store with four fueling islands. Sebago Technics is preparing a City of Portland Planning Board Site Plan Review Application. Review of the *Beginning with Habitat, Map 2 – High Value Plant & Animal Habitats* did not identify habitat area within the project bounds.

The property is surrounded by existing development including three residential apartment complexes (Riverton Park, Wellesley Estates, and Terrace Pond) and it is opposite from Tortilla Flats restaurant. A dance club/event center is located immediately to the east.

For your reference, I have enclosed a USGS Site Location Map and an aerial photograph for your reference and record. If you have any questions about the proposed development, please do not hesitate to contact me at snichols@sebagotechnics.com or on my direct line at (207) 200-2120. I look forward to hearing from you.

Sincerely,
SEBAGO TECHNICS, INC.

A handwritten signature in cursive script that reads "Stefanie Nichols".

Stefanie Nichols
Permitting Specialist/Project Coordinator

enc.

20: Landscaping and Landscape Preservation (14-526 (b) 2a)

- Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4)
The design and allowed lot coverage by zone prevents preservation of trees. The proposed landscaping will reestablish vegetation on the site in a manner that compliments the development and surrounding area.
- Protection measures of existing vegetation during construction
All existing vegetation will be removed from the site during construction.
- Protection measures within Shoreland Zone, if applicable
The proposed project is not located within the Shoreland Zone.

21: Site Landscaping (14-526(b)2b)

- Screening and buffering of service areas and between non-residential and residential uses

The Pine State Family Mart will be buffered from residential uses by the placement of plantings along the south and southeast property lines. Areas that are not screened have been allocated as the snow storage area.

- Planting plans with plant schedule and sizes (Technical Manual, Section 4)

Please see the Landscape Plan the plant schedule and sizes.

22: Parking Lot Landscaping (14-526(b) 2 b ii), if applicable

- Landscaped islands within parking areas (Technical Manual, Section 4)

Landscaping has been incorporated into the development, as required. Parking is screened from Forest Avenue by urban wall building placement required by the zoning. Plant materials have been selected for aesthetics and durability and are protected from snow plowing with curbing and boulder placement.

23: Street Trees (14-526(b) 2 B iii)

- Existing Heritage or Feature Trees on site and measures to preserve

No existing Heritage or Feature Trees have been located on the site.

- Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable

The project site requires a 10' minimum setback and is further constrained by existing overhead electrical lines. No street trees will be placed within the public right-of-way. The applicant proposes to plant five trees where appropriate within the property bounds adjacent to the right-of-way along Forest Avenue and two trees adjacent to the Riverton Drive right-of-way as shown on the enclosed Landscape Plan. Foundation plantings along the face of the retail building have been included in the landscape design where the installation of trees would cause a conflict with existing overhead electrical lines. Please see the Landscape Plan for proposed planting information.

24: Water Quality, Stormwater Management and Erosion Control (14-526(b) 3 a)

The proposed site development has been designed in accordance with the City and Maine DEP Chapter 500 Stormwater standards. Please refer to the revised Stormwater Management Plan, this section. See the site plans for erosion control features, details and the written ESC plan.



**Pine State Family Mart
1884 Forest Avenue
Portland ME, 04103**

Prepared for

John Chau
75 Arcadia Street
Portland, ME 04103

April 2019

Table of Contents

Contents

I. Introduction	1
Basic Standard - Chapter 500, Section 4(B)	1
General Standard - Chapter 500, Section 4(C)	1
Flooding Standard - Chapter 500, Section 4(F)	2
Urban Impaired Stream Standard – Chapter 500, Section 4(E).....	2
II. Existing Conditions	2
III. Proposed Conditions.....	3
IV. Methodology	3
V. Pre-Development Watershed Model	4
VI. Post-Development Watershed Model.....	4
VII. Water Quality	5
VIII. Water Quantity	5
IX. Conclusion.....	5

Appendices

Appendix A:	Regulatory Standards Calculations
Appendix B:	Subsurface Investigations/FIRM Map
Appendix C:	Pre-Development Calculations
Appendix D:	Post-Development Calculations
Appendix E:	Inspection, Maintenance and Housekeeping Plan
Appendix F:	Easements/Deed Restrictions
Appendix G:	Stormwater Management Plans

STORMWATER MANAGEMENT PLAN
Pine State Family Mart
Portland, Maine

I. Introduction

This Stormwater Management Plan has been prepared to address the potential impacts associated with this project due to the proposed modification in stormwater runoff characteristics and land cover changes. The stormwater management controls that are outlined in this plan have been designed to suit the proposed development and to comply with applicable regulatory requirements.

Project Scope

The proposed development will consist of an 8-bay gas station and related convenience store with a 5,000 square-foot footprint, and a mixed-use retail building with a total footprint of 7,800 square-feet. Additionally, the site will include 48 parking spaces, 4 of which are handicap accessible. The project will result in the creation of 1.1 acres of impervious area and 1.6 acres of developed area.

Project Watershed

The proposed development is tributary to the Presumpscot River watershed, ultimately draining to the Atlantic Ocean.

Regulatory Requirements

Regulatory requirements for this project consist of the basic, general and flooding standards, each described individually below.

Basic Standard - Chapter 500, Section 4(B)

Since the project will disturb more than one (1) acre of land area, MDEP Basic Standards apply, requiring that grading or other construction activities on the site do not impede or otherwise alter drainage ways to have an unreasonable adverse impact. As such, an Erosion & Sedimentation Control Plan and an Inspection, Maintenance and Housekeeping Plan (Appendix E) will be implemented during construction and post-construction to stabilize the site. These construction requirements have been developed following Best Management Practice guidelines.

General Standard - Chapter 500, Section 4(C)

Since the project will create more than one (1) acre of impervious surface, MDEP General Standards apply, which require a project's stormwater management system to include treatment measures that will mitigate for the increased frequency and duration of channel erosive flows due to runoff from smaller storms, provide for effective treatment of pollutants in stormwater, and mitigate potential temperature impacts. The General Standards require treatment of no less than 95% of the site's created impervious area and no less than 80% of the site's created developed area (landscaped area and impervious area

combined). To mitigate the changes in hydrologic patterns due to the development of this project, a subsurface underdrained soil filter has been implemented into the stormwater management infrastructure.

Flooding Standard - Chapter 500, Section 4(F)

Since the planned project will not create more than three (3) acres of impervious surface, MDEP Flooding Standards are not required to be met. However, through the City of Portland delegated review there are flooding standards that need to be met. The Flooding Standard requires a project's stormwater management system detain, retain, or result in the infiltration of stormwater from 24-hour storms of the 2, 10, and 25-year frequencies such that the peak flows of stormwater from the project site do not exceed the peak flows of stormwater prior to undertaking the project.

Urban Impaired Stream Standard – Chapter 500, Section 4(E)

The proposed development is not tributary to an Urban Impaired Stream as defined by the Maine Department of Environmental Protection in Chapter 502. Therefore, the project will not be required to meet or exceed the requirements of the Urban Impaired Stream Standard as listed in Section 4(E) of Chapter 500.

II. Existing Conditions

The project site is located in the City of Portland's Riverton section and is bounded by Forest Avenue to the north, Riverton Drive to the west and residential developments to the south and east. The project frontage is on Forest Avenue (Route 302) and will be accessed by drives on Forest Avenue and Riverton Drive. The project site is approximately 1.61 acres in size. The site is partially wooded with slopes generally between 0-3%. There are no wetlands or other waterbodies within this property.

Soils

Soil characteristics were obtained from the USDA National Resources Conservation Service - Web Soil Survey. The Hydrologic Groups (HSG) of the soils is classified as follows:

Soil Map Symbol	Soil Name	Slope (%)	HSG
WmB	Windsor Loamy Sand	0-8	A

A copy of the hydrologic soil group designation is included in Appendix B.

Flood Zone

The proposed development area of the site is not located in an identified flood zone per the FEMA Flood Insurance Rate Map for the City of Portland, Community Panel 230051 0006 C. A flood insurance rate map is included in Appendix B.

III. Proposed Conditions

Project Scope

The proposed development will consist of an 8-bay gas station and related convenience store with a 5,000 square-foot footprint, and a mixed used retail building with a total footprint of 7,800 square-feet. Additionally, the site will include 48 parking spaces, 4 of which are handicap accessible. The project will result in the creation of 1.1 acres of impervious area and 1.6 acres of developed area.

Surface Cover

The project development will require removal of most of the vegetation on the site. The site will be revegetated in accordance with the City regulations. Neighboring residential uses are buffered and all landscaping plant locations, types and sizes are shown on the enclosed Landscape Plan.

Best Management Practices

The project will utilize a Subsurface Underdrained Soil Filter for stormwater treatment and detention.

IV. Methodology

In order to evaluate drainage characteristics as a result of the proposed development, a quantitative analysis was performed to determine peak runoff rates in the pre-development and post-development conditions. The evaluation was performed using the methodology outlined in the USDA Soil Conservation Service's "Urban Hydrology for Small Watersheds - Technical Release #55 (TR-55)". HydroCAD computer software was utilized to perform the calculations.

The peak runoff rates were calculated using a 24-hour duration storm event with a Type-III rainfall distribution. The rainfall amounts for Cumberland County (SE) were obtained from Appendix H of MDEP's Chapter 500: Stormwater Management (effective date August 2015). Rainfall values for Cumberland County SE are listed in the table below.

Storm Frequency Precipitation (in./24 hr) Cumberland County SE	
2-year	3.1
10-year	4.6
25-year	5.8

Runoff curve numbers were determined for each of the watersheds by measuring the area of each hydrologic soil group within each type of land cover. The type of land cover was determined based on survey data, field reconnaissance and aerial photography. Times of concentration were determined from site topographic maps in accordance with SCS procedures.

The hydrologic model incorporates the following design assumptions:

- The minimum time of concentration (T_c) is six minutes, based upon limitations of the TR-55 model.

V. Pre-Development Watershed Model

The pre-development watershed plan consists of two subcatchments labeled 1S and 2S in the HydroCAD model. Two locations were identified as Study Points (SP's) for comparing peak runoff rates, and are described below:

SP-1 is located in the south-westerly corner of the lot where runoff leaves the site via closed drainage system located in Riverton Drive. Watershed 1S contributes runoff to this study point with an overall runoff area of approximately 0.93 acres. SP-1 and the associated drainage area are tributary to the Presumpscot River Watershed.

SP-2 is located in the south-easterly corner of the lot where runoff leaves the site via overland flow to the adjacent residential property complex. Watershed 2S contributes runoff to this study point with an overall runoff area of approximately 0.07 acres. SP-2 and the associated drainage area are also tributary to Presumpscot River Watershed.

VI. Post-Development Watershed Model

The post-development watershed area consists of the same overall area as the pre-development plan.

Post-development subcatchments 10S and 11S represent the area tributary to SP-1. Subcatchment 20S represents the area tributary to SP-2. The majority of the proposed development area is included within 10S and 11S. Watersheds 10S and 11S include the buildings, access drives, parking areas, landscaped areas, and the subsurface underdrained soil filter (10P). The overall tributary area associated with SP-1 is 1.5 acres. Watershed 20S includes a small portion of proposed sidewalk, and landscaped areas. The overall tributary area associated with SP-2 is 0.14 acres.

The Best Management Practices have been designed and sized in accordance with DEP BMP standards contained within Chapter 500 and the BMP Manual. Sizing calculations can be found in Appendix A.

VII. Water Quality

A subsurface geotechnical investigation to determine the seasonal high-water table will be performed and test pits will be done in the proposed building areas and stormwater treatment filtration area. Upon completion, the geotechnical investigation report can be provided upon request.

The General Standards are met by routing stormwater runoff to a subsurface underdrained soil filter. BMP sizing and treatment calculations of this system are provided in Appendix A.

Through the use of the aforementioned BMP 99.69% of new impervious area and 95.70% of new developed area will be receiving treatment. This meets the requirements for the Maine DEP General Standards.

VIII. Water Quantity

The subcatchment areas and times of concentration of the post-development conditions vary from the pre-development conditions based on the proposed site development and grading. The following table summarizes the results of the hydrological analysis of the project during pre-development and post development conditions:

Stormwater Peak Runoff Summary Table			
Study Point	Storm Event	Pre-Development (cfs)	Post-Development (cfs)
SP-1	2-year	0.00	0.00
	10-year	0.00	0.01
	25-year	0.02	0.03
SP-2	2-year	0.00	0.00
	10-year	0.00	0.00
	25-year	0.01	0.00

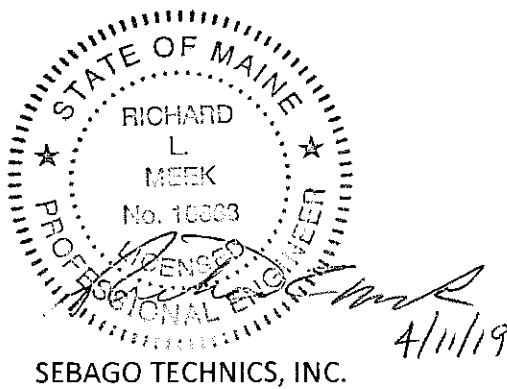
Although a concerted effort has been made to maintain post-development peak rates at pre-development levels, the model indicates an insignificant increase (0.01 cfs) at SP-1 during the 10-year and 25-year storm events. As such, a waiver of the flooding standard is requested in accordance with Chapter 500, 4.F.3.a. The requested waiver applies to projects located in the watershed of a major river segment in which stormwater is conveyed to this resource via a piped system.

IX. Conclusion

Erosion and sedimentation controls, inspection and maintenance procedures and general housekeeping requirements have been outlined to prevent unreasonable impacts on the site and to the surrounding environment. By utilizing Best Management Practices (subsurface

underdrained soil filter), stormwater quality treatment has been provided for at least 95% of the total site impervious area and at least 80% of the total site developed area. Based on modeling data, an insignificant increase (0.01 cfs) at SP-1 during the 10-year and 25-year storm events. As such, a waiver of the flooding standard is requested in accordance with Chapter 500, 4.F.3.a. The requested waiver applies to projects located in the watershed of a major river segment in which stormwater is conveyed to this resource via a piped system. It is anticipated that stormwater runoff from the proposed site development will not cause a significant adverse effect to off-site receiving channels or downstream properties.

Prepared by:



Richard L. Meek, P.E
Senior Project Engineer
SAH

Appendix A

Regulatory Standards Calculations

Table 1: MDEP GENERAL STANDARD CALCULATIONS

Job # 11142 Pine State Family Mart

AREA ID	WATERSHED SIZE (S.F.)	EXISTING ONSITE IMPERVIOUS AREA TO REMAIN (S.F.)	NEW ONSITE IMPERVIOUS AREA (S.F.)	EXISTING ONSITE LANDSCAPED AREA TO REMAIN (S.F.)	NEW ONSITE LANDSCAPED AREA (S.F.)	NET NEW DEVELOPED AREA (S.F.)	NET EXISTING DEVELOPED AREAS (S.F.)	TREATMENT PROVIDED?	IMPERVIOUS AREA TREATED (S.F.)	LANDSCAPED AREA TREATED* (S.F.)	DEVELOPED AREA TREATED (S.F.)	TREATMENT BMP
10 &11	66,349	147	48,403	2,101	15,698	64,101		YES	48,550	17,799	66,349	SSSF1
20	7,500	296	300	475	4,930	5,230		NO	0	0	0	
TOTAL (S.F.)	73,849	443	48,703	2,576	20,628	69,331	0		48,550	17,799	66,349	

TOTAL NEW IMPERVIOUS AREA (S.F.)	48,703	TOTAL DEVELOPED AREA (S.F.)	69,331
TOTAL IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)	48,550	TOTAL DEV. AREA RECEIVING TREATMENT (S.F.)	66,349
% OF IMPERVIOUS AREA RECEIVING TREATMENT	99.69%	% OF DEV. AREA RECEIVING TREATMENT	95.70%

SEBAGO TECHNICS, INC.

75 John Roberts Road Suite 4A

South Portland, Maine 04106

Tel. (207) 200-2100

JOB 11142

SHEET NO. 1 OF 1

CALCULATED BY SAH DATE 9/4/2018

FILE NAME 11142WQC.xls PRINT DATE 4/8/2019

					UNDERDRAINED SUBSURFACE SAND FILTER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
--	--	--	--	--	-------------------------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Appendix B

Subsurface Investigations

Hydrologic Soil Group—Cumberland County and Part of Oxford County, Maine

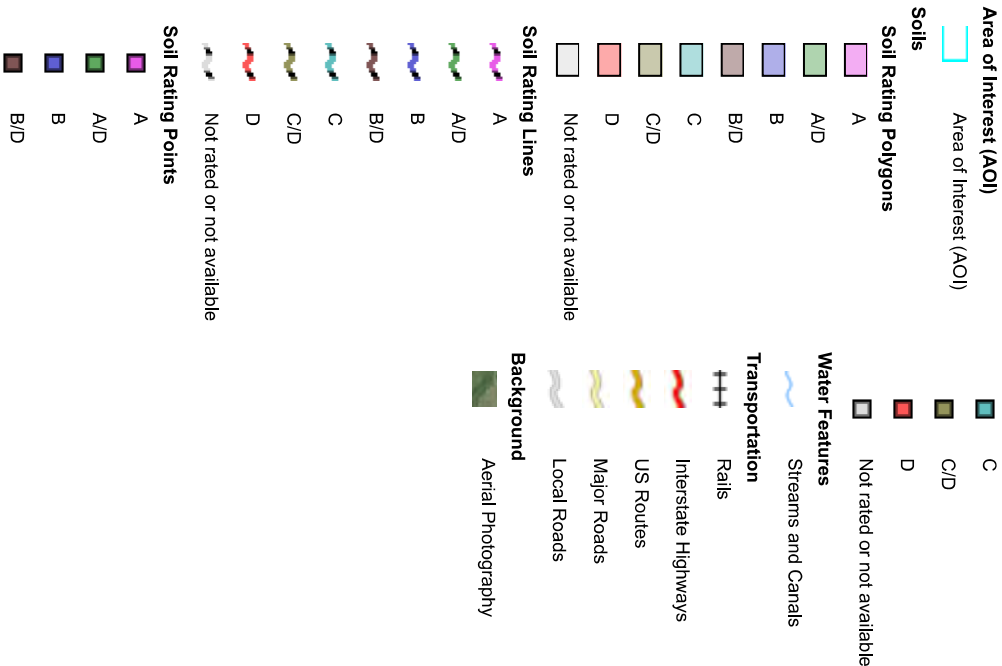


Map Scale: 1:1,170 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND



MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
Survey Area Data: Version 13, Sep 11, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
WmB	Windsor loamy sand, 0 to 8 percent slopes	A	4.0	100.0%
Totals for Area of Interest			4.0	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

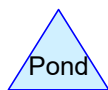
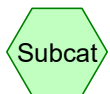
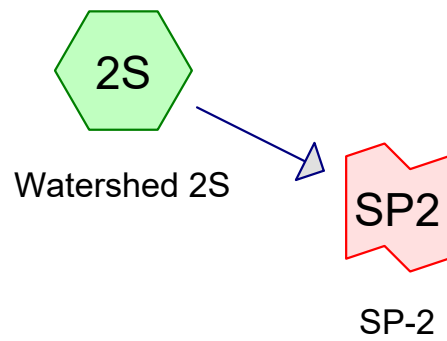
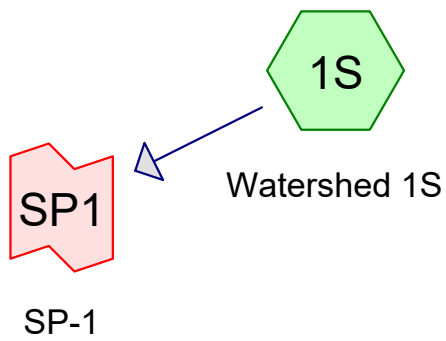
Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Appendix C

Pre-Development Calculations



Pre-Development

Prepared by Sebago Technics, Inc

Printed 4/8/2019

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Page 2

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
20,032	39	>75% Grass cover, Good, HSG A (1S, 2S)
443	98	Impervious (1S, 2S)
49,918	30	Woods, Good, HSG A (1S, 2S)

Pre-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 25-year Rainfall=5.80"

Printed 4/8/2019

Page 3

Summary for Subcatchment 1S: Watershed 1S

Runoff = 0.02 cfs @ 15.04 hrs, Volume= 462 cf, Depth= 0.14"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-year Rainfall=5.80"

Area (sf)	CN	Description
29,205	30	Woods, Good, HSG A
11,058	39	>75% Grass cover, Good, HSG A
* 147	98	Impervious
40,410	33	Weighted Average
40,263		99.64% Pervious Area
147		0.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
16.4	75	0.0230	0.08		Sheet Flow, A to B
					Woods: Light underbrush n= 0.400 P2= 3.10"
7.4	222	0.0100	0.50		Shallow Concentrated Flow, B to C
					Woodland Kv= 5.0 fps
0.5	37	0.0540	1.16		Shallow Concentrated Flow, C to D
					Woodland Kv= 5.0 fps
24.3	334	Total			

Summary for Subcatchment 2S: Watershed 2S

Runoff = 0.01 cfs @ 15.15 hrs, Volume= 343 cf, Depth= 0.14"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-year Rainfall=5.80"

Area (sf)	CN	Description
20,713	30	Woods, Good, HSG A
8,974	39	>75% Grass cover, Good, HSG A
* 296	98	Impervious
29,983	33	Weighted Average
29,687		99.01% Pervious Area
296		0.99% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.4	75	0.0270	0.08		Sheet Flow, A to B
					Woods: Light underbrush n= 0.400 P2= 3.10"
18.6	394	0.0050	0.35		Shallow Concentrated Flow, B to C
					Woodland Kv= 5.0 fps
34.0	469	Total			

Pre-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 25-year Rainfall=5.80"

Printed 4/8/2019

Page 4

Summary for Link SP1: SP-1

Inflow Area = 40,410 sf, 0.36% Impervious, Inflow Depth = 0.14" for 25-year event
Inflow = 0.02 cfs @ 15.04 hrs, Volume= 462 cf
Primary = 0.02 cfs @ 15.04 hrs, Volume= 462 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

Summary for Link SP2: SP-2

Inflow Area = 29,983 sf, 0.99% Impervious, Inflow Depth = 0.14" for 25-year event
Inflow = 0.01 cfs @ 15.15 hrs, Volume= 343 cf
Primary = 0.01 cfs @ 15.15 hrs, Volume= 343 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

Pre-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 2-year Rainfall=3.10"

Printed 4/8/2019

Page 5

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Watershed 1S

Runoff Area=40,410 sf 0.36% Impervious Runoff Depth=0.00"
Flow Length=334' Tc=24.3 min CN=33 Runoff=0.00 cfs 0 cf

Subcatchment2S: Watershed 2S

Runoff Area=29,983 sf 0.99% Impervious Runoff Depth=0.00"
Flow Length=469' Tc=34.0 min CN=33 Runoff=0.00 cfs 0 cf

Link SP1: SP-1

Inflow=0.00 cfs 0 cf
Primary=0.00 cfs 0 cf

Link SP2: SP-2

Inflow=0.00 cfs 0 cf
Primary=0.00 cfs 0 cf

Total Runoff Area = 70,393 sf Runoff Volume = 0 cf Average Runoff Depth = 0.00"
99.37% Pervious = 69,950 sf 0.63% Impervious = 443 sf

Pre-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 10-year Rainfall=4.60"

Printed 4/8/2019

Page 6

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Watershed 1S

Runoff Area=40,410 sf 0.36% Impervious Runoff Depth=0.01"
Flow Length=334' Tc=24.3 min CN=33 Runoff=0.00 cfs 47 cf

Subcatchment2S: Watershed 2S

Runoff Area=29,983 sf 0.99% Impervious Runoff Depth=0.01"
Flow Length=469' Tc=34.0 min CN=33 Runoff=0.00 cfs 35 cf

Link SP1: SP-1

Inflow=0.00 cfs 47 cf
Primary=0.00 cfs 47 cf

Link SP2: SP-2

Inflow=0.00 cfs 35 cf
Primary=0.00 cfs 35 cf

Total Runoff Area = 70,393 sf Runoff Volume = 82 cf Average Runoff Depth = 0.01"
99.37% Pervious = 69,950 sf 0.63% Impervious = 443 sf

Pre-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 25-year Rainfall=5.80"

Printed 4/8/2019

Page 7

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Watershed 1S

Runoff Area=40,410 sf 0.36% Impervious Runoff Depth=0.14"
Flow Length=334' Tc=24.3 min CN=33 Runoff=0.02 cfs 462 cf

Subcatchment2S: Watershed 2S

Runoff Area=29,983 sf 0.99% Impervious Runoff Depth=0.14"
Flow Length=469' Tc=34.0 min CN=33 Runoff=0.01 cfs 343 cf

Link SP1: SP-1

Inflow=0.02 cfs 462 cf
Primary=0.02 cfs 462 cf

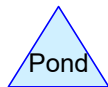
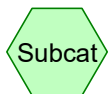
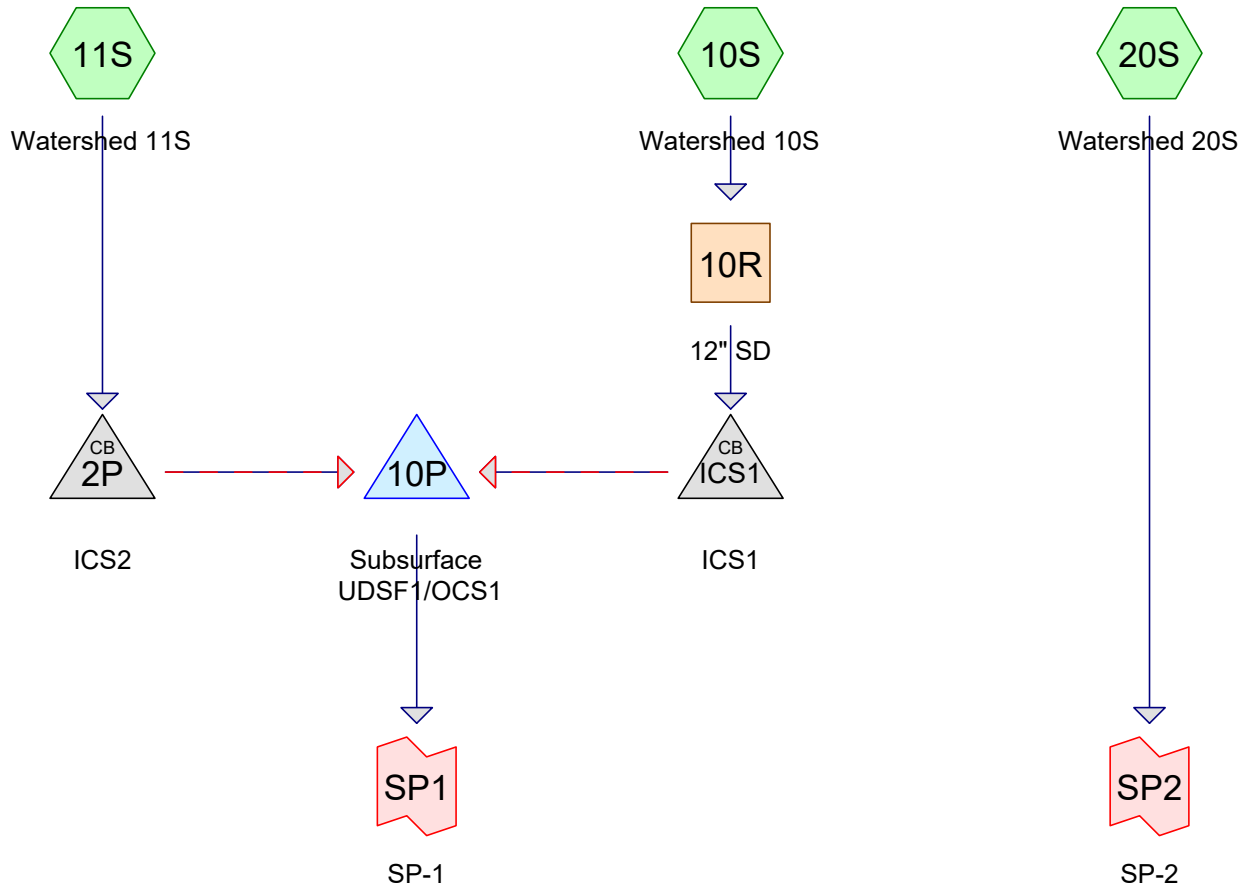
Link SP2: SP-2

Inflow=0.01 cfs 343 cf
Primary=0.01 cfs 343 cf

Total Runoff Area = 70,393 sf Runoff Volume = 805 cf Average Runoff Depth = 0.14"
99.37% Pervious = 69,950 sf 0.63% Impervious = 443 sf

Appendix D

Post-Development Calculations



Post-Development

Prepared by Sebago Technics, Inc

Printed 4/8/2019

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Page 2

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
20,628	39	>75% Grass cover, Good, HSG A (10S, 11S, 20S)
49,146	98	Impervious (10S, 11S, 20S)
2,576	30	Woods, Good, HSG A (10S, 11S, 20S)

Post-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 25-year Rainfall=5.80"

Printed 4/8/2019

Page 3

Summary for Subcatchment 10S: Watershed 10S

Runoff = 3.3 cfs @ 12.15 hrs, Volume= 12,251 cf, Depth= 3.91"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-year Rainfall=5.80"

Area (sf)	CN	Description
708	30	Woods, Good, HSG A
8,667	39	>75% Grass cover, Good, HSG A
* 28,262	98	Impervious
37,637	83	Weighted Average
9,375		24.91% Pervious Area
28,262		75.09% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.4	55	0.0180	0.10		Sheet Flow, A to B Grass: Dense n= 0.240 P2= 3.10"
1.5	296	0.0050	3.21	2.52	Pipe Channel, B to C 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013 Corrugated PE, smooth interior
10.9	351	Total			

Summary for Subcatchment 11S: Watershed 11S

Runoff = 2.8 cfs @ 12.09 hrs, Volume= 8,617 cf, Depth= 3.60"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-year Rainfall=5.80"

Area (sf)	CN	Description
1,393	30	Woods, Good, HSG A
7,031	39	>75% Grass cover, Good, HSG A
* 20,288	98	Impervious
28,712	80	Weighted Average
8,424		29.34% Pervious Area
20,288		70.66% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	125	0.0136	1.21		Sheet Flow, A to B Smooth surfaces n= 0.011 P2= 3.10"
1.1	200	0.0240	3.14		Shallow Concentrated Flow, B to C Paved Kv= 20.3 fps
3.2					Direct Entry, Min Tc=6.0 mins
6.0	325	Total			

Post-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 25-year Rainfall=5.80"

Printed 4/8/2019

Page 4

Summary for Subcatchment 20S: Watershed 20S

Runoff = 0.0 cfs @ 12.27 hrs, Volume= 331 cf, Depth= 0.66"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-year Rainfall=5.80"

Area (sf)	CN	Description
475	30	Woods, Good, HSG A
4,930	39	>75% Grass cover, Good, HSG A
* 596	98	Impervious
6,001	44	Weighted Average
5,405		90.07% Pervious Area
596		9.93% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.1	75	0.0220	0.11		Sheet Flow, A to B Grass: Dense n= 0.240 P2= 3.10"

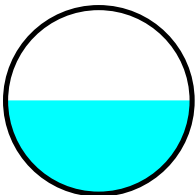
Summary for Reach 10R: 12" SD

Inflow Area = 37,637 sf, 75.09% Impervious, Inflow Depth = 3.91" for 25-year event
Inflow = 3.3 cfs @ 12.15 hrs, Volume= 12,251 cf
Outflow = 3.3 cfs @ 12.15 hrs, Volume= 12,251 cf, Atten= 0%, Lag= 0.1 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs / 4
Max. Velocity= 8.41 fps, Min. Travel Time= 0.2 min
Avg. Velocity= 3.03 fps, Avg. Travel Time= 0.5 min

Peak Storage= 38 cf @ 12.15 hrs
Average Depth at Peak Storage= 0.50'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 6.6 cfs

12.0" Round Pipe
n= 0.005
Length= 95.0' Slope= 0.0051 '/
Inlet Invert= 76.66', Outlet Invert= 76.18'



Post-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 25-year Rainfall=5.80"

Printed 4/8/2019

Page 5

Summary for Pond 2P: ICS2

Inflow Area = 28,712 sf, 70.66% Impervious, Inflow Depth = 3.60" for 25-year event
Inflow = 2.8 cfs @ 12.09 hrs, Volume= 8,617 cf
Outflow = 2.8 cfs @ 12.09 hrs, Volume= 8,617 cf, Atten= 0%, Lag= 0.0 min
Primary = 2.7 cfs @ 12.08 hrs, Volume= 6,192 cf
Secondary = 0.3 cfs @ 12.42 hrs, Volume= 2,425 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs / 4

Peak Elev= 77.07' @ 15.42 hrs

Flood Elev= 83.50'

Device	Routing	Invert	Outlet Devices
#1	Primary	73.68'	12.0" Round Culvert L= 5.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 73.68' / 73.68' S= 0.0000 ' / Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Secondary	75.12'	12.0" Round Culvert L= 15.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 75.12' / 74.82' S= 0.0200 ' / Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=2.7 cfs @ 12.08 hrs HW=75.26' TW=74.46' (Dynamic Tailwater)

↑**1=Culvert** (Inlet Controls 2.7 cfs @ 3.39 fps)

Secondary OutFlow Max=0.3 cfs @ 12.42 hrs HW=75.70' TW=75.67' (Dynamic Tailwater)

↑**2=Culvert** (Outlet Controls 0.3 cfs @ 0.99 fps)

Summary for Pond 10P: Subsurface UDSF1/OCS1

Inflow Area = 66,349 sf, 73.17% Impervious, Inflow Depth = 3.77" for 25-year event
Inflow = 5.8 cfs @ 12.12 hrs, Volume= 20,868 cf
Outflow = 0.3 cfs @ 15.42 hrs, Volume= 13,176 cf, Atten= 95%, Lag= 198.2 min
Primary = 0.3 cfs @ 15.42 hrs, Volume= 13,176 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs / 4

Peak Elev= 77.07' @ 15.42 hrs Surf.Area= 5,768 sf Storage= 14,001 cf

Flood Elev= 78.24' Surf.Area= 5,768 sf Storage= 14,244 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)

Center-of-Mass det. time= 561.8 min (1,375.6 - 813.7)

Volume	Invert	Avail.Storage	Storage Description
#1A	72.93'	6,846 cf	39.50'W x 146.02'L x 4.25'H Field A 24,513 cf Overall - 7,398 cf Embedded = 17,114 cf x 40.0% Voids
#2A	73.68'	7,398 cf	ADS_StormTech DC-780 +Cap x 160 Inside #1 Effective Size= 45.4"W x 30.0"H => 6.49 sf x 7.12'L = 46.2 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap 160 Chambers in 8 Rows
		14,244 cf	Total Available Storage

Post-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 25-year Rainfall=5.80"

Printed 4/8/2019

Page 6

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	70.00'	12.0" Round Culvert L= 61.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 70.00' / 69.20' S= 0.0131 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	70.10'	6.0" Round Culvert L= 15.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 70.10' / 70.10' S= 0.0000 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.20 sf
#3	Device 2	70.10'	0.8" Vert. Orifice 1 C= 0.600
#4	Device 1	75.12'	1.0" Vert. Orifice 2 C= 0.600
#5	Device 1	76.16'	2.0" Vert. Orifice 3 X 2.00 C= 0.600
#6	Device 1	77.18'	6.0' long Sharp-Crested Vee/Trap Weir Cv= 2.62 (C= 3.28)

Primary OutFlow Max=0.3 cfs @ 15.42 hrs HW=77.07' TW=0.00' (Dynamic Tailwater)

- 1=Culvert (Passes 0.3 cfs of 8.9 cfs potential flow)
- 2=Culvert (Passes 0.0 cfs of 2.4 cfs potential flow)
- 3=Orifice 1 (Orifice Controls 0.0 cfs @ 12.69 fps)
- 4=Orifice 2 (Orifice Controls 0.0 cfs @ 6.66 fps)
- 5=Orifice 3 (Orifice Controls 0.2 cfs @ 4.39 fps)
- 6=Sharp-Crested Vee/Trap Weir (Controls 0.0 cfs)

Summary for Pond ICS1: ICS1

Inflow Area =	37,637 sf, 75.09% Impervious, Inflow Depth = 3.91" for 25-year event
Inflow =	3.3 cfs @ 12.15 hrs, Volume= 12,251 cf
Outflow =	3.3 cfs @ 12.15 hrs, Volume= 12,251 cf, Atten= 0%, Lag= 0.0 min
Primary =	2.7 cfs @ 12.11 hrs, Volume= 8,257 cf
Secondary =	0.8 cfs @ 12.18 hrs, Volume= 3,995 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs / 4

Peak Elev= 77.08' @ 15.42 hrs

Flood Elev= 83.50'

Device	Routing	Invert	Outlet Devices
#1	Primary	73.68'	12.0" Round Culvert L= 5.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 73.68' / 73.68' S= 0.0000 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Secondary	75.12'	12.0" Round Culvert L= 15.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 75.12' / 74.82' S= 0.0200 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf

Post-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 25-year Rainfall=5.80"

Printed 4/8/2019

Page 7

Primary OutFlow Max=2.7 cfs @ 12.11 hrs HW=75.44' TW=74.62' (Dynamic Tailwater)

↑**1=Culvert** (Inlet Controls 2.7 cfs @ 3.44 fps)

Secondary OutFlow Max=0.8 cfs @ 12.18 hrs HW=75.58' TW=74.94' (Dynamic Tailwater)

↑**2=Culvert** (Inlet Controls 0.8 cfs @ 2.30 fps)

Summary for Link SP1: SP-1

Inflow Area = 66,349 sf, 73.17% Impervious, Inflow Depth > 2.38" for 25-year event
Inflow = 0.3 cfs @ 15.42 hrs, Volume= 13,176 cf
Primary = 0.3 cfs @ 15.42 hrs, Volume= 13,176 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

Summary for Link SP2: SP-2

Inflow Area = 6,001 sf, 9.93% Impervious, Inflow Depth = 0.66" for 25-year event
Inflow = 0.0 cfs @ 12.27 hrs, Volume= 331 cf
Primary = 0.0 cfs @ 12.27 hrs, Volume= 331 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

Post-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 2-year Rainfall=3.10"

Printed 4/8/2019

Page 8

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points x 4
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment10S: Watershed 10S

Runoff Area=37,637 sf 75.09% Impervious Runoff Depth=1.53"
Flow Length=351' Tc=10.9 min CN=83 Runoff=1.3 cfs 4,791 cf

Subcatchment11S: Watershed 11S

Runoff Area=28,712 sf 70.66% Impervious Runoff Depth=1.33"
Flow Length=325' Tc=6.0 min CN=80 Runoff=1.0 cfs 3,171 cf

Subcatchment20S: Watershed 20S

Runoff Area=6,001 sf 9.93% Impervious Runoff Depth=0.02"
Flow Length=75' Slope=0.0220 '/' Tc=11.1 min CN=44 Runoff=0.0 cfs 12 cf

Reach 10R: 12" SD

Avg. Flow Depth=0.30' Max Vel=6.53 fps Inflow=1.3 cfs 4,791 cf
12.0" Round Pipe n=0.005 L=95.0' S=0.0051 '/' Capacity=6.6 cfs Outflow=1.3 cfs 4,791 cf

Pond 2P: ICS2

Peak Elev=74.62' Inflow=1.0 cfs 3,171 cf
Primary=1.0 cfs 3,171 cf Secondary=0.0 cfs 0 cf Outflow=1.0 cfs 3,171 cf

Pond 10P: SubsurfaceUDSF1/OCS1

Peak Elev=74.62' Storage=6,194 cf Inflow=2.2 cfs 7,962 cf
Outflow=0.0 cfs 4,719 cf

Pond ICS1: ICS1

Peak Elev=74.62' Inflow=1.3 cfs 4,791 cf
Primary=1.3 cfs 4,791 cf Secondary=0.0 cfs 0 cf Outflow=1.3 cfs 4,791 cf

Link SP1: SP-1

Inflow=0.0 cfs 4,719 cf
Primary=0.0 cfs 4,719 cf

Link SP2: SP-2

Inflow=0.0 cfs 12 cf
Primary=0.0 cfs 12 cf

Total Runoff Area = 72,350 sf Runoff Volume = 7,974 cf Average Runoff Depth = 1.32"
32.07% Pervious = 23,204 sf 67.93% Impervious = 49,146 sf

Post-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 10-year Rainfall=4.60"

Printed 4/8/2019

Page 9

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points x 4
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment10S: Watershed 10S

Runoff Area=37,637 sf 75.09% Impervious Runoff Depth=2.81"
Flow Length=351' Tc=10.9 min CN=83 Runoff=2.4 cfs 8,828 cf

Subcatchment11S: Watershed 11S

Runoff Area=28,712 sf 70.66% Impervious Runoff Depth=2.55"
Flow Length=325' Tc=6.0 min CN=80 Runoff=2.0 cfs 6,094 cf

Subcatchment20S: Watershed 20S

Runoff Area=6,001 sf 9.93% Impervious Runoff Depth=0.29"
Flow Length=75' Slope=0.0220 ' / ' Tc=11.1 min CN=44 Runoff=0.0 cfs 143 cf

Reach 10R: 12" SD

Avg. Flow Depth=0.42' Max Vel=7.74 fps Inflow=2.4 cfs 8,828 cf
12.0" Round Pipe n=0.005 L=95.0' S=0.0051 ' / ' Capacity=6.6 cfs Outflow=2.4 cfs 8,828 cf

Pond 2P: ICS2

Peak Elev=76.16' Inflow=2.0 cfs 6,094 cf
Primary=2.0 cfs 5,165 cf Secondary=0.0 cfs 929 cf Outflow=2.0 cfs 6,094 cf

Pond 10P: SubsurfaceUDSF1/OCS1

Peak Elev=76.16' Storage=11,884 cf Inflow=4.1 cfs 14,922 cf
Outflow=0.1 cfs 7,353 cf

Pond ICS1: ICS1

Peak Elev=76.16' Inflow=2.4 cfs 8,828 cf
Primary=2.4 cfs 7,519 cf Secondary=0.1 cfs 1,309 cf Outflow=2.4 cfs 8,828 cf

Link SP1: SP-1

Inflow=0.1 cfs 7,353 cf
Primary=0.1 cfs 7,353 cf

Link SP2: SP-2

Inflow=0.0 cfs 143 cf
Primary=0.0 cfs 143 cf

Total Runoff Area = 72,350 sf Runoff Volume = 15,065 cf Average Runoff Depth = 2.50"
32.07% Pervious = 23,204 sf 67.93% Impervious = 49,146 sf

Post-Development

Prepared by Sebago Technics, Inc

HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Pine State
Type III 24-hr 25-year Rainfall=5.80"

Printed 4/8/2019

Page 10

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points x 4
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment10S: Watershed 10S

Runoff Area=37,637 sf 75.09% Impervious Runoff Depth=3.91"
Flow Length=351' Tc=10.9 min CN=83 Runoff=3.3 cfs 12,251 cf

Subcatchment11S: Watershed 11S

Runoff Area=28,712 sf 70.66% Impervious Runoff Depth=3.60"
Flow Length=325' Tc=6.0 min CN=80 Runoff=2.8 cfs 8,617 cf

Subcatchment20S: Watershed 20S

Runoff Area=6,001 sf 9.93% Impervious Runoff Depth=0.66"
Flow Length=75' Slope=0.0220 ' /' Tc=11.1 min CN=44 Runoff=0.0 cfs 331 cf

Reach 10R: 12" SD

Avg. Flow Depth=0.50' Max Vel=8.41 fps Inflow=3.3 cfs 12,251 cf
12.0" Round Pipe n=0.005 L=95.0' S=0.0051 ' /' Capacity=6.6 cfs Outflow=3.3 cfs 12,251 cf

Pond 2P: ICS2

Peak Elev=77.07' Inflow=2.8 cfs 8,617 cf
Primary=2.7 cfs 6,192 cf Secondary=0.3 cfs 2,425 cf Outflow=2.8 cfs 8,617 cf

Pond 10P: SubsurfaceUDSF1/OCS1

Peak Elev=77.07' Storage=14,001 cf Inflow=5.8 cfs 20,868 cf
Outflow=0.3 cfs 13,176 cf

Pond ICS1: ICS1

Peak Elev=77.08' Inflow=3.3 cfs 12,251 cf
Primary=2.7 cfs 8,257 cf Secondary=0.8 cfs 3,995 cf Outflow=3.3 cfs 12,251 cf

Link SP1: SP-1

Inflow=0.3 cfs 13,176 cf
Primary=0.3 cfs 13,176 cf

Link SP2: SP-2

Inflow=0.0 cfs 331 cf
Primary=0.0 cfs 331 cf

Total Runoff Area = 72,350 sf Runoff Volume = 21,199 cf Average Runoff Depth = 3.52"
32.07% Pervious = 23,204 sf 67.93% Impervious = 49,146 sf

Appendix E

Inspection, Maintenance and Housekeeping Plan

INSPECTION, MAINTENANCE, AND HOUSEKEEPING PLAN
Pine State Family Mart
1883 Forest Avenue
Portland, Maine 04103

Introduction

The responsible party for maintenance of the stormwater management facility following construction will be the City of Portland.

The Contract Documents will require the contractor to designate of person responsible for maintenance of the sedimentation control features during construction as required by the Erosion & Sedimentation Control Report.

The following plan outlines the anticipated inspection and maintenance procedures for the erosion and sedimentation control measures as well as stormwater management facilities for the project. This plan also outlines several housekeeping requirements that shall be followed during and after construction. These procedures shall be followed in order to ensure the intended function of the designed measures and to prevent unreasonably adverse impacts to the surrounding environment.

The procedures outlined in this Inspection, Maintenance and Housekeeping Plan are provided as an overview of the anticipated practices to be used on this site. In some instances, additional measures may be required due to unexpected conditions. For additional detail on any of the erosion and sedimentation control measures or stormwater management devices to be utilized on this project, refer to the most recently revised edition of the "Maine Erosion and Sedimentation Control BMP" manual and/or the "Stormwater Management for Maine: Best Management Practices" manual as published by the Maine Department of Environmental Protection (MDEP).

During Construction

1. **Inspection:** During the construction process, it is the Contractor's responsibility to comply with the inspection and maintenance procedures outlined in this section and the erosion and sedimentation control plan for the project. These responsibilities include inspecting disturbed and impervious areas, erosion control measures, materials storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site. These areas shall be inspected at least once a week as well as before and after a storm event, and prior to completing permanent stabilization measures. A person with knowledge of erosion and stormwater control, including the standards and conditions in any applicable permits, shall conduct the inspections.
2. **Maintenance:** All measures shall be maintained in an effective operating condition until areas are permanently stabilized. If Best Management Practices (BMPs) need to be maintained or modified, additional BMPs are necessary, or other corrective action is needed, implementation must be completed within 7 calendar days and prior to any storm event (rainfall).
3. **Documentation:** A log summarizing the inspections and any corrective action taken must be maintained on-site. Correction action shall be performed in general conformance with the Maine Construction General Permit and Maine DEP Chapter 500 Stormwater standards. The log must

include the name(s) and qualifications of the person making the inspections, the date(s) of the inspections, and major observations about the operation and maintenance of erosion and sedimentation controls, material storage areas, and vehicle access points to the site. Major observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations where additional BMPs are needed. For each BMP requiring maintenance, BMP needing replacement, and location needing additional BMPs, note in the log the corrective action taken and when it was taken. The log must be made accessible to the appropriate regulatory agency upon request. The permittee shall retain a copy of the log for a period of at least three years from the completion of permanent stabilization.

4. **Specific Inspection and Maintenance Tasks:** The following is a list of erosion control and stormwater management measures and the specific inspection and maintenance tasks to be performed during construction.

A. Filter Berms:

- Hay bale barriers, silt fences, and filter berms shall be inspected immediately after each rainfall and at least daily during prolonged rainfall.
- If the fabric on a silt fence or filter barrier should decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, it shall be replaced.
- Sediment deposits should be removed after each storm event. They must be removed before deposits reach approximately one-half the height of the barrier.
- Filter berms shall be reshaped as needed.
- Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared, and seeded.

B. Stone Check Dams:

- Inspect the center of the dam to make sure it is lower than the edges. Erosion caused by high flows around the edges of the dam must be corrected.
- Sediment accumulation shall be removed prior to reaching half of the original design height.
- Areas beneath stone check dams must be seeded and mulched upon removal.

C. Riprap Materials:

- Once a riprap installation has been completed, it should require very little maintenance. It shall, however, be inspected periodically to determine if high flows have caused scour beneath the riprap or dislodged any of the stone.

D. Erosion Control Blankets:

- Inspect these reinforced areas semi-annually and after significant rainfall events for slumping, sliding, seepage, and scour. Pay close attention to unreinforced areas adjacent to the erosion control blankets, which may experience accelerated erosion.
- Review all applicable inspection and maintenance procedures recommended by the

specific blanket manufacturer. These tasks shall be included in addition to the requirements of this plan.

E. Stabilized Construction Entrances/Exits:

- The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way.
- When the control pad becomes ineffective, the stone shall be removed along with the collected soil material. The entrance should then be reconstructed.
- Areas that have received mud-tracking or sediment deposits shall be swept or washed. Washing shall be done on an area stabilized with aggregate, which drains into an approved sediment-trapping device (not into storm drains, ditches, or waterways).

F. Temporary Seed and Mulch:

- Mulched areas should be inspected after rain events to check for rill erosion.
- If less than 90% of the soil surface is covered by mulch, additional mulch shall be applied in bare areas.
- In applications where seeding and mulch have been applied in conjunction with erosion control blankets, the blankets must be inspected after rain events for dislocation or undercutting.
- Mulch shall continue to be reapplied until 95% of the soil surface has established temporary vegetative cover.

G. Stabilized Temporary Drainage Swales:

- Sediment accumulation in the swale shall be removed once the cross section of the swale is reduced by 25%.
- The swales shall be inspected after rainfall events. Any evidence of sloughing of the side slopes or channel erosion shall be repaired and corrective action should be taken to prevent reoccurrence of the problem.
- In addition to the stabilized lining of the channel (i.e. erosion control blankets), stone check dams may be needed to further reduce channel velocity.

5. **Housekeeping:** The following general performance standards apply to the proposed project.

- A. Spill prevention: Controls must be used to prevent pollutants from being discharged from materials on-site, including storage practices to minimize exposure of the materials to stormwater, and appropriate spill prevention, containment, and response planning and implementation. A Spill, Prevention, Control and Countermeasures Plan is created for the project and is to be kept onsite at all times.
- B. Groundwater protection: During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other relevant factors, accumulates runoff that infiltrates into the soil. Dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater may be used to

isolate portions of the site for the purposes of storage and handling of these materials.

- C. Fugitive sediment and dust: Actions must be taken to ensure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control.
- D. Debris and other materials: Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.
- E. Trench or foundation dewatering: Trench dewatering is the removal of water from trenches, foundations, cofferdams, ponds, and other areas within the construction area that retain water after excavation. In most cases, the collected water is heavily silted and hinders correct and safe construction practices. The collected water must be removed from the ponded area, either through gravity or pumping, and must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a cofferdam sedimentation basin. Avoid allowing the water to flow over disturbed areas of the site. Equivalent measures may be taken if approved.

Post-Construction

- 1. **Inspection:** After construction, it is the responsibility of the City of Portland to comply with the inspection and maintenance procedures outlined in this section. All measures must be maintained in effective operating condition. A person with knowledge of erosion and stormwater control, including the standards and conditions in all applicable permits, shall conduct the inspections.
- 2. **Specific Inspection and Maintenance Tasks:** The following is a list of permanent erosion control and stormwater management measures and the inspection and maintenance tasks to be performed after construction.
 - A. Vegetated Areas:
 - Inspect vegetated areas, particularly slopes and embankments, early in the growing season or after heavy rains to identify active or potential erosion problems.
 - Replant bare areas or areas with sparse growth. Where rill erosion is evident, armor the area with an appropriate lining or divert the erosive flows to on-site areas able to withstand the concentrated flows.
 - B. Ditches, Swales and Other Open Channels:
 - Inspect ditches, swales, level spreaders and other open stormwater channels in the spring, in the late fall, and after heavy rains to remove any obstructions to flow. Remove accumulated sediments and debris, remove woody vegetative growth that could obstruct flow, and repair any erosion of the ditch lining.
 - Vegetated ditches must be mowed at least annually or otherwise maintained to control the growth of woody vegetation and maintain flow capacity.
 - Any woody vegetation growing through riprap linings must also be removed.

- Repair any slumping side slopes as soon as practicable.
- If the ditch has a riprap lining, replace riprap in areas where any underlying filter fabric or underdrain gravel is showing through the stone or where stones have dislodged.

C. Winter Sanding:

- Clear accumulations of winter sand along access road at least once a year, preferably in the spring.
- Accumulations of sand along road shoulders may be removed by grading excess sand to the pavement edge and removing it manually or by a front-end loader or other acceptable method.

D. Culverts:

- Inspect culverts in the spring, in the late fall, and after heavy rains to remove any obstructions to flow.
- Remove accumulated sediments and debris at the inlet, at the outlet, and within the conduit.
- Inspect and repair any erosion damage at the culvert's inlet and outlet.

E. Subsurface Sand Filter

- Inspect the site monthly for the first few months after construction. Then inspections can occur on an annual basis, preferably after rain events when clogging will be obvious.
- Make any repairs necessary to ensure the measure is operating properly.
- Regular maintenance is necessary to remove surface sediment, trash, debris, and leaf litter.
- Outlets and chambers need to be cleaned/repared when drawdown times in the filter exceeds 36 hours.
- In certain cases, layers of sand may need to be replaced every 3 to 5 years.

J. Level Spreader:

- The level spreader pool should be inspected after rainfall events for sediment accumulation and debris that may reduce its capacity. Sediment and debris buildup should be removed once the volume of the pool has been reduced by 25%. The level berm must be constructed so that flows slowly seep across the berm as sheet flow to the receiving downstream drainage way. Repair or reconstruction of the berm is required when flow from the spreader becomes channelized.

3. **Documentation:**

- A. The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they required

maintenance or repair, including the record of the deficiency and corrective action(s) taken.

- B. A log summarizing the inspections and any corrective action taken must be maintained. The log must include the name(s) and qualifications of the person making the inspections, the date(s) of the inspections, and major observations about the operation and maintenance of controls. Major observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations where additional BMPs are needed. For each BMP requiring maintenance, BMP needing replacement, and location needing additional BMPs, note in the log the corrective action taken and when it was taken. The log must be made accessible to the appropriate regulatory agency upon request. A sample "Stormwater Inspection and Maintenance Form" has been included as Attachment 2 of this Inspection, Maintenance, and Housekeeping Plan.
4. **Maine DEP Recertification:** A certification of the following shall be submitted to the MDEP within three months of the expiration of each five-year interval from the date of issuance of MDEP permits.
- A. Identification and repair of erosion problems. All areas of the project site have been inspected for areas of erosion, and appropriate steps have been taken to permanently stabilize these areas.
 - B. Inspection and repair of stormwater control system. All aspects of the stormwater control system have been inspected for damage, wear, and malfunction, and appropriate steps have been taken to repair or replace the system, or portions of the system.
 - C. The Inspection, Maintenance, and Housekeeping Plan for the site is being implemented as written, or modifications to the plan have been submitted to and approved by the MDEP, and the maintenance log is being maintained.
5. **Duration of Maintenance:** Perform maintenance as described and required for any associated permits unless and until the system is formally accepted by a municipality or quasi-municipal district or is placed under the jurisdiction of a legally created association that will be responsible for the maintenance of the system. If a municipality or quasi-municipal district chooses to accept a stormwater management system, or a component of a stormwater system, it must provide a letter to the MDEP stating that it assumes responsibility for the system. The letter must specify the components of the system for which the municipality or district will assume responsibility, and that the municipality or district agrees to maintain those components of the system in compliance with MDEP standards. Upon such assumption of responsibility, and approval by the MDEP, the municipality, quasi-municipal district, or association becomes a co-permittee for this purpose only and must comply with all terms and conditions of the permit.

Attachments

Attachment 1 – Stormwater Inspection and Maintenance Log Form

ATTACHMENT 1 – STORMWATER INSPECTION AND MAINTENANCE LOG

**Pine State Family Mart
1883 Forest Avenue
Portland, Maine 04103**

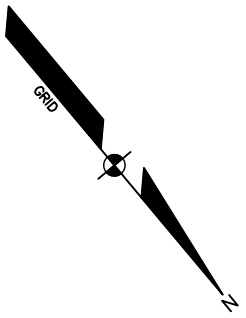
This log is intended to accompany the Inspection, Maintenance and Housekeeping Plan for the proposed Pine State Family Mart in Portland, Maine. The following items shall be checked, cleaned and maintained on a regular basis as specified in the Maintenance Plan and as described in the table below. This log shall be kept on file for a minimum of five (5) years and shall be available for review by the municipality. Qualified personnel familiar with drainage systems and soils shall perform all inspections. Attached is a copy of the construction and post-construction maintenance logs.

	INSPECTOR NAME	DATE PERFORMED	SUGGESTED INTERVAL
Vegetated Areas			
Inspect all slopes and embankments			Annually
Replant bare areas or areas with sparse growth			Annually
Paved Surfaces			
Clear accumulated winter sand			Annually
Remove sediment along edges and in pockets			Annually
Ditches & Swales			
Remove any obstructions and accumulated sediments and debris			Monthly
Repair any erosion of ditch lining			Annually
Mow vegetated ditches			Annually
Remove woody vegetation growing through riprap			Annually
Repair any slumping side slopes			Annually
Replace riprap where stones have dislodged			Annually
Catch Basins			
Remove accumulated sediments and debris in the sump and at grate			Annually
Culverts			
Remove accumulated sediments and debris at the inlet, outlet, within conduit			Annually
Repair any erosion at inlet and outlet			Annually
Sump Depth			Annually

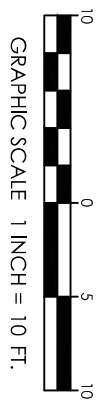
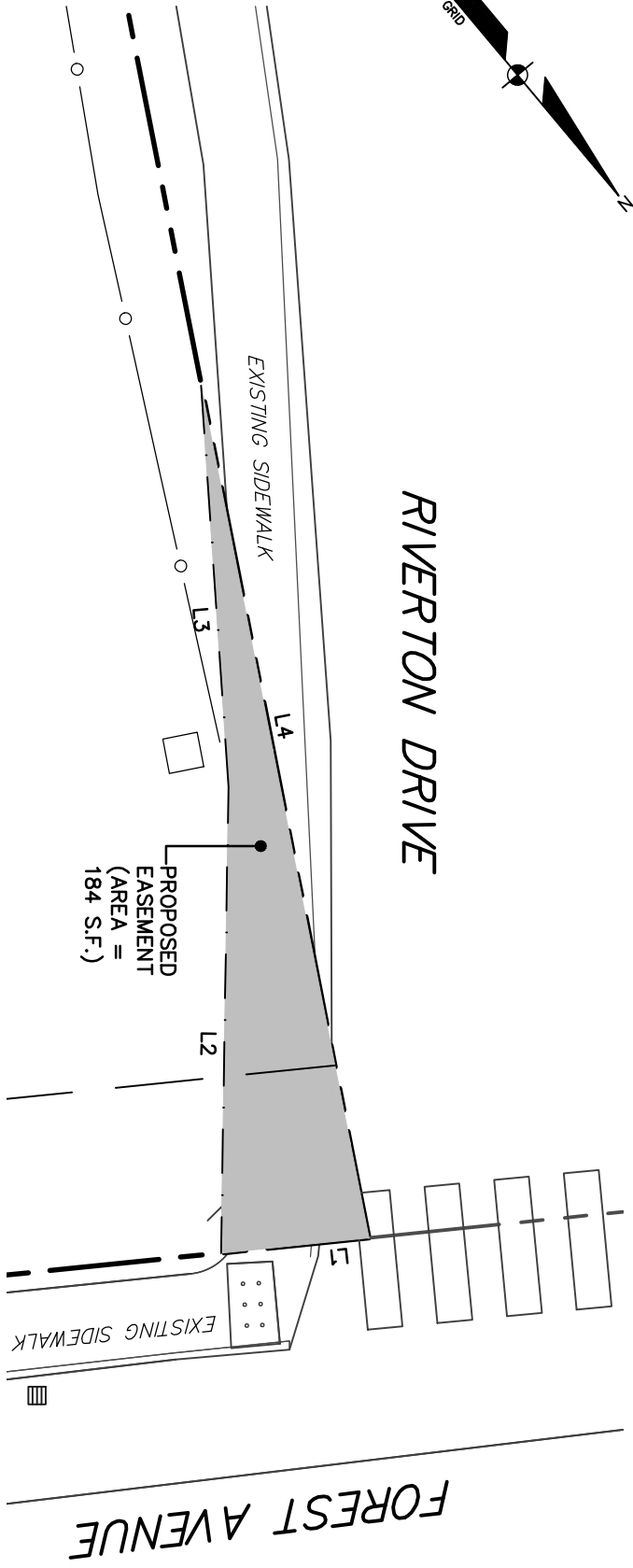
Level Spreader				
	Remove sediment			Monthly
	Check for evidence of channelized flow over berm			Monthly
	Erosion (side slopes, embankment)			Monthly
	Mowed			Semi-Annually
Subsurface Sand Filter				
	Inspection of subsurface structure following major storm events			Semi-Annually (during first year)
	Inspection after major storm to ensure proper function			Bi-Annually
	Remove sediment and debris			Annually
	Clean/repair outlets and chambers			When drawdown times in filter exceed 36 hrs

Appendix F

Easements/Deed Restrictions



RIVERTON DRIVE



GENERAL NOTES:

1. THE RECORD OWNER OF THE LOCUS PARCEL IS JOHN CHAU AND PHUONG NEANG BY WARRANTY DEED DATED JUNE 20, 2008 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) ON JUNE 23, 2008 IN BOOK 26148, PAGE 266.
2. THE PROPERTY IS SHOWN AS LOT 3, BLOCK B, ON THE CITY OF PORTLAND ASSESSORS MAP 327 AND IS LOCATED IN THE B-2 ZONE.
3. REFERENCE IS MADE TO PLANS ENTITLED "EXISTING CONDITIONS AND SITE PLAN OF PINE STATE FAMILY MART, 1884 FOREST AVE., PORTLAND, MAINE FOR JOHN CHAU" DATED SEPTEMBER 10, 2018, BY SEBAGO TECHINICS, INC.

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 55°50'32" E	8.50'
L2	S 40°54'47" W	26.63'
L3	S 36°05'00" W	23.00'
L4	N 28°50'58" E	49.65'



WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXHIBIT 'A' SKETCH
OF PROPOSED SIDEWALK EASEMENT

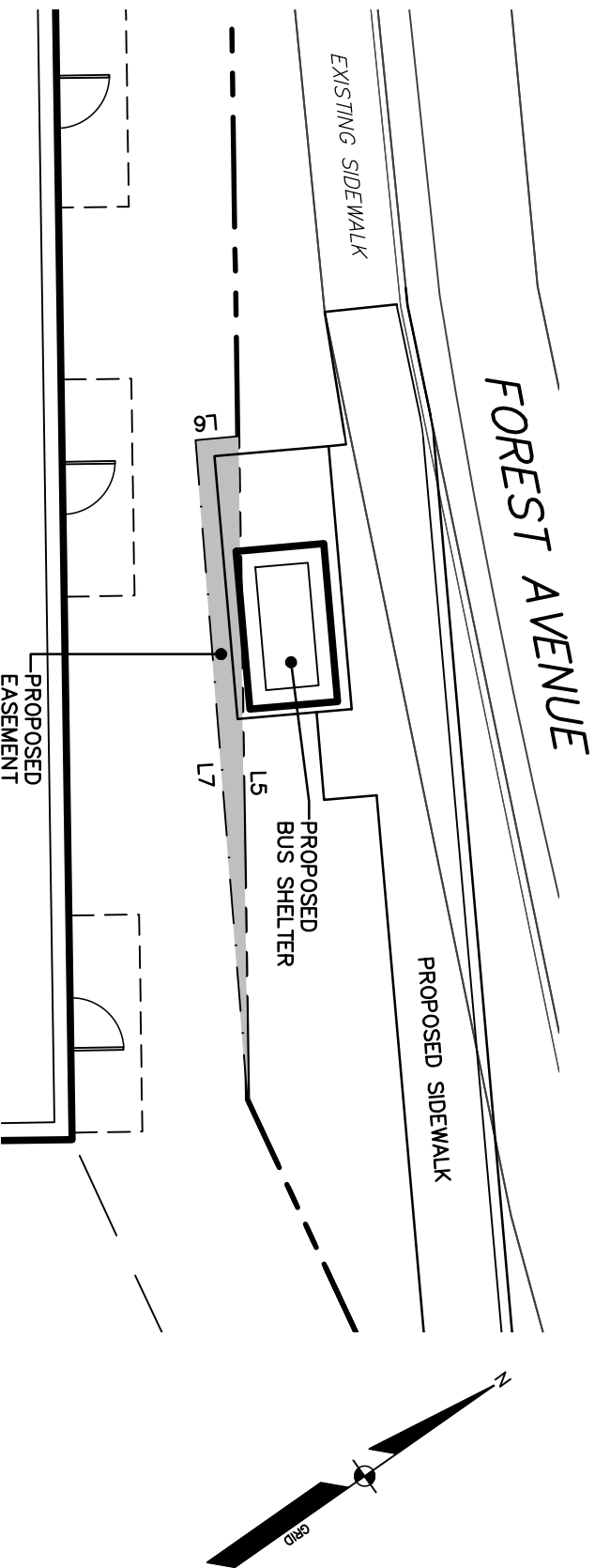
LOCATION:
RIVERTON DRIVE/FOREST AVENUE
PORTLAND, MAINE

FOR:
PINE STATE FAMILY MART
1884 FOREST AVE., PORTLAND, MAINE

SCALE: 1" = 10'

DATE: 09-11-18

SHEET: 1 OF 3



GENERAL NOTES:

1. THE RECORD OWNER OF THE LOCUS PARCEL IS JOHN CHAU AND PHUONG NEANG BY WARRANTY DEED DATED JUNE 20, 2008 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) ON JUNE 23, 2008 IN BOOK 26148, PAGE 266.
2. THE PROPERTY IS SHOWN AS LOT 3, BLOCK B, ON THE CITY OF PORTLAND ASSESSORS MAP 327 AND IS LOCATED IN THE B-2 ZONE.
3. REFERENCE IS MADE TO PLANS ENTITLED "EXISTING CONDITIONS AND SITE PLAN OF PINE STATE FAMILY MART, 1884 FOREST AVE., PORTLAND, MAINE FOR JOHN CHAU" DATED SEPTEMBER 10, 2018, BY SEBAGO TECHNICS, INC.



EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L5	N 55°50'32" W	37.68'
L6	S 30°00'00" W	2.41'
L7	S 59°30'29" E	37.58'

SEBAGO
TECHNICS

WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXHIBIT 'B' SKETCH
OF PROPOSED SIDEWALK EASEMENT

LOCATION:
RIVERTON DRIVE/FOREST AVENUE
PORTLAND, MAINE

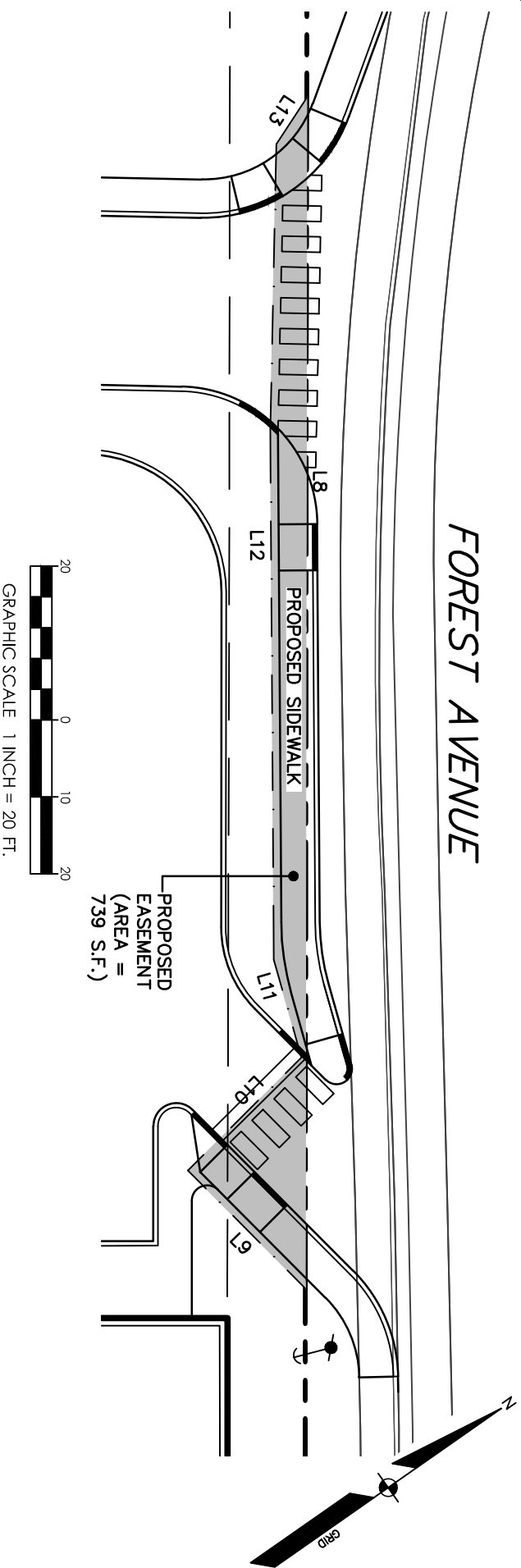
FOR:
PINE STATE FAMILY MART
1884 FOREST AVE., PORTLAND, MAINE

SCALE: 1" = 10'

DATE: 09-11-18

SHEET: 2 OF 3

FOREST AVENUE



GENERAL NOTES:

1. THE RECORD OWNER OF THE LOCUS PARCEL IS JOHN CHAU AND PHUONG NEANG BY WARRANTY DEED DATED JUNE 20, 2008 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) ON JUNE 23, 2008 IN BOOK 26148, PAGE 266.
2. THE PROPERTY IS SHOWN AS LOT 3, BLOCK B, ON THE CITY OF PORTLAND ASSESSORS MAP 327 AND IS LOCATED IN THE B-2 ZONE.
3. REFERENCE IS MADE TO PLANS ENTITLED "EXISTING CONDITIONS AND SITE PLAN OF PINE STATE FAMILY MART, 1884 FOREST AVE., PORTLAND, MAINE FOR JOHN CHAU" DATED SEPTEMBER 10, 2018, BY SEBAGO TECHNICS, INC.

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L8	S 79°56'02" E	154.87'
L9	S 55°08'13" W	21.63'
L10	N 34°51'47" W	20.80'
L11	S 84°17'55" W	13.22'
L12	N 80°22'32" W	69.08'
L13	N 46°57'50" W	7.23'

SEBAGO
TECHNICS

WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXHIBIT 'C' SKETCH
OF PROPOSED SIDEWALK EASEMENT

LOCATION:
RIVERTON DRIVE/FOREST AVENUE
PORTLAND, MAINE

FOR:
PINE STATE FAMILY MART
1884 FOREST AVE., PORTLAND, MAINE

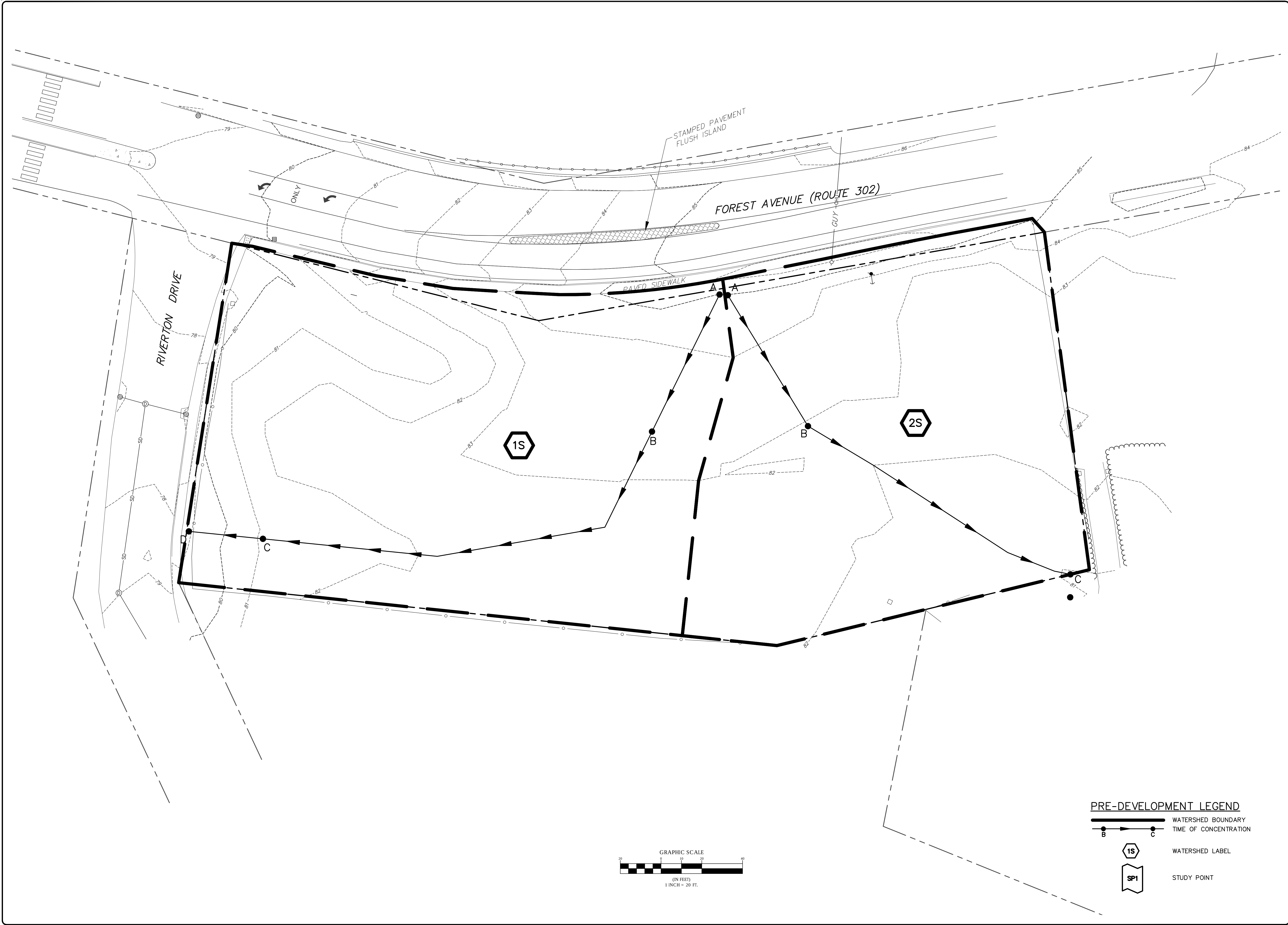
SCALE: 1" = 20'

DATE: 09-11-18

SHEET: 3 OF 3

Appendix G

Stormwater Management Plans



PRE-DEVELOPMENT LEGEND

WATERSHED BOUNDARY

TIME OF CONCENTRATION

WATERSHED LABEL

STUDY POINT

PRE-DEVELOPMENT WATERSHED PLAN
OF:
PINE STATE FAMILY MART
1884 FOREST AVENUE
PORTLAND, MAINE 04103
FOR:
JOHN CHAU
75 ARCADIA ST.
PORTLAND, MAINE 04103

PROJECT NO.	SCALE
11142	1" = 20'

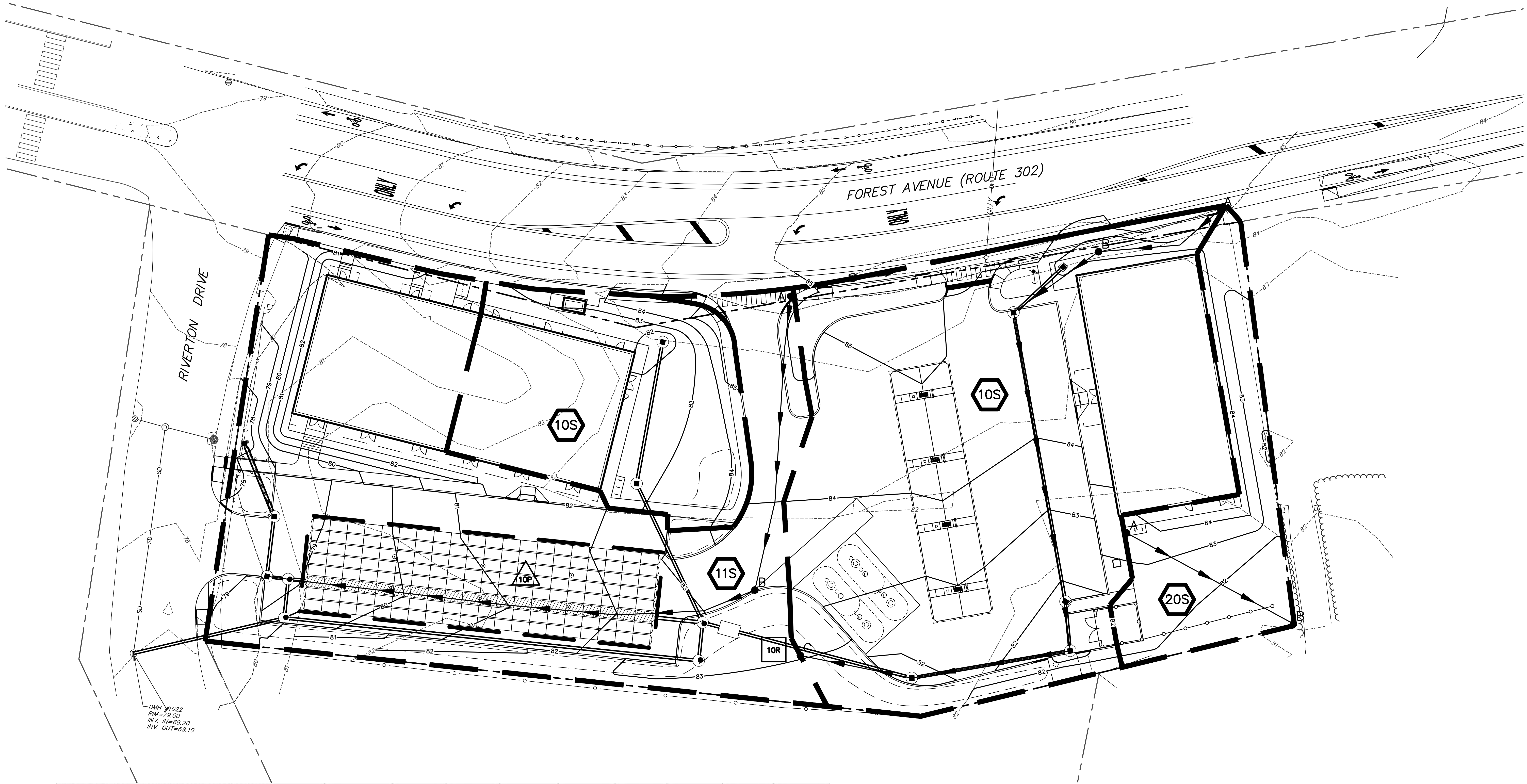
SHEET 11 OF 12

SEBAGO
TECHNICS
WWW.SEAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4
South Portland, ME 04106
Tel. 207-207-2100

DESIGNED	CHECKED
SAH	RLM
B JRS 04-18-19 RESPONSE TO CITY COMMENTS	A RLM 9-10-18 SUBMIT TO CITY OF PORTLAND
REV. BY:	DATE: STATUS:
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.	

JAMES R. SEYMOUR, PE 9984

STATE OF MAINE
JAMES R. SEYMOUR
PE 9984
04-18-19

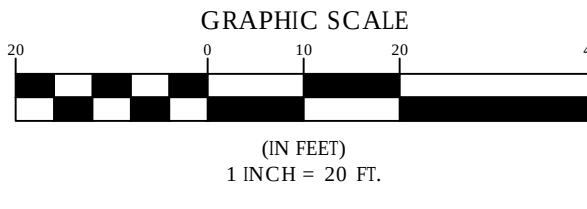


DMH #1022
RIM=79.00
INV. IN=69.20
INV. OUT=69.10

Table 1: MDEP GENERAL STANDARD CALCULATIONS

Job #		11142 Pine State Family Mart										
AREA ID	WATERSHED SIZE (S.F.)	EXISTING ONSITE IMPERVIOUS AREA TO REMAIN (S.F.)	NEW ONSITE IMPERVIOUS AREA (S.F.)	EXISTING ONSITE LANDSCAPED AREA TO REMAIN (S.F.)	NEW ONSITE LANDSCAPED AREA (S.F.)	NET NEW DEVELOPED AREA (S.F.)	NET EXISTING DEVELOPED AREAS (S.F.)	TREATMENT PROVIDED?	IMPERVIOUS AREA TREATED (S.F.)	LANDSCAPED AREA TREATED* (S.F.)	DEVELOPED AREA TREATED (S.F.)	TREATMENT BMP
10 & 11	66,349	147	48,403	2,101	15,698	64,101		YES	48,550	17,799	66,349	SSSF1
20	7,500	296	300	475	4,930	5,230		NO	0	0	0	
TOTAL (S.F.)	73,849	443	48,703	2,576	20,628	69,331	0		48,550	17,799	66,349	
TOTAL NEW IMPERVIOUS AREA (S.F.)								48,703	TOTAL DEVELOPED AREA (S.F.)			69,331
TOTAL IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)								48,550	TOTAL DEV. AREA RECEIVING TREATMENT (S.F.)			66,349
% OF IMPERVIOUS AREA RECEIVING TREATMENT								99.69%	% OF DEV. AREA RECEIVING TREATMENT			95.70%

Stormwater Peak Runoff Summary Table			
Study Point	Storm Event	Pre-Development (cfs)	Post-Development (cfs)
SP-1	2-year	0.00	0.00
	10-year	0.00	0.01
	25-year	0.02	0.03
SP-2	2-year	0.00	0.00
	10-year	0.00	0.00
	25-year	0.01	0.00



POST-DEVELOPMENT LEGEND

- WATERSHED BOUNDARY
- TIME OF CONCENTRATION
- WATERSHED LABEL
- STUDY POINT
- STORMWATER TREATMENT/DETENTION POND
- REACH

DESIGNED	CHECKED
SAH	RLM
B JRS 04-18-19 RESPONSE TO CITY COMMENTS	
A RLM 9-10-18 SUBMIT TO CITY OF PORTLAND	
REV. BY:	DATE: STATUS:
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.	

SEBAGO
TECHNIQS
WWW.SEAGOTECHNIQS.COM
75 John Roberts Rd.
Suite 400
South Portland, ME 04106
Tel. 207-207-2100

POST-DEVELOPMENT WATERSHED PLAN
OF:
PINE STATE FAMILY MART
1884 FOREST AVENUE
PORTLAND, MAINE 04103
FOR:
JOHN CHAU
75 ARCADIA ST.
PORTLAND, MAINE 04103

PROJECT NO. 11142 SCALE 1" = 20'

SHEET 12 OF 12

JAMES R. SEYMOUR, PE 9984

STATE OF MAINE
JAMES R. SEYMOUR
PE 9984
04-18-19

25: Consistency with City Master Plans (14-526 (c) 1)

- Identify consistency with master plans
 - a. A formal Master Plan for the Riverton area of the City is not available. The proposed development is consistent with the adjacent uses and will not create an eyesore or diminish the neighborhood characteristics nor with the proposed site development include features that will burden the City's resources.
- Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
 - b. Internal walks will be connected to the existing walks at Forest Avenue and Riverton Drive to provide continuous pedestrian access to the proposed development. Three sidewalk easements are proposed as part of the site development. One of the easements is prepared to allow for the installation/access to a new transit shelter adjacent to the proposed mixed-use retail building at the existing Greater Portland METRO bus stop. Coordination of the transit shelter design is underway between Gorrill-Palmer Consulting Engineers, Sebago Technics and Greater Portland METRO. Reference is made to the enclosed easement sketches and information in #6: Existing and/or Proposed Easements and Covenants and #14: Public Transit and on the enclosed site plans and details.

26: Public Safety and Fire Prevention (14-526(c))

- Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3)

Natural Surveillance: The site design allows formal and non-formal natural surveillance increasing safety of users and deterring possible offenders. The physical features of the project design maximize visibility to allow for surveillance opportunities to and from the site.

The lighting of the site enables users to observe movement and activities on the site during the day and at night. The lighting plan addresses nighttime illumination of pedestrian ways. Reference is made to the Exterior Lighting (#33) containing site photometrics and light cut sheets. Mechanical surveillance systems may be installed as the discretion of the applicant and/or tenants.

Access Management: Site plans have been designed to provide visible pathways and the layout, features and signage will clearly guide pedestrians and vehicular traffic along safe paths.

Mechanical Access Control: Mechanical site access control systems are not proposed as part of the site development.

- Emergency vehicle access
 - 2.b. There is adequate access to the site for emergency vehicles. Please see the plan set.
- Address consistency with public safety standards (Technical Manual, Section 3)

The site design complies with the applicable sections of the Technical Design Manual in the following manner:

Fire Hydrant Standard: There is an existing fire hydrant at the northeasterly corner of the lot at Forest Avenue.

Site Access Standards: Fire Department vehicles can access two sides of each building as required and there are no dead end roads associated with the project. The lot is directly connected to Forest Avenue and Riverton Drive allowing multiple emergency vehicle access points.

Street Numbers: The assigned street numbers will be visible from the project signage on Forest Avenue and will also be placed on the building façades as required by the City of Portland.

- Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3)-Fire Checklist

Please see the attached Fire Department Checklist, this section.



**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**

A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant John Chau, 75 Arcadia St., Portland, ME 04103
- 2.
3. Name address, telephone number of architect Ryan Senatore Architecture, 207-747-5159, ryan@senatorearchitecture.com
565 Congress Street, Suite 304, Portland, ME 04101
4. Proposed uses of any structures [NFPA and IBC classification]
Retail IBC2015: M-Mercantile, NFPA101-Mercantile Class C (ea. space)
5. Convenience Store IBC2015=M-Mercantile, NFPA101-Mercantile Class B
6. Square footage of all structures [total and per story] (2) One-story buildings:
7,800 SF +/- Mixed retail and 5,000 SF +/- Convenience Store
with 4 Fueling Islands
7. Elevation of all structures Retail: 25'-8" Convenience Store: 25'-6"
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations A hydrant is located at the northeasterly corner of the property at the Forest Avenue R.O.W.
10. Water main[s] size and location A 12" Water Main exists on the southerly side of Forest Avenue. Domestic and fire protection service will extend from the main as shown on the enclosed Grading and Utility Plan.
11. Access to all structures [min. 2 sides] Yes. See Site Plan.
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards. To be provided by the project architect under separate cover.

Some structures may require Fire flows using annex H of NFPA 1

PINE STATE FAMILY MART

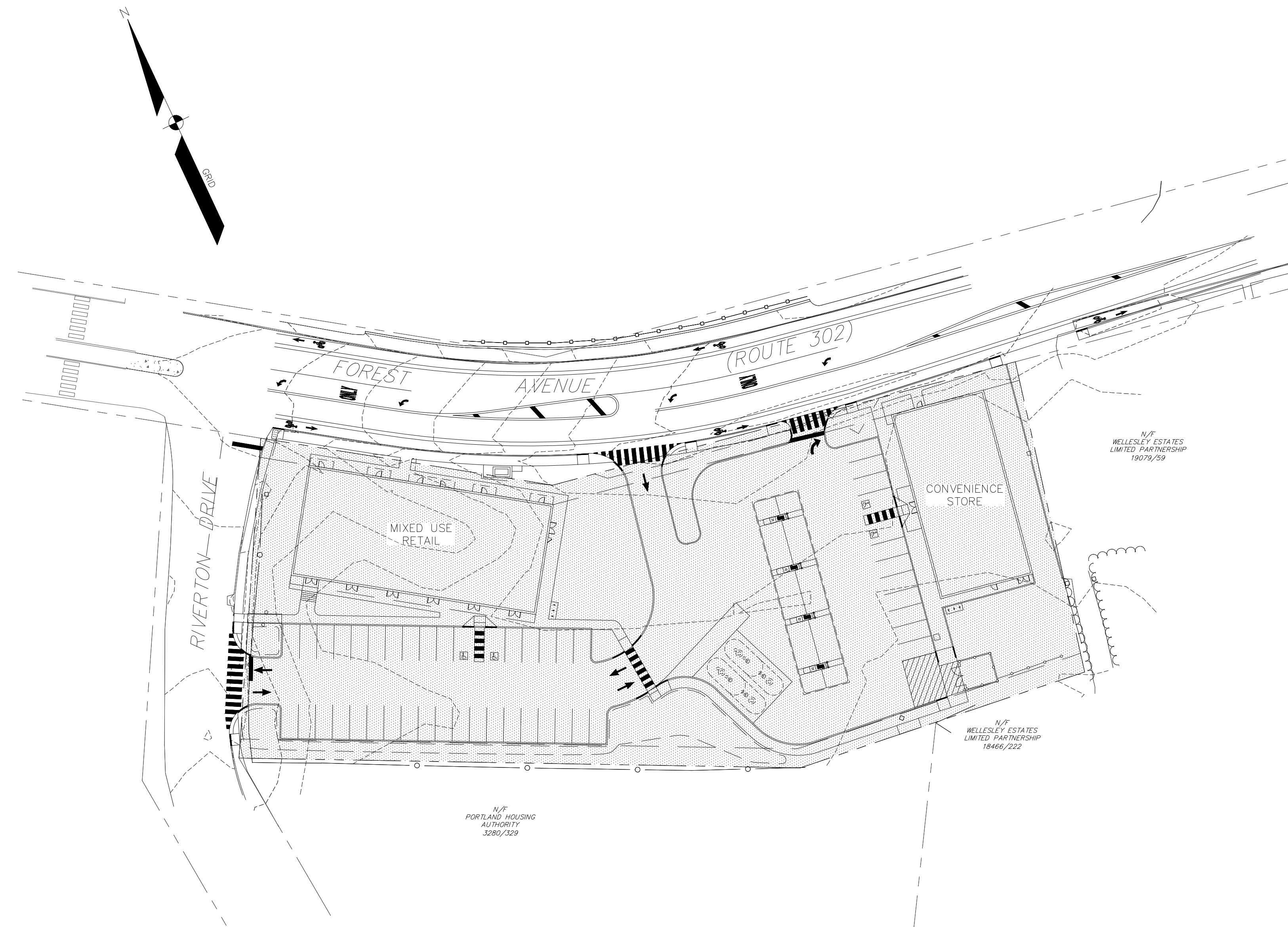
1884 FOREST AVENUE
PORTLAND, MAINE 04103

APPLICANT:
JOHN CHAU

75 ARCADIA ST.
PORTLAND, MAINE 04103

ENGINEER/SURVEYOR/
LANDSCAPE ARCHITECT:

SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100



SCALE: 1" = 40'

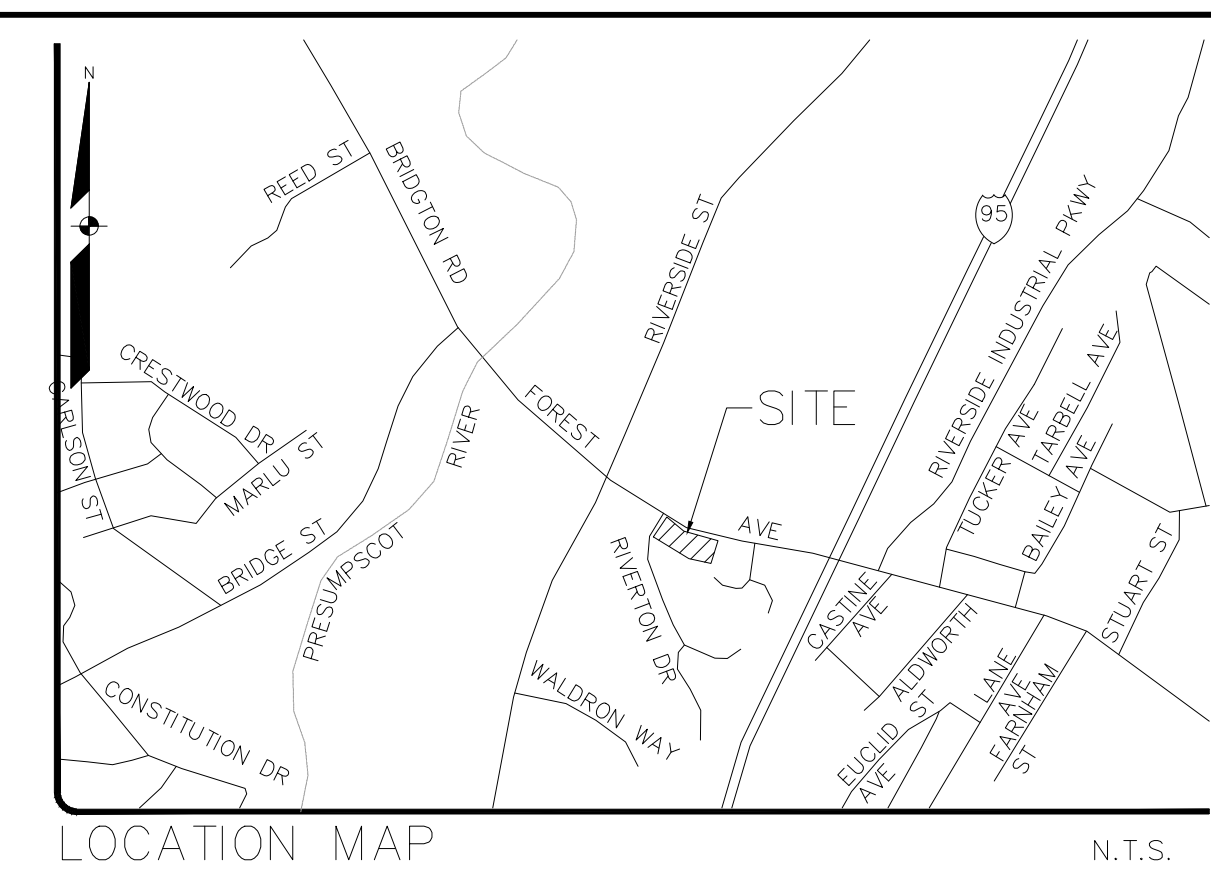


LOCATION MAP

NTS

SHEET LIST TABLE

SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	EXISTING CONDITIONS PLAN
3	SITE PLAN
4	SIGNAGE & WAYFINDING PLAN
5	GRADING & UTILITY PLAN
6	LANDSCAPE PLAN & DETAILS
7	EROSION CONTROL NOTES & DETAILS
8	DETAILS
9	DETAILS
10	DETAILS
11	SUBSURFACE SAND FILTER DETAILS

LOCATION MAP N.T.S.

1. THE RECORD OWNER OF THE LOCUS PARCEL IS JOHN CHAU AND PHUONG NEANG BY WARRANTY DEED DATED JUNE 20, 2008 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) ON JUNE 23, 2008 IN BOOK 26148, PAGE 266.
2. THE PROPERTY IS SHOWN AS LOT 3, BLOCK B, ON THE CITY OF PORTLAND ASSESSORS MAP 327 AND IS LOCATED IN THE B-2 ZONE.
3. SPACE AND BULK CRITERIA:

B-2 ZONE
BUSINESS AND NON-RESIDENTIAL USES
MIN. LOT SIZE: NONE
MIN. STREET FRONTAGE: 20 FEET
MIN. FRONT YARD: NONE
MIN. FRONT YARD: NO MORE THAN 10 FEET *
MIN. SIDE YARD: NONE *
MIN. REAR YARD: 10 FEET *
MAX. BUILDING HEIGHT: 45 FEET *
MAX. IMPERVIOUS SURFACE RATIO: 80% *
* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 1.61 ACRES.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON A FIELD SURVEY BY SEBAGO TECHNICS DURING JULY AND AUGUST OF 2011, JANUARY OF 2012, AND APRIL OF 2018.
6. PLAN REFERENCES:
A. BLUE SHEETS 34 AND 35 OF FOREST AVENUE AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS.
B. AMENDED SUBDIVISION PLAN ON FOREST AVENUE, PORTLAND, MAINE MADE FOR OWNER: WELLESLEY ESTATES, LLC DATED OCTOBER 5, 2002 AND REVISED THROUGH 12-18-02 BY OWEN HASKELL, INC. AND RECORDED IN PLAN BOOK 202 PAGE 744 CCRD.
C. PLAN OF RIVERTON DRIVE, BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT, AND ON FILE AS 493-1 WITH THE SAME.
D. MAINE DEPARTMENT OF TRANSPORTATION(MDOT), RIGHT OF WAY MAP FOR STATE HIGHWAY "14", US ROUTE 302 - FOREST AVENUE, DATED MAY 2011, AND ON FILE WITH THE SAME AS D.O.T. FILE NO. 3-572.
E. PROPERTY FAMILY HOUSING, FOREST AVENUE, PORTLAND, MAINE, BY OWEN HASKELL, INC. REVISED THROUGH JUNE 8, 1971.
7. PROJECT ELEVATIONS SHOWN HEREON ARE BASED ON THE TOP OF THE BRASS PLUG IN A GRANITE MONUMENT LOCATED GENERALLY AT THE NORTHERLY MIDDLE OF THE LOCUS PROPERTY. THE CITY OF PORTLAND PUBLISHED ELEVATION OF 83.248 IS HELD (SEE LEVEL BOOK 316 PAGE 106) AS THE DATUM AS SHOWN HEREON. THE ELEVATION OF THIS BENCHMARK WAS CHECKED AGAINST PRE-EXISTING MDOT CONTROL FROM A SURVEY PERFORMED IN 2006. THE PROPERTY ELEVATION OF 88.00 TO CITY DATUM OF THESE CONTROL POINTS MEETS THE EXPECTATION OF THIS SURVEYOR.
8. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83).
9. THE STREET LINE OF FOREST AVENUE IS BASED ON HOLDING THE THREE FOOT OFFSET MONUMENT NEAR THE INTERSECTION OF FOREST AND RIVERSIDE STREETS, THE THREE FOOT OFFSET MONUMENT GENERALLY AT THE NORTHERLY MIDDLE OF THE LOCUS PROPERTY AND AN EASTERLY PROJECTED ANGLE OF 155° 54' 30" PER PLAN REFERENCE 6A.
10. THE 16 FOOT WIDE EMERGENCY ACCESS EASEMENT SHOWN ON PLAN REFERENCE 6B HAS BEEN CONVEYED IN FEE TO WELLESLEY ESTATES LIMITED PARTNERSHIP PER WARRANTY DEED DATED MARCH 21, 2003 AND RECORDED AT CCRD ON MARCH 26, 2003 IN BOOK 19078, PAGE 59.
11. THE 1 INCH IRON PIPE FOUND AT THE NORTHEASTERLY CORNER OF THE LOCUS PROPERTY WAS FOUND ON THE NORTHERLY EXTENSION OF THE EASTERLY PROPERTY LINE AS CALLED FOR IN THE LOCUS DEED. THE STREET LINE ACCEPTANCE FOR RIVERTON DRIVE WAS HELD FOR THE WESTERLY PROPERTY LINE AND RECORD ANGLES AND DISTANCES PER THE LOCUS DEED. AN ARCHED EASEMENT TO THE TENANTS OF THE SOUTHERLY PROPERTY LINE, THE RIVERTON DRIVE ACCEPTANCE DOES NOT CALL FOR AN ABUTTER AS IT RUNS ALONG THE LOCUS PARCEL.
12. STREET IMPROVEMENTS (EG. PAVEMENT AND CURBING) EXIST OVER THE NORTHEASTERLY CORNER OF THE LOCUS PROPERTY AND ARE SHOWN HEREON. THE SOUTHEASTERLY PORTION OF THE LOCUS PROPERTY IS CURRENTLY USED AS AN ACCESS TO AND FROM FOREST AVENUE BY THE TENANTS OF THE SOUTHERLY PROPERTY LINE. RECORD EASEMENT FOR THIS ACCESS OVER THE LOCUS PROPERTY WAS NOT FOUND.
13. UTILITIES SHOWN IN FOREST AVENUE ARE DERIVED FROM FIELD LOCATIONS AND PLAN REFERENCE 6D. UTILITIES SHOWN FOR RIVERTON DRIVE ARE DERIVED FROM FIELD LOCATIONS AND PLAN REFERENCE 6E. PHYSICAL LOCATIONS SHOULD BE FIELD VERIFIED BEFORE DIGGING.
14. ALL SUBSURFACE UTILITY LINES SHOWN HEREON ARE BASED SOLELY ON THE FIELD LOCATION OF VISIBLE STRUCTURES, SM'S, C/S, HYDRANTS, ETC., IN CONJUNCTION WITH DESIGN AND OR AS-BUILT PLANS SUPPLIED TO SEBAGO TECHNICS INC. BY OTHERS, PRIOR TO THE CONSTRUCTION, EXCAVATION, TEST BORINGS, DRILLING, ETC. DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A SAFE TO DIG DATE OBTAINED. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES SHOWN HEREON AND ANY AND ALL OTHERS LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.

		DRAWN MAC	CHECKED MWF		
A	MWE	09-10-18	SUBMIT TO CITY OF PORTLAND		
REV:	BY:	DATE:	STATUS:		
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS., INC.. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS., INC.					

S=BAGO
T E C H N I C S

WWW.SBAGOTECHNICS.COM

75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXISTING CONDITIONS PLAN

OF:
PINE STATE FAMILY MART
1884 FOREST AVENUE
PORTLAND, MAINE 04103

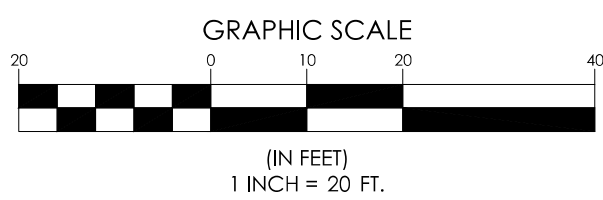
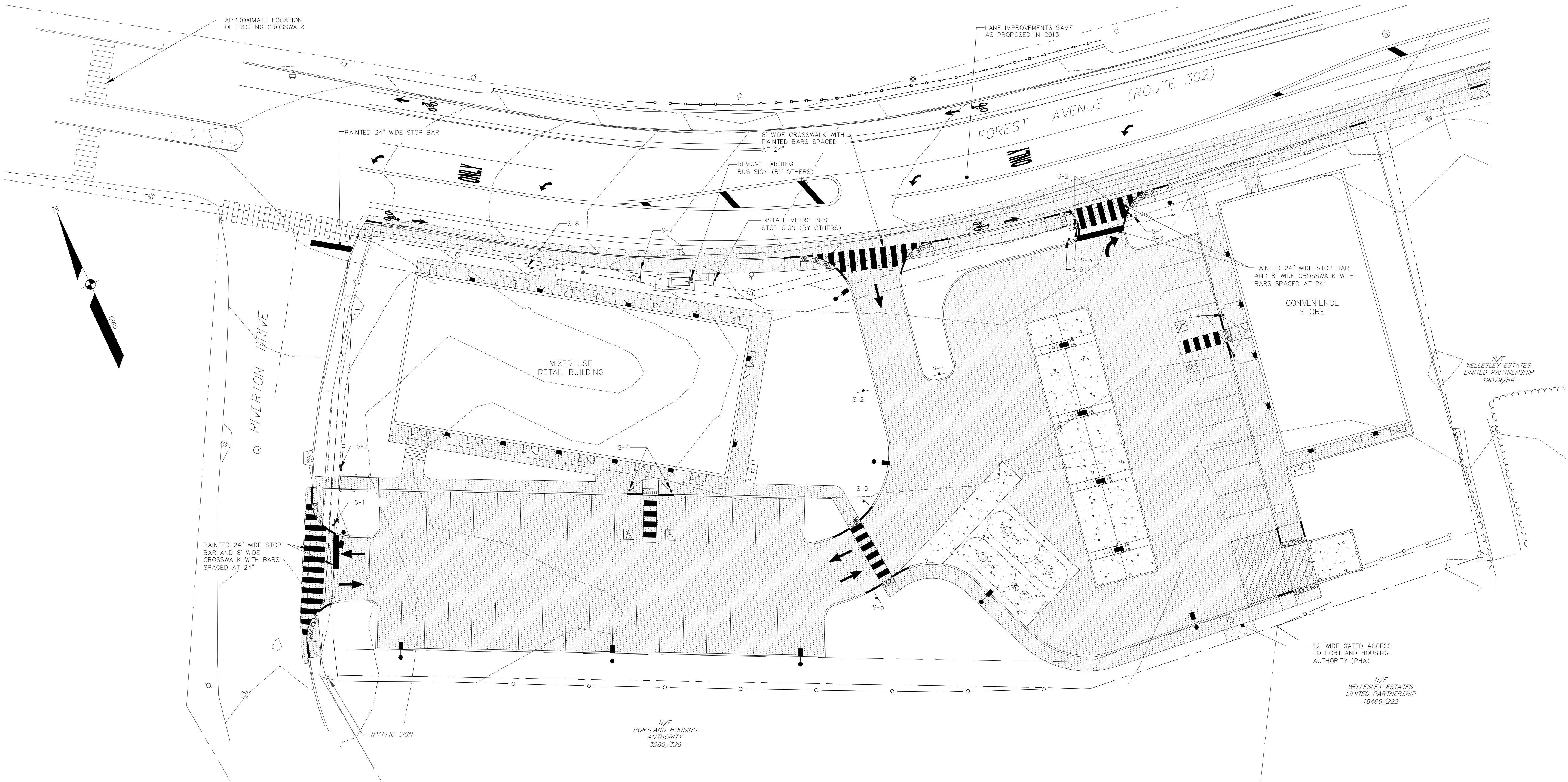
FOR:
JOHN CHAU
75 ARCADE ST.
PORTLAND, MAINE 04103

PROJECT NO.	SCALE
11142	1" = 30'

SHEET 2 OF 11

MATHEW W. EK, PLS 2117

11142 ec.dwg, TAB:ec



SIGN LEGEND

KEY	QTY.	COMMENTS
S-1	2	STOP SIGN
S-2	4	DO NOT EXIT
S-3	2	NO LEFT TURN
S-4	4	VAN ACCESSIBLE HANDICAP PARKING
S-5	2	EXIT TO RT. 302 NORTH (WESTBROOK) ↑ (RIVERSIDE ST.)
S-6	1	EXIT TO RT. 302 SOUTH FOREST → AVE./DOWNTOWN PORTLAND
S-7	2	ADA ACCESSIBLE ROUTE ↑ TO PARKING LOT SIDE
S-8	1	ADA ACCESSIBLE ROUTE → TO PARKING LOT SIDE

SIGNAGE & WAYFINDING PLAN

OF:

PINE STATE FAMILY MART

1884 FOREST AVENUE

PORTLAND, MAINE 04103

FOR:

JOHN CHAU

75 ARCADIA ST.

PORTLAND, MAINE 04103

PROJECT NO.	SCALE
11142	1"=20'

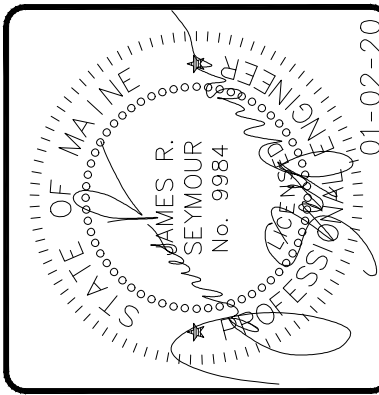
SHEET 4 OF 11

SEBAGO
TECHNICS

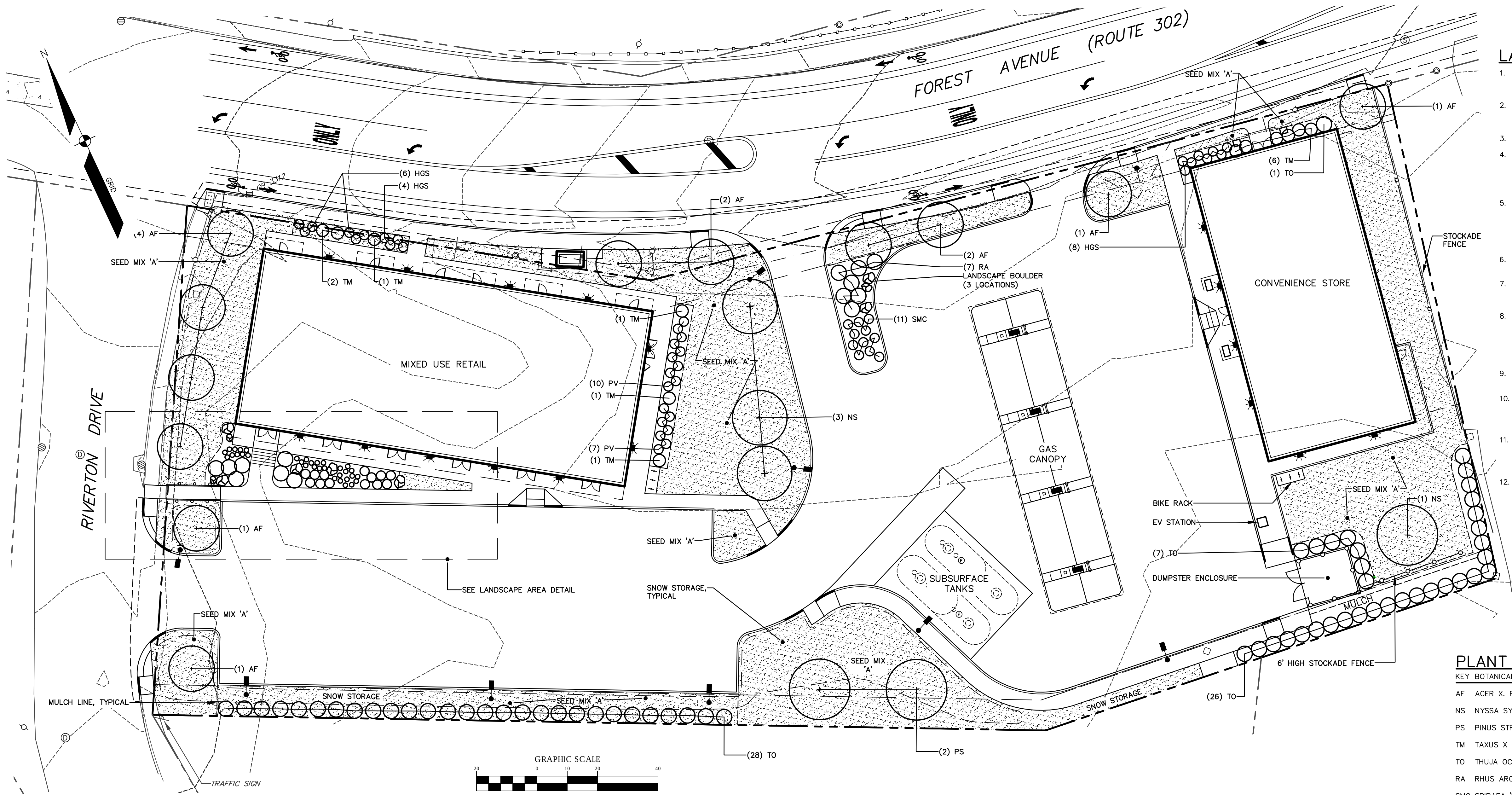
WWW.SEAGOTECHNICS.COM

75 John Roberts Rd.
Suite 400
South Portland, ME 04106
Tel. 207-200-2100

DESIGNED	CHECKED
SAH	RLM
E JRS 01-02-20 SUBMIT FOR FINAL APPROVAL	
D JRS 12-02-19 SUBMIT FOR FINAL SITE PLAN REVIEW	
C JRS 08-28-19 REVISE PLANS FOR FINAL CITY APPROVAL	
B JRS 04-18-19 RESPONSE TO CITY COMMENTS	
A RLM 09-10-18 SUBMIT TO CITY OF PORTLAND	
REV. BY:	DATE:
STATUS:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.	



JAMES R. SEYMOUR, PE 9884



LANDSCAPE NOTES

- PLANT QUANTITIES SHOWN ON PLANS ARE FOR CONVENIENCE TO THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE FOR ALL PLANT MATERIAL INSTALLATION AS SHOWN ON PLANS.
- SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF "U.S.A. STANDARD FOR NURSERY STOCK," BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
- ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
- ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. THIS IS TO INCLUDE PROPER PLANTING MIX, PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE UNTIL ACCEPTANCE BY THE OWNER.
- PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BY THE CONTRACTOR AND A PERIOD OF TWO YEARS THEREAFTER BY THE OWNER FROM DATE OF INSTALLATION. DURING THE ONE YEAR GUARANTEE PERIOD, DEAD PLANT MATERIAL SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE ONE YEAR PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
- ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING.
- EXISTING TREES TO BE PRESERVED WILL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
- THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF THE UNDERGROUND UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR UTILITIES, PAVING, WALKS, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO THE OWNER.
- ALL SHRUB BEDS SHALL BE MULCHED WITH 3" CLEAN SHREDDED DARK BROWN BARK MULCH.
- THE CONTRACTOR SHALL PROVIDE 4" LOAM FOR ALL AREAS TO BE SODDED OR SEED. PLANTING AREAS SHALL RECEIVE 12" ROLLED THICKNESS OF LOAM. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR PRIOR TO PLACING LOAM.
- ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, QUANTITY OR CONDITION SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
- WHERE INDICATED ON PLAN, PLANTING SOIL MIXTURE FOR PERENNIAL AND ANNUAL FLOWER BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SPHAGNUM PEAT MOSS, AND ONE PART HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.

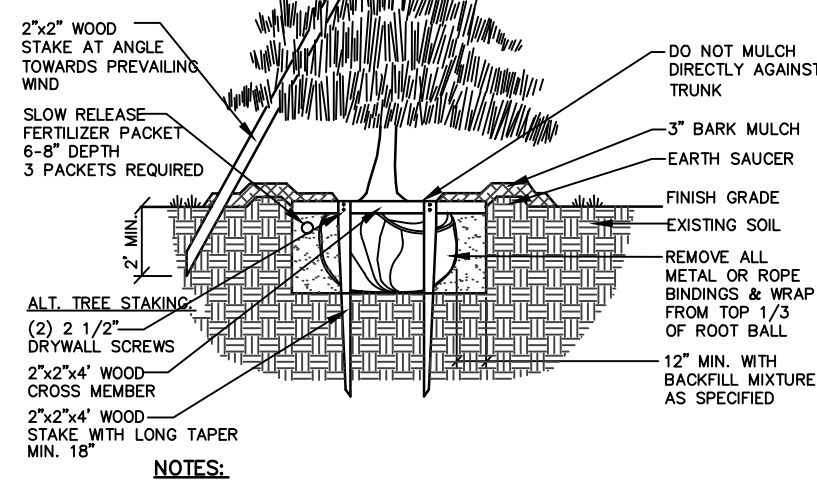
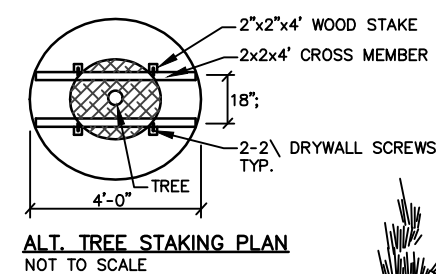
PLANT SCHEDULE

KEY BOTANICAL NAME	COMMON NAME	SIZE / NOTES
AF ACER X. FREEMANII 'ARMSTRONG'	RED MAPLE	3" CAL.
NS NYSSA SYLVATICA	TUPELO	3" CAL.
PS PINUS STROBUS	WHITE PINE	10'-12' HGT
TM TAXUS X MEDIA 'TAUNTANI'	TAUNTANI YEW	18"-24"
TO THUJA OCCIDENTALIS 'SMARAGO'	EMERALD GREEN ARBORVITAE	3 IN. CAL.
RA RHUS AROMATICA 'GRO-LOW'	FRAGRANT SUMAC	#3 CONTAINER
SMC SPIRAEA 'MAGIC CARPET'	MAGIC CARPET SPIREA	#3 CONTAINER
JS JUNIPERUS VAR. SARGENTII	SARGENTII JUNIPER	#3 CONTAINER
CA CALAMAGROSTIS ACUTIFLORA 'OVERDAM'	DWARF FEATHER REED GRASS	#2 CONTAINER
HGS HOSTA 'GOLD STANDARD'	GOLD STANDARD HOSTA	#1 CONTAINER
PV PANICUM VIRGATUM 'CHEYENNE SKY'	CHEYENNE SKY SWITCHGRASS	#1 CONTAINER
BN BETULA NIGRA 'FOX VALLEY'	FOX VALLEY RIVER BIRCH	2 IN. CAL.

SEED MIX A - MEDOT PARK MIX

LEGEND

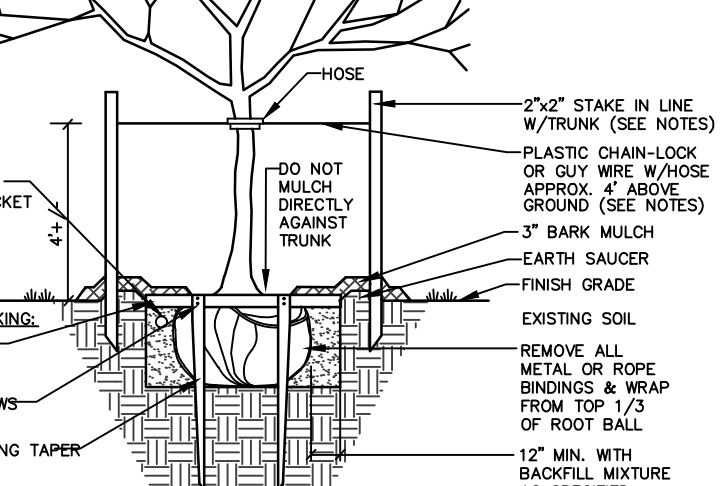
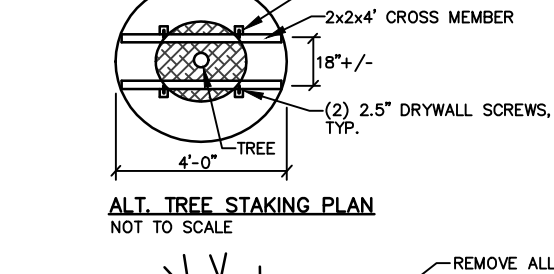
EXISTING	PROPOSED
---	PROPERTY LINE/R.O.W.
---	ABUTTER LINE/R.O.W.
---	SETBACK
---	EASEMENT
---	BUILDING
---	EDGE PAVEMENT
---	CURB LINE
---	EDGE OF WATER
---	TREELINE
---	MULCH LINE
○	DECIDUOUS TREE
●	CONIFEROUS TREE
+	LIGHT POLE
+	SIGN



- NOTES:
- INSTALL STAKES AND GUYS TO TREES IF THE FOLLOWING APPLY:
 - THE TREE IS OF SUBSTANTIAL SIZE.
 - THE PLANTING LOCATION IS EXTREMELY WINDY, AS ON OPEN UNDEVELOPED SITES.
 - THE PLANTING LOCATION IS COMPRISED OF SAND OR OTHER LOOSE TEXTURED SOILS.
 - IF STAKES AND GUYS ARE REQUIRED, REMOVE AFTER ONE YEAR TIME.

CONIFEROUS TREES

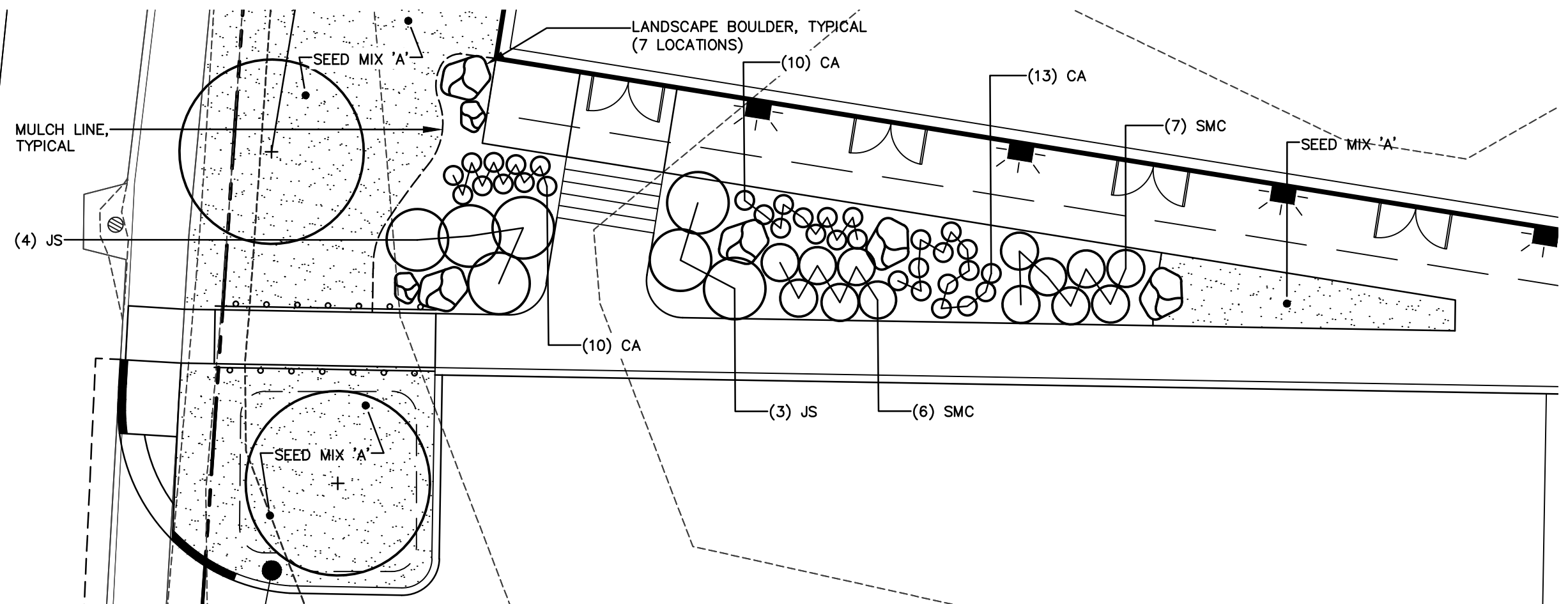
NOT TO SCALE



- NOTES:
- INSTALL STAKES AND GUYS TO TREES IF THE FOLLOWING APPLY:
 - THE TREE IS OF SUBSTANTIAL SIZE.
 - THE PLANTING LOCATION IS EXTREMELY WINDY, AS ON OPEN UNDEVELOPED SITES.
 - THE PLANTING LOCATION IS COMPRISED OF SAND OR OTHER LOOSE TEXTURED SOILS.
 - IF STAKES AND GUYS ARE REQUIRED, REMOVE AFTER ONE YEAR TIME.

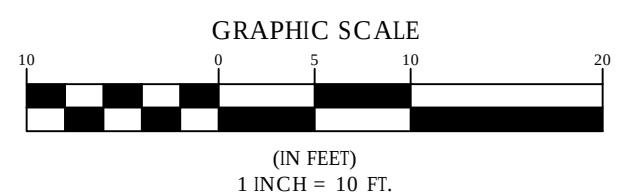
DECIDUOUS TREES

NOT TO SCALE



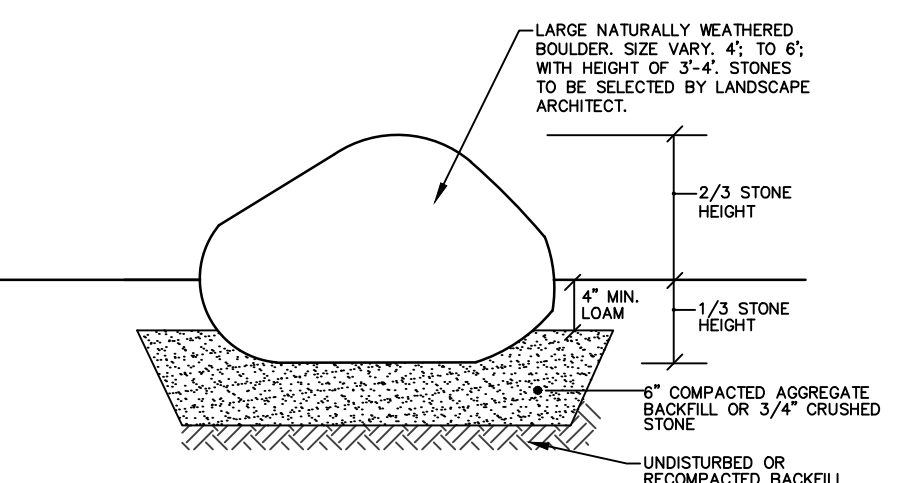
LANDSCAPE AREA DETAIL

1" = 10'



BOULDER INSTALLATION

NOT TO SCALE



HENRY A. HESS, RLA 4841



DESIGNED DMD CHECKED HAH

DATE: 01/27/2020

REVISIONS

NO. DESCRIPTION

1. REVISED PLANS FOR FINAL CITY APPROVAL

2. REVISED PLANS FOR FINAL CITY APPROVAL

3. REVISED PLANS FOR FINAL CITY APPROVAL

4. REVISED PLANS FOR FINAL CITY APPROVAL

5. REVISED PLANS FOR FINAL CITY APPROVAL

6. REVISED PLANS FOR FINAL CITY APPROVAL

7. REVISED PLANS FOR FINAL CITY APPROVAL

8. REVISED PLANS FOR FINAL CITY APPROVAL

9. REVISED PLANS FOR FINAL CITY APPROVAL

10. REVISED PLANS FOR FINAL CITY APPROVAL

11. REVISED PLANS FOR FINAL CITY APPROVAL

12. REVISED PLANS FOR FINAL CITY APPROVAL

13. REVISED PLANS FOR FINAL CITY APPROVAL

14. REVISED PLANS FOR FINAL CITY APPROVAL

15. REVISED PLANS FOR FINAL CITY APPROVAL

16. REVISED PLANS FOR FINAL CITY APPROVAL

17. REVISED PLANS FOR FINAL CITY APPROVAL

18. REVISED PLANS FOR FINAL CITY APPROVAL

19. REVISED PLANS FOR FINAL CITY APPROVAL

20. REVISED PLANS FOR FINAL CITY APPROVAL

21. REVISED PLANS FOR FINAL CITY APPROVAL

22. REVISED PLANS FOR FINAL CITY APPROVAL

23. REVISED PLANS FOR FINAL CITY APPROVAL

24. REVISED PLANS FOR FINAL CITY APPROVAL

25. REVISED PLANS FOR FINAL CITY APPROVAL

26. REVISED PLANS FOR FINAL CITY APPROVAL

27. REVISED PLANS FOR FINAL CITY APPROVAL

28. REVISED PLANS FOR FINAL CITY APPROVAL

29. REVISED PLANS FOR FINAL CITY APPROVAL

30. REVISED PLANS FOR FINAL CITY APPROVAL

31. REVISED PLANS FOR FINAL CITY APPROVAL

32. REVISED PLANS FOR FINAL CITY APPROVAL

33. REVISED PLANS FOR FINAL CITY APPROVAL

34. REVISED PLANS FOR FINAL CITY APPROVAL

35. REVISED PLANS FOR FINAL CITY APPROVAL

36. REVISED PLANS FOR FINAL CITY APPROVAL

37. REVISED PLANS FOR FINAL CITY APPROVAL

38. REVISED PLANS FOR FINAL CITY APPROVAL

39. REVISED PLANS FOR FINAL CITY APPROVAL

40. REVISED PLANS FOR FINAL CITY APPROVAL

41. REVISED PLANS FOR FINAL CITY APPROVAL

42. REVISED PLANS FOR FINAL CITY APPROVAL

43. REVISED PLANS FOR FINAL CITY APPROVAL

44. REVISED PLANS FOR FINAL CITY APPROVAL

45. REVISED PLANS FOR FINAL CITY APPROVAL

46. REVISED PLANS FOR FINAL CITY APPROVAL

47. REVISED PLANS FOR FINAL CITY APPROVAL

48. REVISED PLANS FOR FINAL CITY APPROVAL

49. REVISED PLANS FOR FINAL CITY APPROVAL

50. REVISED PLANS FOR FINAL CITY APPROVAL

51. REVISED PLANS FOR FINAL CITY APPROVAL

52. REVISED PLANS FOR FINAL CITY APPROVAL

53. REVISED PLANS FOR FINAL CITY APPROVAL

54. REVISED PLANS FOR FINAL CITY APPROVAL

55. REVISED PLANS FOR FINAL CITY APPROVAL

56. REVISED PLANS FOR FINAL CITY APPROVAL

57. REVISED PLANS FOR FINAL CITY APPROVAL

58. REVISED PLANS FOR FINAL CITY APPROVAL

59. REVISED PLANS FOR FINAL CITY APPROVAL

60. REVISED PLANS FOR FINAL CITY APPROVAL

61. REVISED PLANS FOR FINAL CITY APPROVAL

62. REVISED PLANS FOR FINAL CITY APPROVAL

63. REVISED PLANS FOR FINAL CITY APPROVAL

64. REVISED PLANS FOR FINAL CITY APPROVAL

65. REVISED PLANS FOR FINAL CITY APPROVAL

66. REVISED PLANS FOR FINAL CITY APPROVAL

67. REVISED PLANS FOR FINAL CITY APPROVAL

68. REVISED PLANS FOR FINAL CITY APPROVAL

69. REVISED PLANS FOR FINAL CITY APPROVAL

70. REVISED PLANS FOR FINAL CITY APPROVAL

71. REVISED PLANS FOR FINAL CITY APPROVAL

72. REVISED PLANS FOR FINAL CITY APPROVAL

73. REVISED PLANS FOR FINAL CITY APPROVAL

74. REVISED PLANS FOR FINAL CITY APPROVAL

75. REVISED PLANS FOR FINAL CITY APPROVAL

EROSION CONTROL MEASURES:

PRE-CONSTRUCTION PHASE

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS (SILT FENCE) SHALL BE STAKED/INSTALLED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. THE PLACEMENT OF SEDIMENT BARRIERS SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THIS EROSION CONTROL PLAN AND DETAILS IN THIS PLAN SET. THIS NETWORK IS TO BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 85%-90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED.

PRIOR TO ANY CLEARING OR GRUBBING, A CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED AT THE INTERSECTION OF THE PROPOSED ENTRANCES AND EXISTING ROADWAY TO AVOID TRACKING OF MUD, DUST AND DEBRIS FROM THE SITE.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PREPARE A DETAILED SCHEDULE AND MARKED UP PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE MUNICIPAL STAFF. THREE COPIES OF THE SCHEDULE AND MARKED UP PLAN SHALL BE PROVIDED TO THE MUNICIPALITY THREE DAYS PRIOR TO THE SCHEDULED PRE-CONSTRUCTION MEETING. SPECIAL ATTENTION SHALL BE GIVEN TO THE 14 DAY LIMIT OF DISTURBANCE IN THE SCHEDULE ADDRESSING TEMPORARY AND PERMANENT VEGETATION MEASURES.

CONSTRUCTION AND POST-CONSTRUCTION PHASE

AREAS UNDERGOING ACTUAL CONSTRUCTION SHALL ONLY EXPOSE THAT AMOUNT OF MINERAL SOIL NECESSARY FOR PROGRESSIVE AND EFFICIENT CONSTRUCTION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD. OPEN AREAS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL AS SHOWN ON THE DESIGN AND AS DESCRIBED WITHIN THIS EROSION CONTROL PLAN WITHIN 14-DAYS OF DISTURBANCE. AREAS LOCATED WITHIN 100' OF STREAMS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL WITHIN SEVEN (7) DAYS. REFER TO WINTER EROSION CONTROL NOTES FOR THE TREATMENT OF OPEN AREAS AFTER OCTOBER 1ST OF THE CONSTRUCTION YEAR.

THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

EROSION CONTROL APPLICATIONS & MEASURES

THE PLACEMENT OF EROSION CONTROL MEASURES SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS IN THE PLAN SET.

1. TEMPORARY MULCHING:

ALL DISTURBED AREAS SHALL BE MULCHED WITH MATERIALS SPECIFIED BELOW PRIOR TO ANY STORM EVENT. ALL DISTURBED AREAS NOT FINAL GRADED WITHIN 14 DAYS SHALL BE MULCHED. ALSO, AREAS, WHICH HAVE BEEN TEMPORARILY OR PERMANENTLY SEEDED, SHALL BE MULCHED IMMEDIATELY FOLLOWING SEEDING. EROSION CONTROL BLANKETS ARE RECOMMENDED TO BE USED AT THE BASE OF GRASSED WATERWAYS AND ON SLOPES GREATER THAN 15%. MULCH ANCHORING SHOULD BE USED ON SLOPES GREATER THAN 5% AFTER SEPTEMBER 15TH OF THE CONSTRUCTION YEAR (SEE WINTER EROSION CONTROL NOTES).
TYPES OF MULCH:
HAY OR STRAW: SHALL BE APPLIED AT A RATE OF 75 LBS./1,000 S.F. (1.5 TONS PER ACRE). EROSION CONTROL MIX SHALL BE APPLIED SUCH THAT THE THICKNESS ON SLOPES 3:1 OR LESS IS 2 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THE THICKNESS ON SLOPES BETWEEN 3:1 AND 2:1 SHALL BE 4 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THIS SHALL NOT BE USED ON SLOPES GREATER THAN 2:1.
EROSION CONTROL BLANKET: SHALL BE INSTALLED SUCH THAT CONTINUOUS CONTACT BETWEEN THE MAT AND THE SOIL IS OBTAINED. INSTALL BLANKETS AND STAPLE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

2. SOIL STOCKPILES:

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED WITH HAY OR STRAW AT A RATE OF 75 LBS./1,000 S.F. (1.5 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOOD WASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

3. NATURAL RESOURCES PROTECTION:

ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION CATCH, SHALL BE MULCHED USING TEMPORARY MULCHING (AS DESCRIBED IN PART 1. OF THIS SECTION) WITHIN 7 DAYS OF EXPOSURE OR PRIOR TO ANY STORM EVENT. SEDIMENT BARRIERS (AS DESCRIBED IN PART 4. OF THIS SECTION) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA.
PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE.

4. SEDIMENT BARRIERS:

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS SHALL BE STAKED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. SEDIMENT BARRIERS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 85%-90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION.

SILT FENCE: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE EFFECTIVE HEIGHT OF THE FENCE SHALL NOT EXCEED 36 INCHES. IT IS RECOMMENDED THAT SILT FENCE BE REMOVED BY CUTTING THE FENCE MATERIALS AT GROUND LEVEL SO AS TO AVOID ADDITIONAL SOIL DISTURBANCE.

HAY BALES: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. BALES SHALL BE WIRE-BOUND OR STRING-TIED AND THESE BINDINGS MUST REMAIN PARALLEL WITH THE GROUND SURFACE DURING INSTALLATION TO PREVENT DETERIORATION OF THE BINDINGS. BALES SHALL BE INSTALLED WITHIN A MINIMUM 4 INCH DEEP TRENCH LINE WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER.

EROSION CONTROL MIX: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE MIX SHALL CONSIST PRIMARILY OF ORGANIC MATERIAL AND CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4 INCHES IN DIAMETER. THE MIX COMPOSITION SHALL MEET THE STANDARDS DESCRIBED WITHIN THE MDEP BEST MANAGEMENT PRACTICES. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER.

CONTINUOUS CONTAINED BERM: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THIS SEDIMENT BARRIER IS EROSION CONTROL MIX PLACED WITHIN A SYNTHETIC TUBULAR NETTING AND PERFORMS AS A STURDY SEDIMENT BARRIER THAT WORKS WELL ON HARD GROUND SUCH AS FROZEN CONDITIONS, TRAVELED AREAS OR PAVEMENT. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER.

5. TEMPORARY CHECK DAMS:

SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. CHECK DAMS ARE TO BE PLACED WITHIN DITCHES/ SWALES AS SPECIFIED ON THE DESIGN PLANS IMMEDIATELY AFTER FINAL GRADING. CHECK DAMS SHALL BE 2 FEET HIGH. TEMPORARY CHECK DAMS MAY BE REMOVED ONLY AFTER THE ROADWAYS ARE PAVED AND THE VEGETATED SWALE ARE ESTABLISHED WITH AT LEAST 85%-90% OF VIGOROUS PERENNIAL GROWTH. THE AREA BENEATH THE CHECK DAM MUST BE SEEDED AND MULCHED IMMEDIATELY AFTER REMOVAL OF THE CHECK DAM.

STONE CHECK DAMS: SHOULD BE CONSTRUCTED OF 2 TO 3 INCH STONE AND PLACED SUCH THAT COMPLETE COVERAGE OF THE SWALE IS OBTAINED AND THAT THE CENTER OF THE DAM IS 6 INCHES LOWER THAN THE OUTER EDGES.

HAY BALE CHECK DAMS: WE DO NOT RECOMMEND THE USE OF HAY BALES AS CHECK DAMS.

MANUFACTURED CHECK DAMS: MANUFACTURED CHECK DAMS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF AUTHORIZED BY THE PROPER LOCAL, STATE OR FEDERAL REGULATING AGENCIES. THESE UNITS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

6. STORMDRAIN INLET PROTECTION:

INLET PROTECTION SHALL BE PLACED AROUND A STORMDRAIN DROP INLET/ CURB INLET PRIOR TO PERMANENT STABILIZATION OF THE IMMEDIATE AND UPSTREAM DISTURBED AREAS. THEY SHALL BE CONSTRUCTED IN A MANNER THAT WILL FACILITATE CLEAN-OUT AND DISPOSAL OF TRAPPED SEDIMENTS AND MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES. ANY RESULTANT PONDING OF WATER FROM THE PROTECTION METHOD MUST NOT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT AREAS OR STRUCTURES.

HAY BALE DROP INLET PROTECTION: WE DO NOT RECOMMEND THE USE OF HAY BALES AS INLET PROTECTION.

CONCRETE BLOCK AND STONE INLET SEDIMENT FILTER (DROP OR CURB INLET): SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE HEIGHT OF THE CONCRETE BLOCK BARRIER CAN VARY BUT MUST BE BETWEEN 12 AND 24 INCHES TALL. A MINIMUM OF 1 INCH CRUSHED STONE SHALL BE USED.

MANUFACTURED SEDIMENT BARRIERS AND FILTER (DROP OR CURB INLET): MANUFACTURED FILTERS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

7. STABILIZED CONSTRUCTION ENTRANCE/EXIT:

PRIOR TO CLEARING AND/OR GRUBBING THE SITE A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED WHEREVER TRAFFIC WILL EXIT THE CONSTRUCTION SITE ONTO A PAVED ROADWAY IN ORDER TO MINIMIZE THE TRACKING OF SEDIMENT AND DEBRIS FROM THE CONSTRUCTION SITE ONTO PUBLIC ROADWAYS. THE ENTRANCES AND ADJACENT ROADWAY AREAS SHALL BE PERIODICALLY SWEEP OR WASHED TO FURTHER MINIMIZE THE TRACKING OF MUD, DUST OR DEBRIS FROM THE CONSTRUCTION AREA. STABILIZED CONSTRUCTION EXITS SHALL BE CONSTRUCTED IN AREAS SPECIFIED ON THE PLANS AND AS DETAILED ON THE PLANS.

8. DUST CONTROL:

DUST CONTROL DURING CONSTRUCTION SHALL BE ACHIEVED BY THE USE OF A WATERING TRUCK TO PERIODICALLY SPRINKLE THE EXPOSED ROADWAY AREAS AS NECESSARY TO REDUCE DUST DURING THE DRY MONTHS. APPLYING OTHER DUST CONTROL PRODUCTS SUCH AS CALCIUM CHLORIDE OR OTHER MANUFACTURED PRODUCTS ARE ALLOWED IF AUTHORIZED BY THE PROPER LOCAL, STATE AND/OR FEDERAL REGULATING AGENCIES. HOWEVER, IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO MITIGATE DUST AND SOIL LOSS FROM THE SITE.

9. TEMPORARY VEGETATION:

TEMPORARY VEGETATION SHALL BE APPLIED TO DISTURBED AREAS THAT WILL NOT RECEIVE FINAL GRADING FOR PERIODS UP TO 12 MONTHS. THIS PROCEDURE SHOULD BE USED EXTENSIVELY IN AREAS ADJACENT TO NATURAL RESOURCES. SEEDED PREPARATION AND APPLICATION OF SEED SHALL BE CONDUCTED AS INDICATED IN THE PERENNIAL VEGETATION SECTION OF THIS NARRATIVE. SPECIFIC SEEDS (FAST GROWING AND SHORT LIVING) SHALL BE SELECTED FROM THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 3/2003 OR LATER. ALTERNATIVE EROSION CONTROL MEASURES SHOULD BE USED IF SEEDING CAN NOT BE DONE BEFORE SEPTEMBER 15TH OF THE CONSTRUCTION YEAR.

10. PERMANENT VEGETATION:

REVEGETATION MEASURES SHALL COMMENCE IMMEDIATELY UPON COMPLETION OF FINAL GRADING OF AREAS TO BE LOAMED AND SEEDED. THE APPLICATION OF SEED SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR. PLEASE REFER TO THE WINTER EROSION CONTROL NOTES FOR MORE DETAIL. REVEGETATION MEASURES SHALL CONSIST OF THE FOLLOWING:

SEEDING PREPARATION:

A. FOUR (4) INCHES OF LOAM SHALL BE SPREAD OVER DISTURBED AREAS AND SMOOTHED TO A UNIFORM SURFACE. LOAM SHALL BE FREE OF SUBSOIL, CLAY LUMPS, STONES AND OTHER OBJECTS OVER 2 INCHES OR LARGER IN ANY DIMENSION, AND WITHOUT WEEDS, ROOTS OR OTHER OBJECTIONABLE MATERIAL.

B. SOILS TESTS SHALL BE TAKEN AT THE TIME OF SOIL STRIPPING TO DETERMINE FERTILIZATION REQUIREMENTS. SOILS TESTS SHALL BE TAKEN FROM 10-20 INCHES DEEP TO NOT INTERFERE WITH THE ROAD GRAVEL BASE. SOILS TESTS SHALL BE BASED ON THE FOLLOWING: SOILS TESTS SHALL BE INCORPORATED INTO THE SOIL PRIOR TO FINAL SEEDING. IN LIEU OF SOIL TESTS, SOIL AMENDMENTS MAY BE APPLIED AS FOLLOWS:

ITEM	APPLICATION RATE
10-20-20 FERTILIZER (N-P205-K20 OR EQUAL)	18.4 LBS./1,000 S.F.
GROUND LIMESTONE (50% CALCIUM & MAGNESIUM OXIDE)	138 LBS./1,000 S.F.
C. WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH PROPER EQUIPMENT. ROLL THE AREA TO FIRM THE SEEDED EXCEPT ON CLAY OR SILTY SOILS OR COARSE SAND.	

APPLICATION OF SEED:

A. SEEDING: SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR. GENERALLY A SEED MIXTURE MAY BE APPLIED AS FOLLOWS:

- MDOT SEEDING METHOD NO.1- PARK MIXTURE
MDOT SEEDING METHOD NO.3- ROADSIDE MIXTURE NO.3
- NOTE: A SPECIFIC SEED MIXTURE SHOULD BE CHOSEN TO MATCH THE SOILS CONDITION OF THE SITE. VARIOUS AGENCIES CAN RECOMMEND SEED MIXTURES. MDEP RECOMMENDED SEED MIXTURES ARE IN THE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 3/2003 OR LATER.
- B. HYDROSEEDING: SHALL BE CONDUCTED ON PREPARED AREAS WITH SLOPES LESS THAN 2:1. LIME AND FERTILIZER MAY BE APPLIED SIMULTANEOUSLY WITH THE SEED. RECOMMENDED SEEDING RATES MUST BE INCREASED BY 10% WHEN HYDROSEEDING.
- C. MULCHING: SHALL COMMENCE IMMEDIATELY AFTER SEED IS APPLIED. REFER TO THE TEMPORARY MULCHING SECTION OF THIS NARRATIVE FOR DETAILS.

SODDING:

FOLLOWING SEEDED PREPARATION, SOD CAN BE APPLIED IN LIEU OF SEEDING IN AREAS WHERE IMMEDIATE VEGETATION IS MOST BENEFICIAL SUCH AS DITCHES, AROUND STORMWATER DROP INLETS AND AREAS OF AESTHETIC VALUE. SOD SHOULD BE LAID AT RIGHT ANGLES TO THE DIRECTION OF FLOW AND AT THE LOWEST ELEVATION. SOD SHOULD BE ROLLED OR TAMPED DOWN TO EVEN OUT THE JOINTS ONCE LAID DOWN, WHERE FLOW IS PREVALENT THE SOD MUST BE PROPERLY ANCHORED DOWN, IRRIGATE THE SOD IMMEDIATELY AFTER INSTALLATION. IN MOST CASES, SOD CAN BE ESTABLISHED BETWEEN APRIL 1ST AND NOVEMBER 15TH OF THE CONSTRUCTION YEAR, HOWEVER, REFER TO THE WINTER EROSION CONTROL NOTES FOR ANY ACTIVITIES AFTER OCTOBER 1ST.

TRENCH DEWATERING AND TEMPORARY STREAM DIVERSION:

WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINEN POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.

STANDARDS FOR TIMELY STABILIZATION:

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES -- THE CONTRACTOR WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. THE MDEP WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (10H:1V) TO BE A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

- A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT WILL COVER THE SLOPE WITH A LAYER OF WOOD WASTE COMPOST AS DESCRIBED IN ITEM 2(C) OF THIS STANDARD OR WITH STONE RIPRAP AS DESCRIBED IN ITEM 2(D.) OF THIS STANDARD.
- B. STABILIZE THE SLOPE WITH SOD -- THE CONTRACTOR WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).
- C. STABILIZE THE SLOPE WITH WOOD WASTE COMPOST -- THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOOD WASTE COMPOST ON THE SLOPE BY NOVEMBER 15. PRIOR TO PLACING THE WOOD WASTE COMPOST, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT WILL NOT USE WOOD WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- D. STABILIZE THE SLOPE WITH STONE RIPRAP -- THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS -- BY SEPTEMBER 15 THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

- A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1,000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE APPLICANT WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM 3(C) OF THIS STANDARD.
- B. STABILIZE THE SOIL WITH SOD -- THE APPLICANT WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- C. STABILIZE THE SOIL WITH MULCH -- BY NOVEMBER 15 THE APPLICANT WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1,000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

CONSTRUCTION SCHEDULE

SITE IMPROVEMENTS WILL MOST LIKELY BEGIN IN FALL 2018 DEPENDING UPON FINAL PROJECT APPROVAL. THE FOLLOWING SCHEDULE IS ANTICIPATED FOR THE CONSTRUCTION OF THE SITE IMPROVEMENTS.

SCHEDULE

1. ESTIMATED CONSTRUCTION TIME:	8 MONTHS
2. EROSION CONTROL MEASURES PLACED.	MONTH 1
3. SITE CLEARING AND GRUBBING.	MONTH 1
4. PLACEMENT & GRADING OF FILL.	MONTH 1-3
5. BUILDING CONSTRUCTION	MONTH 1-3
6. STORMWATER MANAGEMENT AREA CONSTRUCTION.	MONTH 1-3
7. UTILITY IMPROVEMENTS	MONTH 2-5
8. PARKING BASE AND BINDER PAVEMENT	MONTH 2-5
9. STABILIZE FOR WINTER	OCTOBER 15
10. LANDSCAPING AND SEEDING	SPRING 2019
11. CONSTRUCTION OF FINISH PAVEMENT	SPRING 2019
12. FINAL SEEDING ON PREPARED AREAS. (DURING GROWING SEASON.)	MONTH 6 - MONTH 7
13. BIWEEKLY MONITORING OF VEGETATIVE GROWTH.	MONTH 7 - MONTH 8
14. RE-SEEDING OF AREAS, IF NEEDED.	MONTH 8
15. REMOVAL OF EROSION CONTROL DEVICES.	UPON FINAL PROJECT COMPLETION AND STABILIZATION
DATES ARE SUBJECT TO CHANGE, DEPENDING ON CONSTRUCTION PROGRESS.	

INSPECTIONS/MONITORING:

1. MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, OR AT LEAST EVERY SEVEN (7) DAYS, THE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES. THE CONTRACTOR SHALL PERFORM REPAIRS AS NEEDED TO ALLOW CONTINUED PROPER FUNCTIONING OF THE EROSION CONTROL MEASURE. THE CONTRACTOR SHALL PROVIDE THE NECESSARY REGULATING AGENCIES WITH WRITTEN DOCUMENTATION DESCRIBING DATES OF INSPECTIONS AND NECESSARY FOLLOW-UP WORK TO MAINTAIN EROSION CONTROL MEASURES MEETING THE REQUIREMENTS OF THIS PLAN.
2. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDINGS, THE CONTRACTOR SHALL INSPECT THE WORK AREA SEMIMONTHLY UNTIL THE SEEDINGS HAVE BEEN ESTABLISHED. ESTABLISHED MEANS A MINIMUM OF 85%-90% OF AREAS VEGETATED WITH VIGOROUS GROWTH. RESEEDING SHALL BE CARRIED OUT BY THE CONTRACTOR WITH FOLLOW-UP INSPECTIONS IN THE EVENT OF ANY FAILURES UNTIL VEGETATION IS ADEQUATELY ESTABLISHED.

HOUSEKEEPING:

- A. **HOUSEKEEPING:** CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM BEING DISCHARGED FROM MATERIALS ON-SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER, AND APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING AND IMPLEMENTATION.
- B. **GROUNDWATER PROTECTION:** DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOILS, TOPOGRAPHY AND OTHER RELEVANT FACTORS, ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL. DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS.

WINTER EROSION CONTROL MEASURES:

THE WINTER CONSTRUCTION PERIOD IS FROM OCTOBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD.

WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN A RAKE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDER TAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES

STOCKPILES OF SOIL OR SUBSOIL WILL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS./1,000 S.F. (3 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOOD WASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 4 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

2. NATURAL RESOURCES PROTECTION

ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) WILL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

3. SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOOD WASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

4. MULCHING

ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL COVERED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW WILL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. IF HAY OR STRAW IS USED FOR WINTER GRADING, THE AREA WILL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FEET (3 TONS/ACRE) AND ADEQUATELY ANCHORED THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH.

BETWEEN THE DATES OF SEPTEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER PEG LINE, MULCH NETTING, ASPHALT EMULSION CHALK, TRUCK OR WOOD CELLULOSE FIBER. WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT.

AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORK DAY.

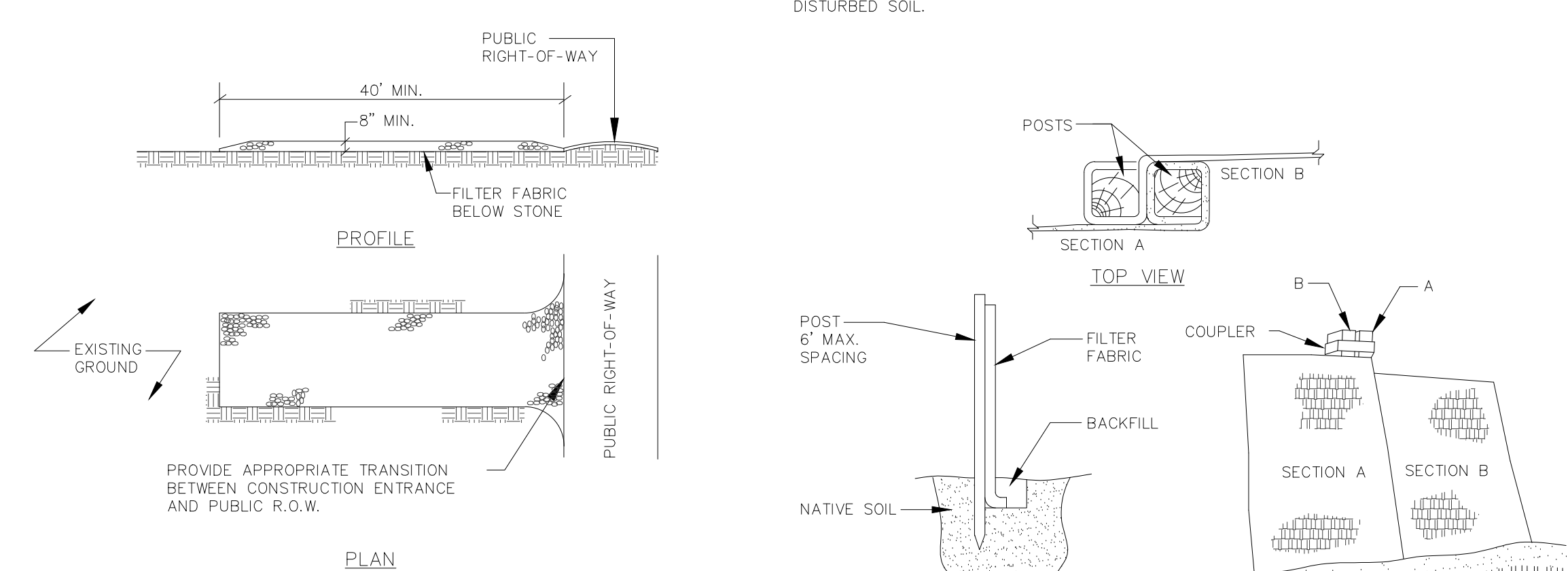
5. MULCHING ON SLOPES AND DITCHES

SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS./1,000 S.F. ON ALL SLOPES GREATER THAN 8%. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8%. EROSION CONTROL BLANKETS WILL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES 8%.

EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

6. SEEDING

BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED, DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4' OF LOAM AND SEED AT AN APPLICATION RATE OF 5LBS/1000 S.F. ALL AREAS SEEDED DURING THE WINTER WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS SUFFICIENTLY VEGETATED.



NOTES:

- STONE SIZE: AASHTO DESIGNATION #43, SIZE NO. 2 (2 1/2" TO 1 1/2"). USE CRUSHED STONE.
- LENGTH- AS SHOWN ON PLANS, MIN. 50 FEET.
- THICKNESS- NOT LESS THAN EIGHT (8) INCHES.
- WIDTH- NOT LESS THAN FULL WIDTH OF ALL POINT OF INGRESS OR EGRESS.
- MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.

STABILIZED CONSTRUCTION EXIT

NOT TO SCALE

FILTER BARRIER

NOT TO SCALE

(LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. DORMANT SEEDING IS NOT USED FOR THE SITE. ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

7. TRENCH DEWATERING AND TEMPORARY STREAM DIVERSION

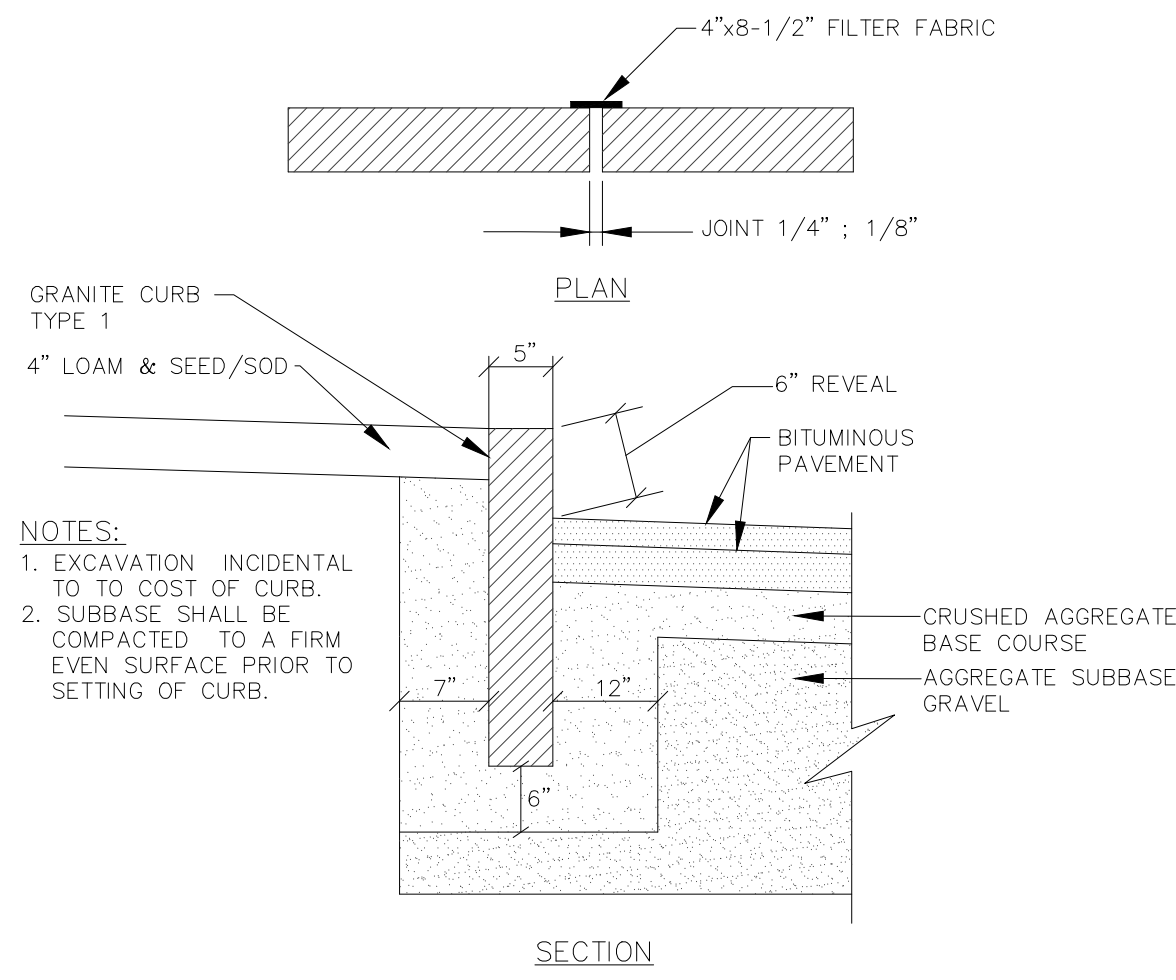
WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINEN POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.

8. INSPECTION AND MONITORING

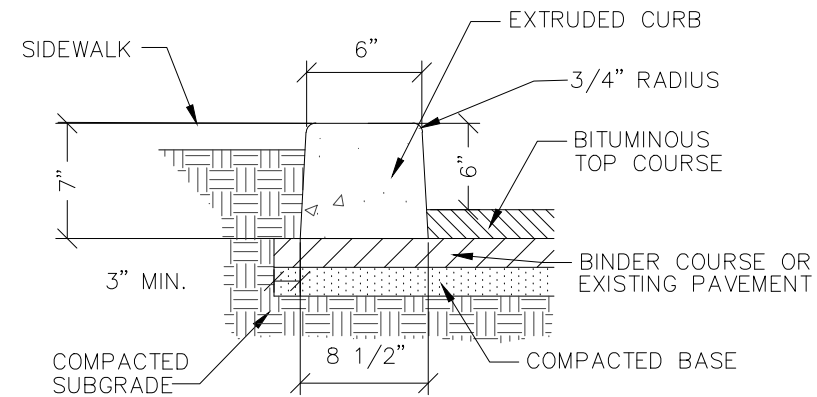
MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTIONING. FOLLOWING THE TEMPORARY AND OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL BE IN THE SPRING INSPECT AND REPAIR ANY DAMAGES AND/OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 85 TO 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH.

STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER

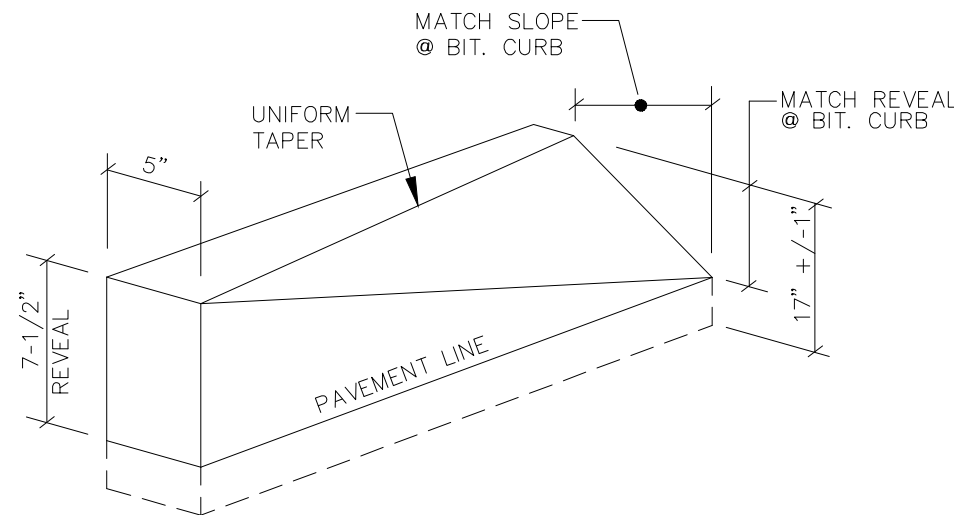
1. STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS -- THE APPLICANT WILL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 15. THE APPLICANT WILL CONSTRUCT AND ST



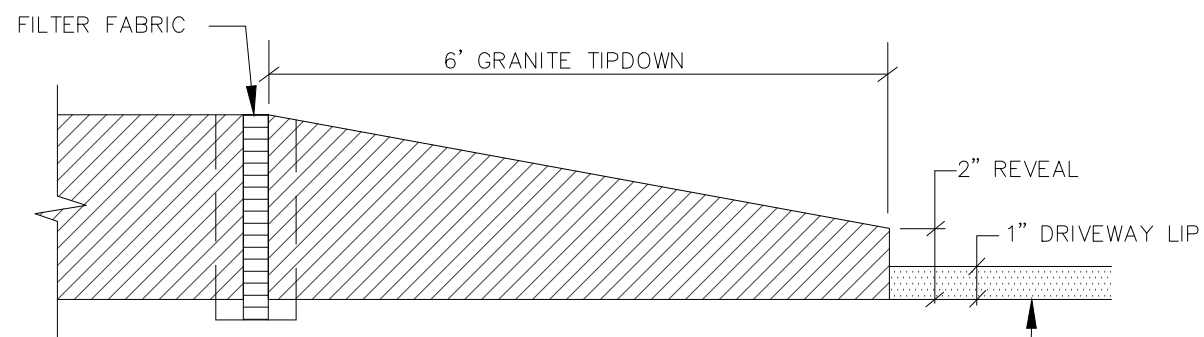
VERTICAL GRANITE CURB
(BID ALTERNATE NO.2)



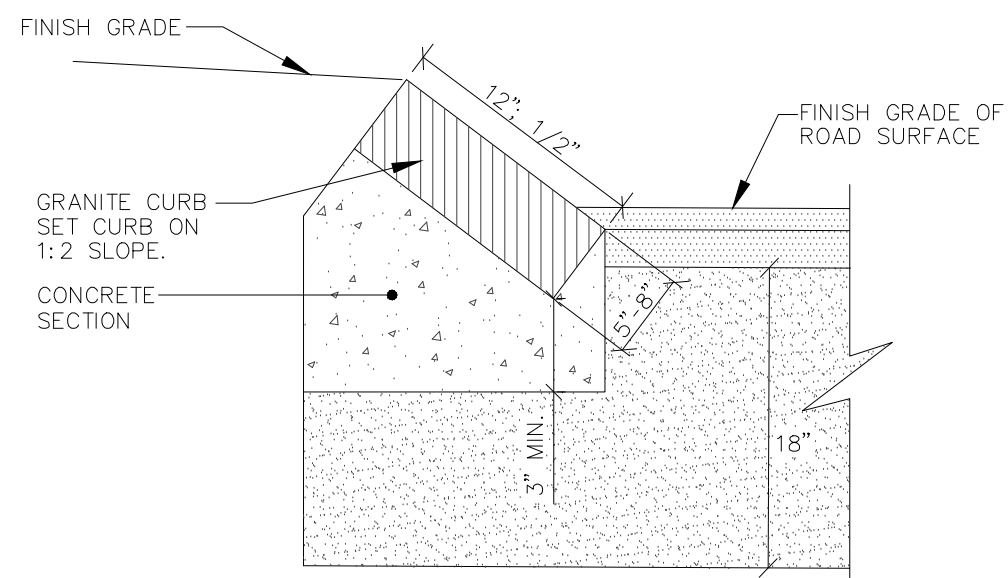
SLIPFORM CONCRETE CURB
NOT TO SCALE



VERTICAL TO SLOPED CURB
TRANSITION STONES
NOT TO SCALE

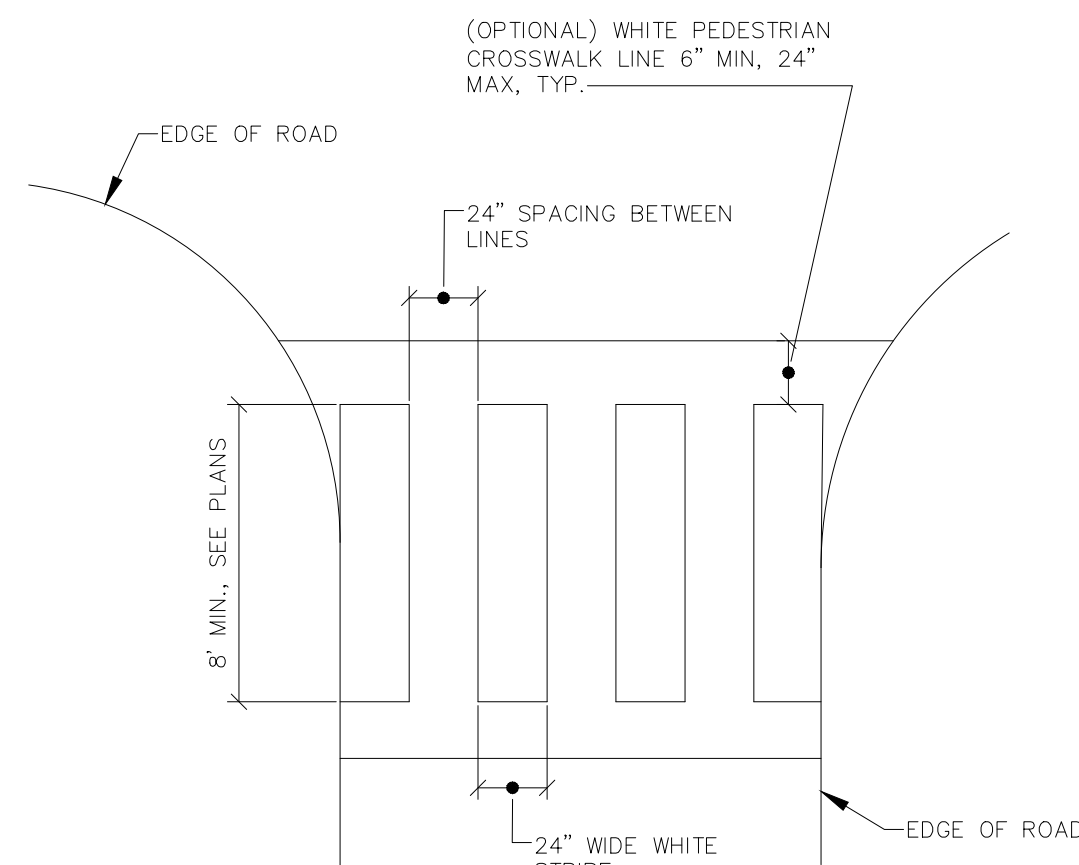


TYPICAL TIPDOWN CURB INSTALLATION
NOT TO SCALE

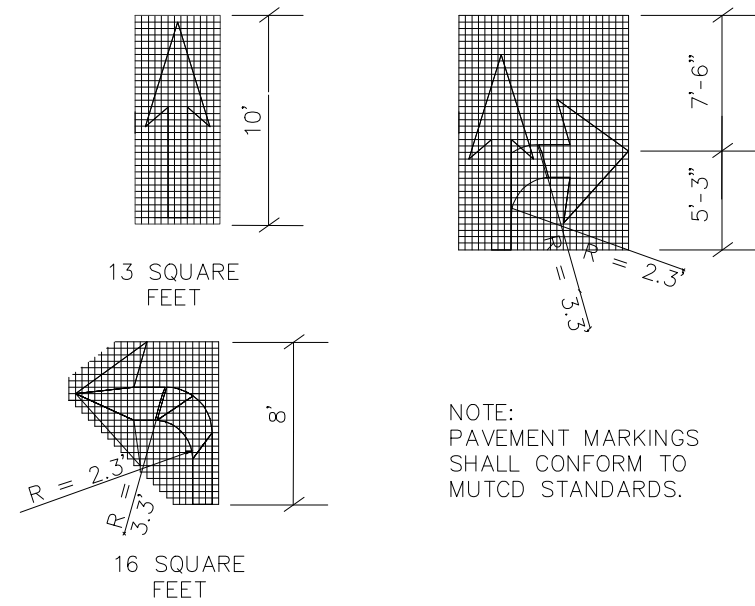


NOTE: REUSE EXISTING GRANITE CURB WHEN POSSIBLE

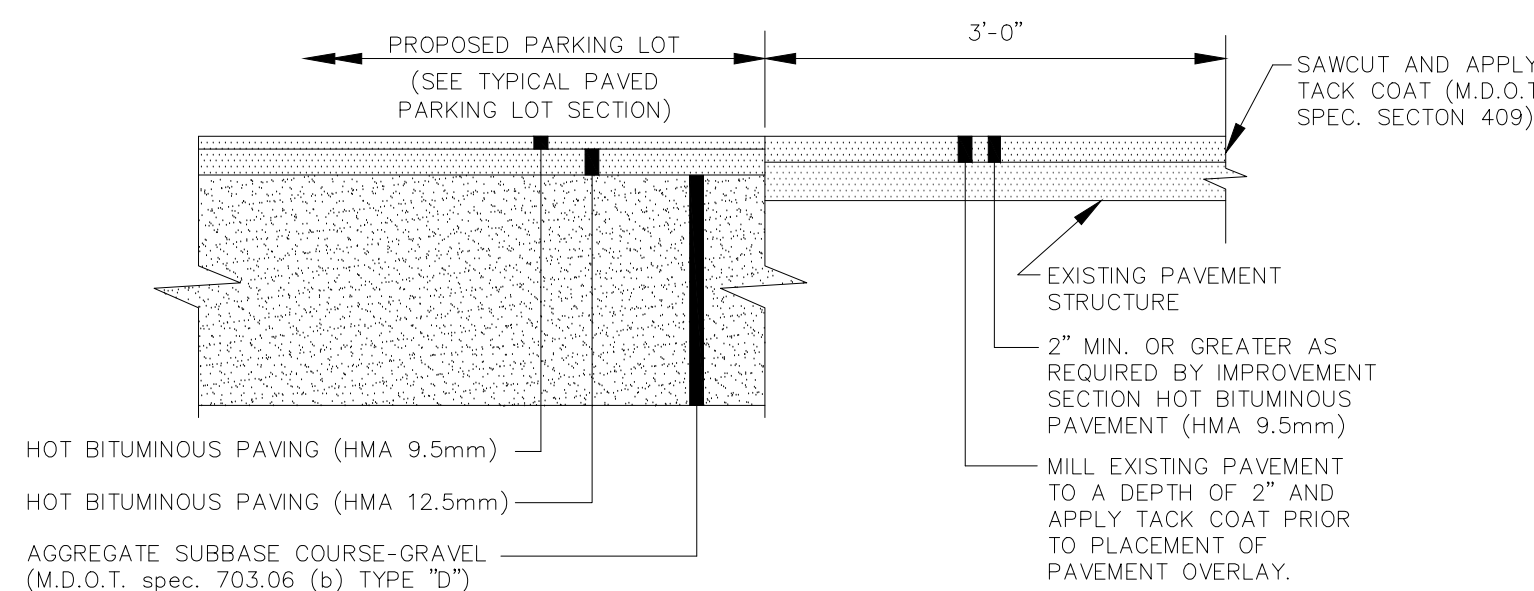
SLOPED GRANITE CURB (6x12)
NOT TO SCALE



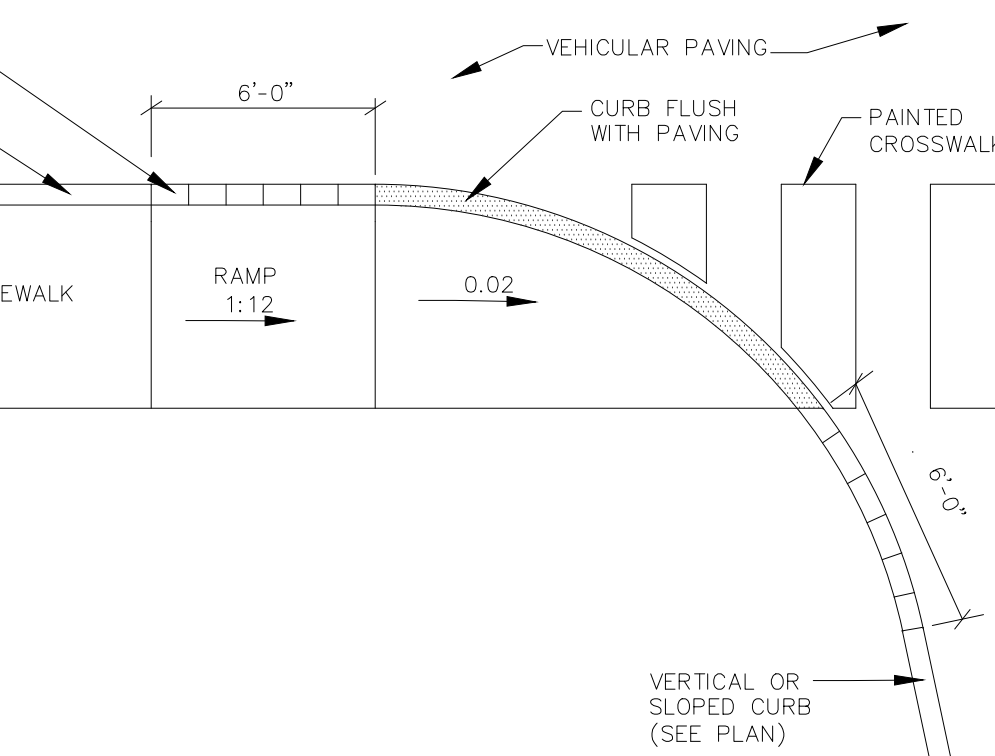
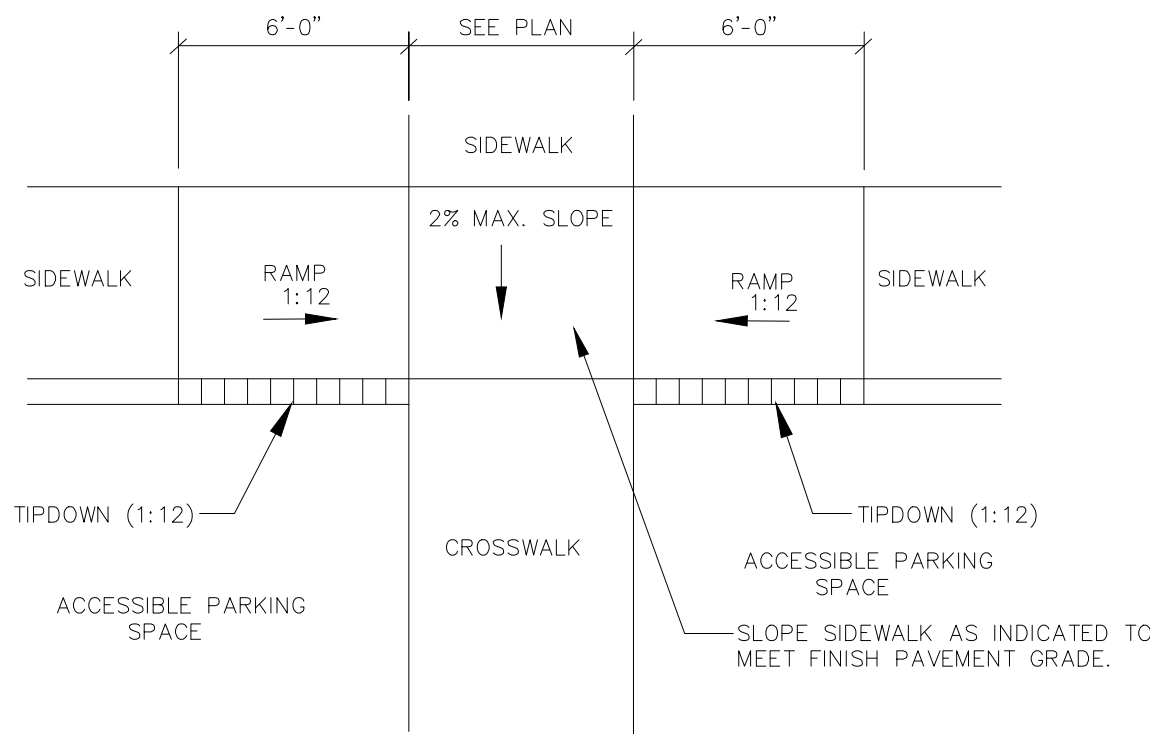
CROSSWALK MARKINGS



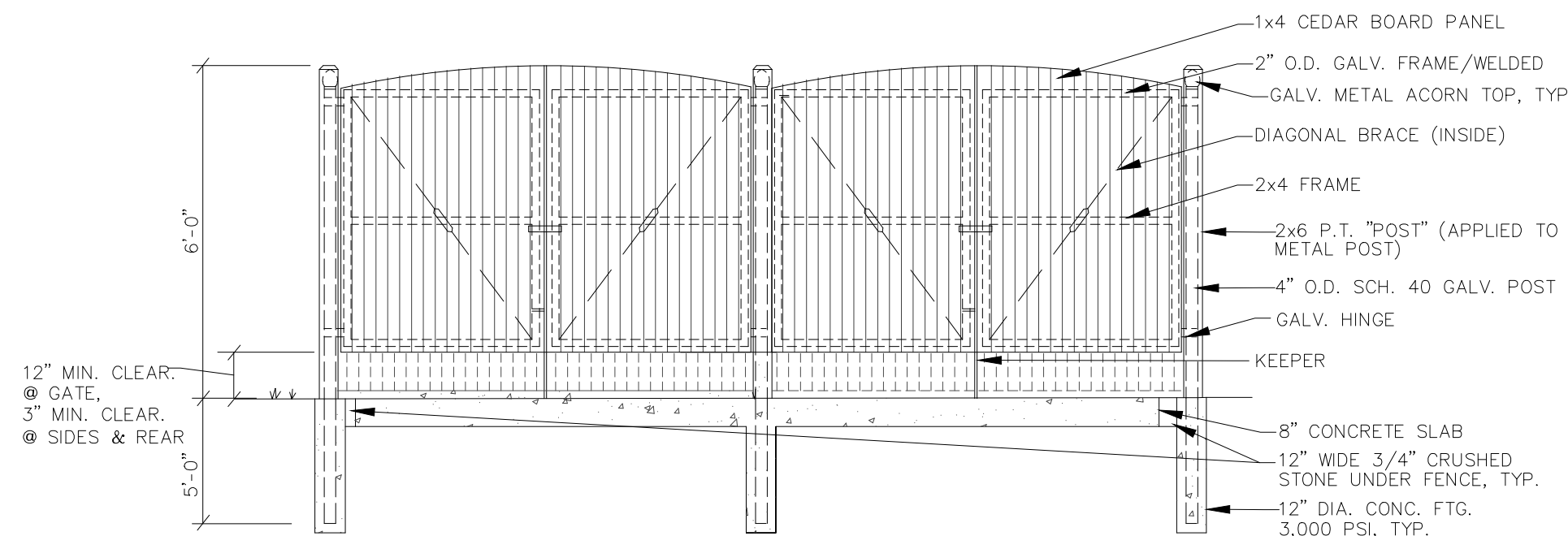
PAVEMENT ARROW DETAILS
NOT TO SCALE



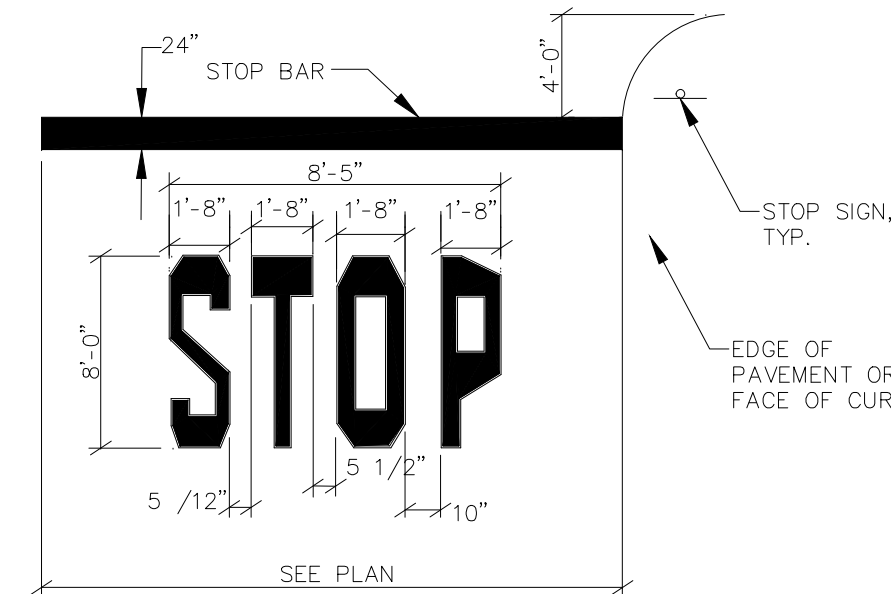
TYPICAL PAVEMENT JOINT
NOT TO SCALE



ACCESSIBLE RAMPS
NOT TO SCALE

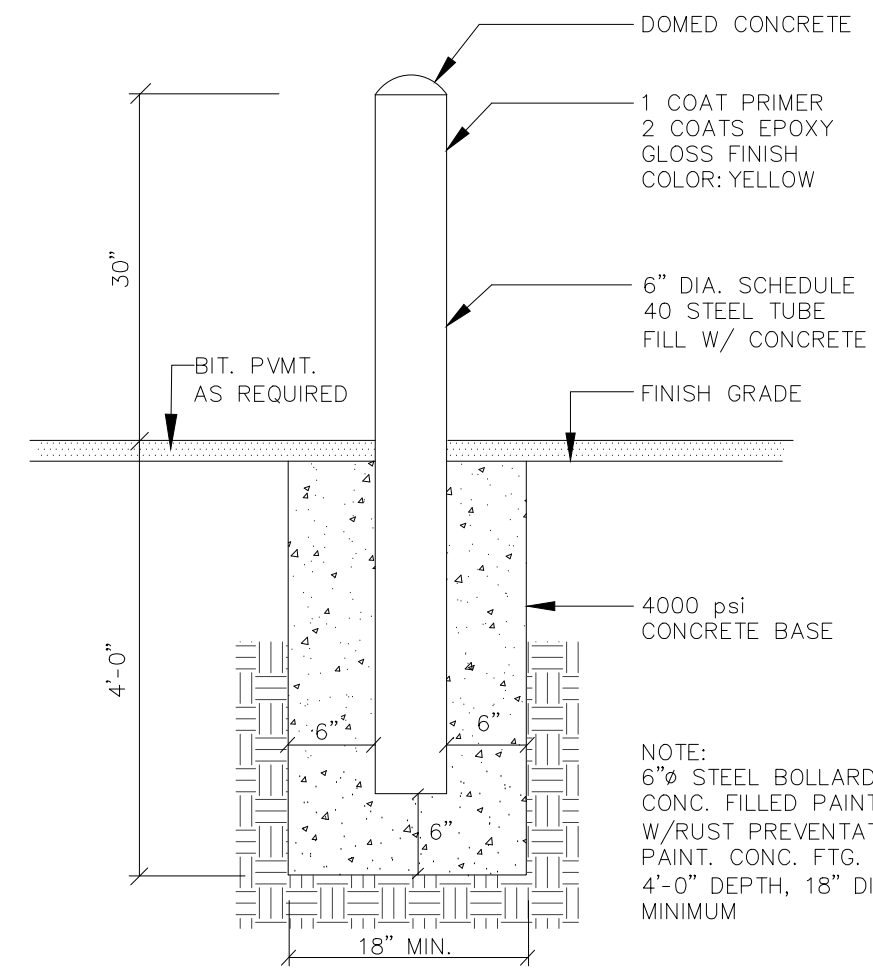


TYPICAL DUMPSTER ENCLOSURE
NOT TO SCALE

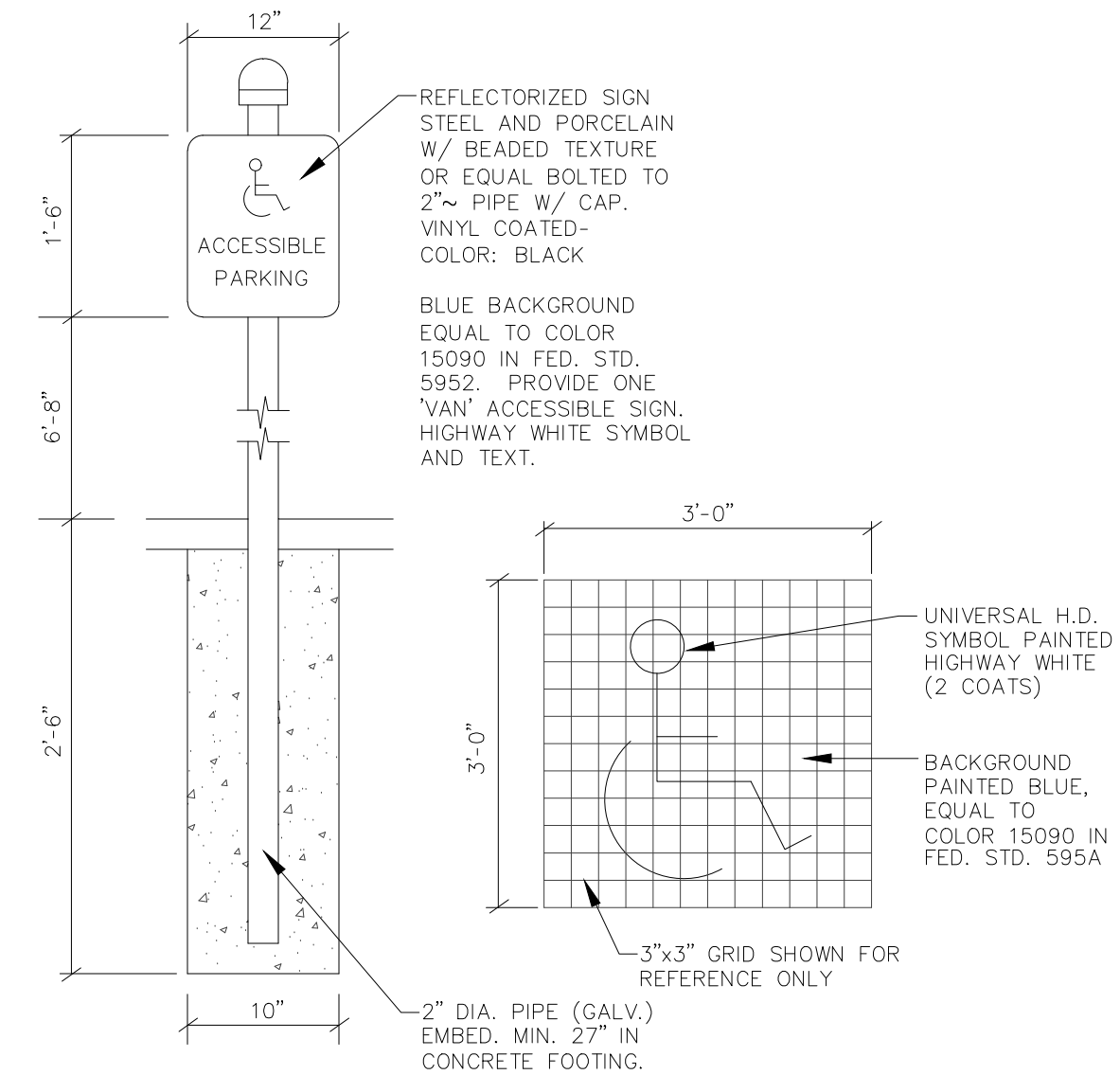


NOTE:
1. WORDS AND ARROWS FOR DRIVEWAYS SHALL BE APPLIED ACCORDING TO REQUIREMENTS AS OUTLINED IN SECTION 3B OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. THESE WORDS AND BAR ARE TO BE PAINTED REFLECTIVE WHITE.

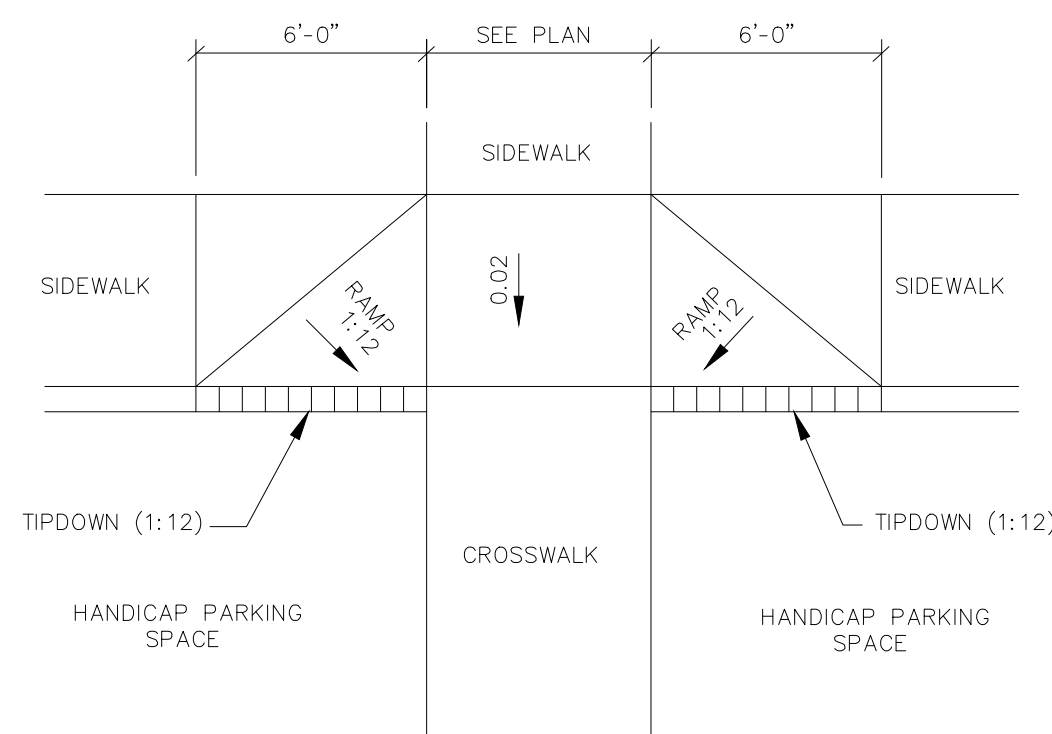
STOP BAR
NOT TO SCALE



METAL BOLLARD
NOT TO SCALE



ACCESSIBLE SIGNS
NOT TO SCALE



JAMES R. SEYMOUR, PE 9984

DESIGNED	CHECKED
SAH	RLM
D JRS 01-02-20 SUBMIT FOR FINAL APPROVAL	
C JRS 08-28-19 REVISE PLANS FOR FINAL CITY APPROVAL	
B JRS 04-18-19 RESPONSE TO CITY COMMENTS	
REV BY: A RLM 09-10-18 SUBMIT TO CITY OF PORTLAND	
DATE: STATUS:	

SEBAGO
TECHNICS
WWW.SEAGOTECHNICS.COM
75 John Roberts Rd.
Suite 404
South Portland, ME 04106
Tel. 207-200-2100

DETAILS
OF: PINE STATE FAMILY MART
1884 FOREST AVENUE
PORTLAND, MAINE 04103
FOR: JOHN CHAU
75 ARCADIA ST.
PORTLAND, MAINE 04103
PROJECT NO. 11142
SCALE NTS
SHEET 8 OF 11



NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

SIZE	A	B	C	D	E	F	G	H
6 IN.	5 1/2"	13 3/8"	13 3/4"	5 3/8"	5 7/8"	11 5/8"	6 1/2"	7 1/4"
8 IN.	7 1/2"	15"	15 3/8"	5 1/2"	5 3/8"	13 3/4"	8 3/4"	9 3/8"
10 IN.	9 1/2"	16"	16 1/4"	6"	4 1/2"	14 1/8"	11 1/2"	12 3/8"
12 IN.	11 1/2"	17"	22"	8"	3 1/2"	17"	12 1/2"	13 3/8"
15 IN.	14 1/2"	22 1/2"	23"	10 1/4"	5 3/4"	21"	14 1/4"	15 3/4"



- NOTES:
1. FRAME SHALL BE FOR 24" SQUARE GRATE, EAST JORDAN FOUNDRY 5250, OR APPROVED EQUAL.
 2. ENTIRE CATCH BASIN WITH EXCEPTION OF LEVELING BRICK FRAME AND GRATE TO BE PRECAST AS SINGLE PORTLAND CEMENT CONCRETE UNIT.

NOT TO SCALE



- NOTES:
PRIOR TO FINAL GRADING AND PAVING OPERATIONS BEGIN A CATCH BASIN INSERT (SUCH AS A SILT SACK OR A DANDY BAG II) MUST BE INSTALLED IN EACH BASIN PER MANUFACTURES INSTRUCTIONS. HAY BALES SHOULD BE REMOVED ONCE INSERTS ARE INSTALLED.

NOT TO SCALE



1. 4'-0" I.D. TYPICAL. SOME STRUCTURES MAY REQUIRE LARGER I.D. PROVIDE SHOP DRAWINGS.
2. DRAINAGE STRUCTURES TO BE DESIGNED FOR H-20 LOADING.
3. PIPE SIZES AND INVERTS AS NOTED ON GRADING AND UTILITY PLANS.
4. CATCH BASIN SET IN PAVED AREAS: FRAME AND GRATE SHALL BE EAST JORDAN FOUNDRY 5250, OR APPROVED EQUAL.
5. CATCH BASIN SET IN LANDSCAPED AREAS: FRAME SHALL BE V-1600-5 AND GRATE SHALL BE V-3600-5 BY EAST JORDAN FOUNDRY OR APPROVED EQUAL.

NOT TO SCALE

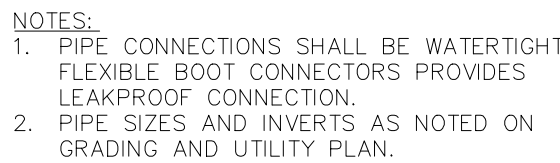


- CONSTRUCTION NOTES:
CONCRETE: 5,000 PSI @ 28 DAYS.
CEMENT: Type III per ASTM C150-81.
DESIGN LOADING: ASHTO HS20-44
JOINTS: TO BE SEALED WATERTIGHT
WITH ASPHALTIC BUTYL SEALANT.
TEES: PROVIDED & INSTALLED BY CONTRACTOR.
PROVIDE RISERS & MANHOLE COVERS TO GRADE

NOT TO SCALE



NOT TO SCALE



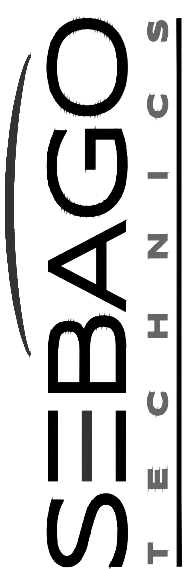
NOT TO SCALE



NOT TO SCALE



D	JRS	01-02-20	SUBMIT FOR FINAL APPROVAL
C	JRS	08-28-19	REVISE PLANS FOR FINAL CITY

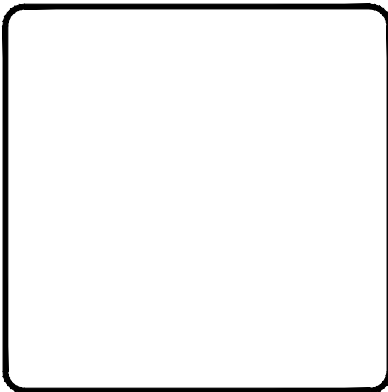
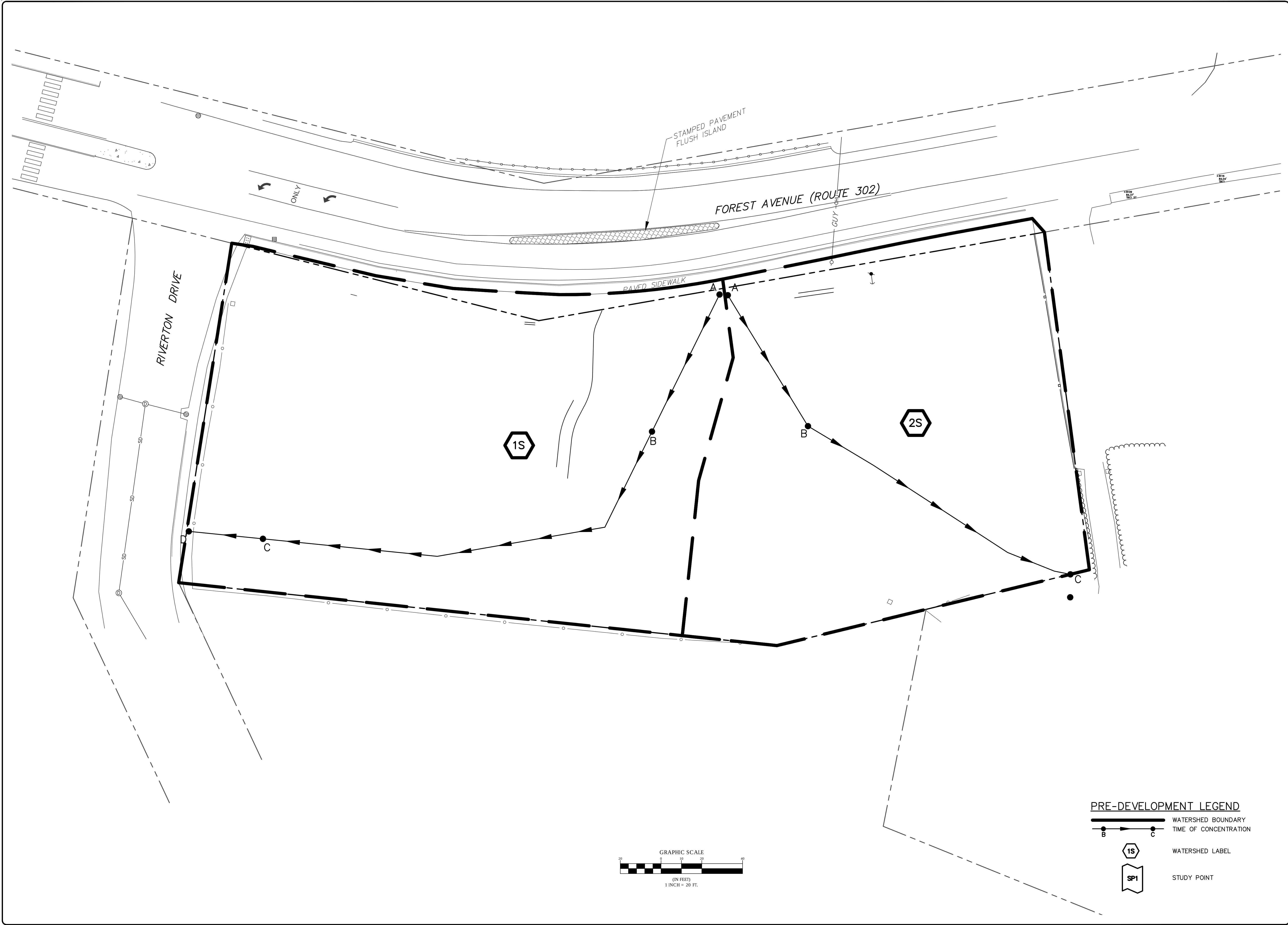


DETAILS

11142	NTS
-------	-----

SHEET 10 OF 11

1000



JAMES R. SEYMOUR, PE 9984

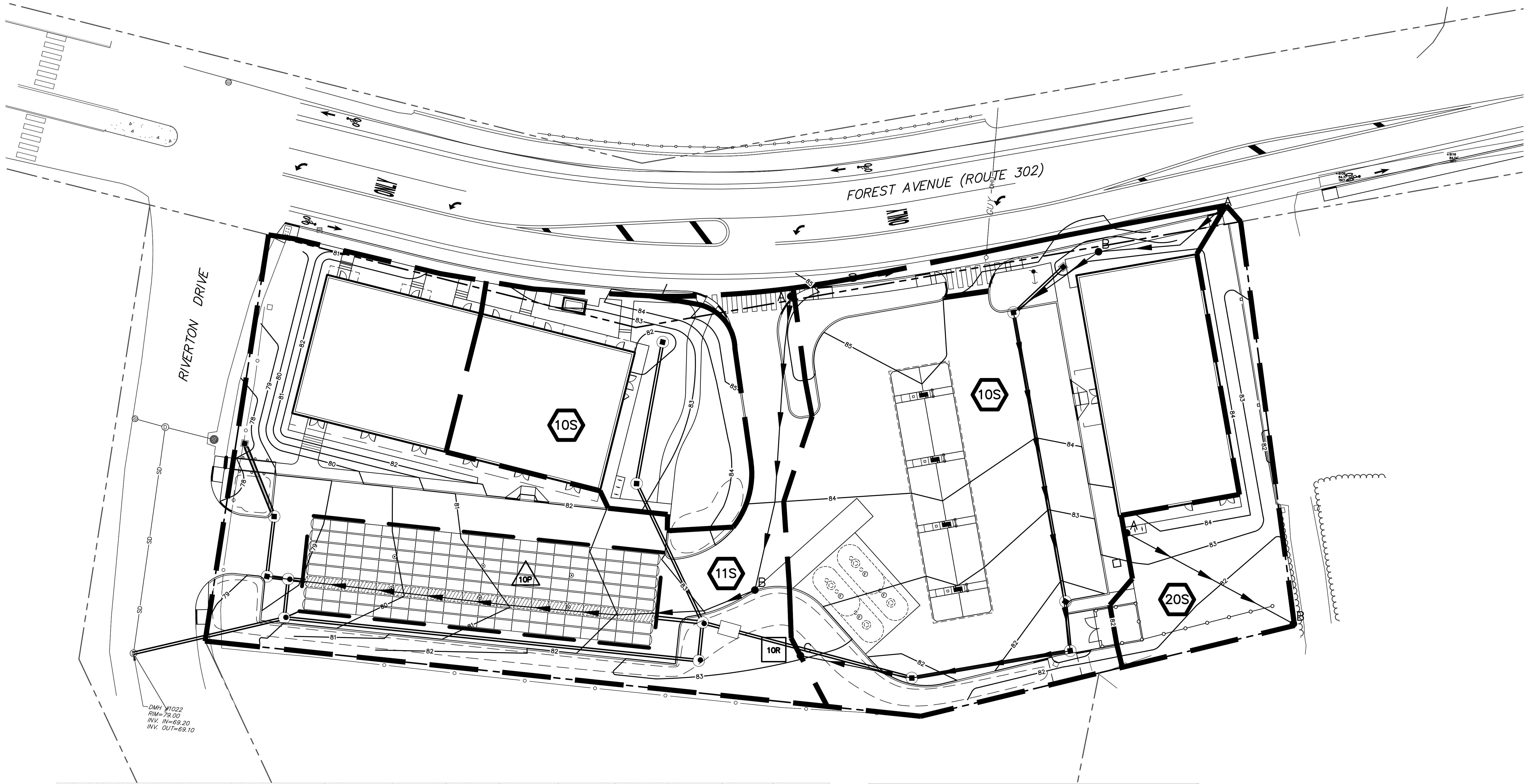
DESIGNED	CHECKED
SAH	RLM
C JRS 08-28-19 REVISE PLANS FOR FINAL CITY APPROVAL	
B JRS 04-18-19 RESPONSE TO CITY COMMENTS	
A RLM 9-10-18 SUBMIT TO CITY OF PORTLAND	
REV. BY:	DATE:
STATUS:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.	

SEBAGO
TECHNIQS
WWW.SEAGOTECHNIQS.COM
Suite 4
75 John Roberts Rd.
South Portland, ME 04106
Tel. 207-200-2100

PRE-DEVELOPMENT WATERSHED PLAN
OF:
PINE STATE FAMILY MART
1884 FOREST AVENUE
PORTLAND, MAINE 04103
FOR:
JOHN CHAU
75 ARCADIA ST.
PORTLAND, MAINE 04103

PROJECT NO.	SCALE
11142	1" = 20'

SHEET 1 OF 2

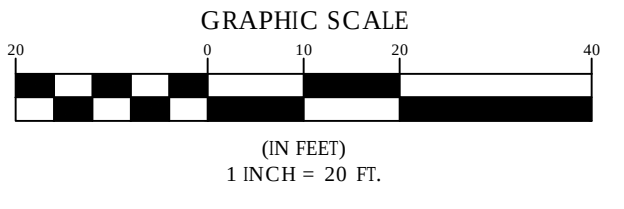


DMV #1022
RIM=79.00
INV. IN=69.20
INV. OUT=69.10

Table 1: MDEP GENERAL STANDARD CALCULATIONS

Job #	11142 Pine State Family Mart											
AREA ID	WATERSHED SIZE (S.F.)	EXISTING ONSITE IMPERVIOUS AREA TO REMAIN (S.F.)	NEW ONSITE IMPERVIOUS AREA (S.F.)	EXISTING ONSITE LANDSCAPED AREA TO REMAIN (S.F.)	NEW ONSITE LANDSCAPED AREA (S.F.)	NET NEW DEVELOPED AREA (S.F.)	NET EXISTING DEVELOPED AREAS (S.F.)	TREATMENT PROVIDED?	IMPERVIOUS AREA TREATED (S.F.)	LANDSCAPED AREA TREATED* (S.F.)	DEVELOPED AREA TREATED (S.F.)	TREATMENT BMP
10 & 11	66,349	147	48,403	2,101	15,698	64,101		YES	48,550	17,799	66,349	SSSF1
20	7,500	296	300	475	4,930	5,230		NO	0	0	0	
TOTAL (S.F.)	73,849	443	48,703	2,576	20,628	69,331	0		48,550	17,799	66,349	
TOTAL NEW IMPERVIOUS AREA (S.F.)								48,703	TOTAL DEVELOPED AREA (S.F.)			69,331
TOTAL IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)								48,550	TOTAL DEV. AREA RECEIVING TREATMENT (S.F.)			66,349
% OF IMPERVIOUS AREA RECEIVING TREATMENT								99.69%	% OF DEV. AREA RECEIVING TREATMENT			95.70%

Stormwater Peak Runoff Summary Table			
Study Point	Storm Event	Pre-Development (cfs)	Post-Development (cfs)
SP-1	2-year	0.00	0.00
	10-year	0.00	0.01
	25-year	0.02	0.03
SP-2	2-year	0.00	0.00
	10-year	0.00	0.00
	25-year	0.01	0.00



POST-DEVELOPMENT LEGEND

- WATERSHED BOUNDARY
- TIME OF CONCENTRATION
- WATERSHED LABEL
- STUDY POINT
- STORMWATER TREATMENT/DETENTION POND
- REACH

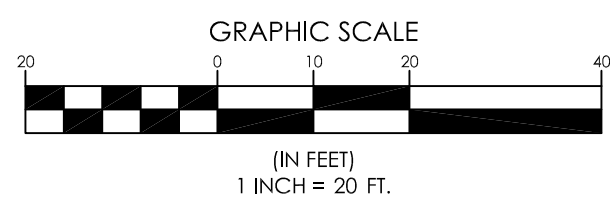
DESIGNED	CHECKED
SAH	RLM
C JRS 08-28-19 REVISE PLANS FOR FINAL CITY APPROVAL	
B JRS 04-18-19 RESPONSE TO CITY COMMENTS	
A RLM 9-10-18 SUBMIT TO CITY OF PORTLAND	
REV. BY:	DATE:
STATUS:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.	

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4
South Portland, ME 04106
Tel: 207-200-2100

POST-DEVELOPMENT WATERSHED PLAN
OF:
PINE STATE FAMILY MART
1884 FOREST AVENUE
PORTLAND, MAINE 04103
FOR:
JOHN CHAU
75 ARCADIA ST.
PORTLAND, MAINE 04103

PROJECT NO. 11142
SCALE 1" = 20'

SHEET 2 OF 2



SDYL - SOLID DOUBLE YELLOW LINE
SSWL - SOLID SINGLE WHITE LINE
SSYCL - SOLID SINGLE YELLOW CHEVRON LINE

N/F
WELLESLEY ESTATES
LIMITED PARTNERSHIP
19079/59

FOREST AVENUE

MATCH EXISTING
CURB LINE

[illegible]

TECHNICS
SEBAGO
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

CONCEPT OFFSITE IMPROVEMENT PLAN

OF:
PINE STATE FAMILY MART
1884 FOREST AVENUE
PORTLAND, MAINE 04103

FOR:
JOHN CHAU
75 ARCADIA ST.
PORTLAND, MAINE 04103

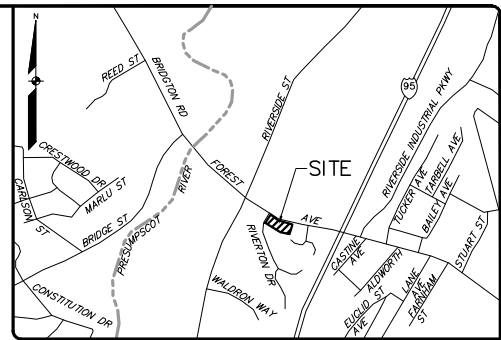
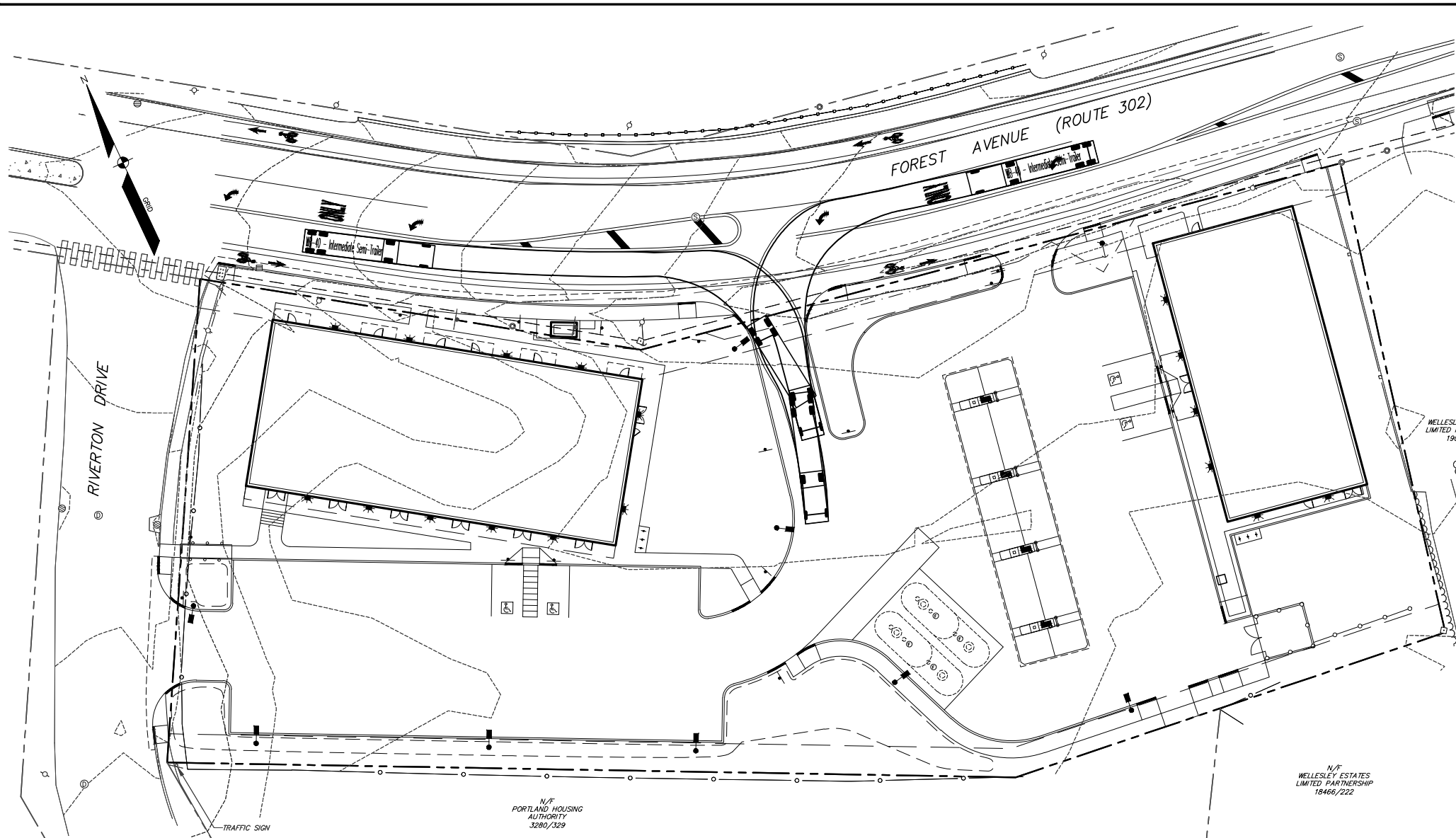
PROJECT NO.	SCALE
11142	1"=20'

SHEET 1 OF 1

NOT FOR
CONSTRUCTION

NOT FOR
CONSTRUCTION

111420ffsiteS.dwg, TAB: S



LOCATION MAP

SIGN LEGEND

KEY	QTY	COMMENTS
S-1	4	STOP SIGN
S-2	4	DO NOT EXIT
S-3	2	RIGHT TURN ONLY
S-4	5	VAN ACCESSIBLE HANDICAP PARKING
S-5	2	EXIT TO RT. 302 NORTH (WESTBROOK) (RIVERSIDE ST.)
S-6	1	EXIT TO RT. 302 SOUTH FOREST AVE./DOWNTOWN PORTLAND

LIGHT FIXTURE LEGEND

KEY	COMMENTS
A	SPAULDING CIMMARON 90 LED, 20 FT. POLE, COLOR BLACK
B	SPAULDING GEOPAK QUARTERSPHERE LED WALL PACK, 14 FT. MOUNTING HEIGHT, COLOR BLACK

CURB ABBREVIATIONS

SCC	SLIPFORM CONCRETE CURB
SGC	SLOPE GRANITE CURB
VGC	VERTICAL GRANITE CURB

PARKING SUMMARY

PARKING REQUIRED:	1 SPACE PER 200SF IN EXCESS OF 2000SF NOT USED FOR BULK STORAGE
CONVENIENCE STORE:	5,000SF - 2,000SF = 3,000 / 200SF 15 SPACES REQUIRED
RETAIL STORES:	6,274SF - 2,000SF = 4,274 / 200SF 22 SPACES REQUIRED
TOTAL REQUIRED PARKING:	37 SPACES
TOTAL PROVIDED PARKING:	44 STANDARD SPACES 4 ACCESSIBLE SPACES 48 TOTAL PARKING SPACES

LEGEND

EXISTING	DESCRIPTION	PROPOSED
---	PROPERTY LINE/R.O.W.	---
---	ABUTTER LINE/R.O.W.	---
---	TIE LINE	---
---	SETBACK	---
⊠	MONUMENT	---
⊙	IRON PIPE/ROD	---
---	DEED CALL	---
---	BUILDING	---
---	EDGE PAVEMENT	---
---	PAVEMENT SAWCUT	---
---	EDGE CONCRETE	---
---	PAVEMENT PAINT	---
---	CURB LINE	---
---	TREELINE	---
---	CHAIN LINK FENCE	---
---	STOCKADE FENCE	---
---	SIGN	---
⊙	SANITARY MANHOLE	---
⊙	DRAINAGE MANHOLE	---
⊙	CATCH BASIN	---
⊙	LIGHT POLE	---
⊙	UTILITY POLE	---
---	GUY WIRE	---
⊙	HYDRANT	---

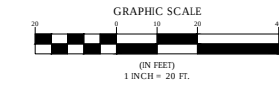
APPROVAL-
CITY OF PORTLAND PLANNING BOARD

_____	DATE
_____	CHAIRPERSON

GENERAL NOTES:

- THE RECORD OWNER OF THE LOCUS PARCEL IS JOHN CHAU AND PHUONG NEANG BY WARRANTY DEED DATED JUNE 20, 2008 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) ON JUNE 23, 2008 IN BOOK 26148, PAGE 266.
- THE PROPERTY IS SHOWN AS LOT 3, BLOCK B, ON THE CITY OF PORTLAND ASSESSORS MAP 327 AND IS LOCATED IN THE B-2 ZONE.
- SPACE AND BULK CRITERIA:

B-2 ZONE BUSINESS AND NON-RESIDENTIAL USES MIN. LOT SIZE: MIN. STREET FRONTAGE: MAX. FRONT YARD: MIN. SIDE YARD: MIN. REAR YARD: MAX. BUILDING HEIGHT: MAX. IMPERVIOUS SURFACE RATIO: 80% * SEE ORDINANCE FOR MORE PARTICULAR INFORMATION	REQUIRED 20 FEET NO MORE THAN 10 FEET* 10 FEET 15 FEET 57 FEET 45 FEET* 25'-8"	PROVIDED 70,132 S.F. 573.93 FEET 10 FEET 15 FEET 57 FEET 25'-8" 70.01%
---	---	---
- TOTAL AREA OF PARCEL IS APPROXIMATELY 1.61 ACRES.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON A FIELD SURVEY BY SEBAGO TECHNICS DURING JULY AND AUGUST OF 2011, JANUARY OF 2012, AND APRIL OF 2018.
- PLAN REFERENCES:
 - BLUE SHEETS 34 AND 35 OF FOREST AVENUE AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS.
 - AMENDED SUBDIVISION PLAN ON FOREST AVENUE, PORTLAND, MAINE MADE FOR OWNER: WELLESLEY ESTATES, LLC DATED OCTOBER 8, 2002 AND REVISED THROUGH 12-18-02 BY OWEN HASKELL, INC. AND RECORDED IN PLAN BOOK 202, PAGE 744, CRD.
 - PLAN OF RIVERTON DRIVE, BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT, AND ON FILE AS 493/5 WITH THE SAME.
 - MAINE DEPARTMENT OF TRANSPORTATION(MDOT), RIGHT OF WAY MAP FOR STATE HIGHWAY "14", US ROUTE 302 - FOREST AVENUE, DATED MAY 2011, AND ON FILE WITH THE SAME AS D.O.T. FILE NO. 3-572.
 - TURNKEY FAMILY HOUSING, FOREST AVENUE, PORTLAND, MAINE, BY OWEN HASKELL, INC. REVISED THROUGH JUNE 8, 1971.
- PROJECT ELEVATIONS SHOWN HEREON ARE BASED ON THE TOP OF THE BRASS PLUG IN A GRANITE MON. LOCATED GENERALLY AT THE NORTHERLY MIDDLE OF THE LOCUS PROPERTY. THE CITY OF PORTLAND PUBLISHED ELEVATION OF 83.248 IS HELD (SEE LEVEL BOOK 316 PAGE 106) AS THE DATUM AS SHOWN HEREON. THE ELEVATION OF THIS BENCHMARK WAS CHECKED AGAINST PRE-EXISTING MDOT CONTROL FROM A SURVEY PERFORMED IN 2006. THE CORRELATION OF 88 DATUM TO CITY DATUM OF THESE CONTROL POINTS MEETS THE EXPECTATION OF THIS SURVEYOR.
- PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83).
- THE STREET LINE OF FOREST AVENUE IS BASED ON HOLDING THE THREE FOOT OFFSET MONUMENT NEAR THE INTERSECTION OF FOREST AND RIVERSIDE STREETS, THE THREE FOOT OFFSET MONUMENT GENERALLY AT THE NORTHERLY MIDDLE OF THE LOCUS PROPERTY AND AN EASTERLY PROJECTED ANGLE OF 155° 54' 30" PER PLAN REFERENCE 6A.
- THE 16 FOOT WIDE EMERGENCY ACCESS EASEMENT SHOWN ON PLAN REFERENCE 6B HAS BEEN CONVEYED IN FEE TO WELLESLEY ESTATES LIMITED PARTNERSHIP PER WARRANTY DEED DATED MARCH 21, 2003 AND RECORDED AT CCRD ON MARCH 26, 2003 IN BOOK 19078, PAGE 59.
- THE 1 INCH IRON PIPE FOUND AT THE NORTHEASTERLY CORNER OF THE LOCUS PROPERTY WAS HELD ON THE NORTHERLY EXTENSION OF THE EASTERLY PROPERTY LINE AS CALLED FOR IN THE LOCUS DEED. THE STREET LINE ACCEPTANCE FOR RIVERTON DRIVE WAS HELD FOR THE WESTERLY PROPERTY LINE AND RECORD ANGLES AND DISTANCES PER THE LOCUS DEED ARE HELD IN RELATION TO IT FOR THE SOUTHERLY PROPERTY LINE. THE RIVERTON DRIVE ACCEPTANCE DOES NOT CALL FOR AN ABUTTER AS IT RUNS ALONG THE LOCUS PARCEL.
- STREET IMPROVEMENTS (EG. PAVEMENT AND CURBING) EXIST OVER THE NORTHWESTERLY CORNER OF THE LOCUS PROPERTY AND ARE SHOWN HEREON. THE SOUTHEASTERLY PORTION OF THE LOCUS PROPERTY IS CURRENTLY USED AS AN ACCESS TO AND FROM FOREST AVENUE BY THE TENANTS OF THE PORTLAND HOUSING. RECORD EASEMENT FOR THIS ACCESS OVER THE LOCUS PROPERTY WAS NOT FOUND.
- UTILITIES SHOWN IN FOREST AVENUE ARE DERIVED FROM FIELD LOCATIONS AND PLAN REFERENCE 6D. UTILITIES SHOWN IN RIVERTON DRIVE ARE DERIVED FROM FIELD LOCATIONS AND PLAN REFERENCE 6E. PHYSICAL LOCATIONS SHOULD BE FIELD VERIFIED BEFORE DIGGING.
- ALL SUBSURFACE UTILITY LINES SHOWN HEREON ARE BASED SOLELY ON THE FIELD LOCATION OF VISIBLE STRUCTURES, SM'S, CB'S, HYDRANTS, ETC.. IN CONJUNCTION WITH DESIGN AND/OR AS-BUILT PLANS SUPPLIED TO SEBAGO TECHNICS INC. BY OTHERS. PRIOR TO ANY CONSTRUCTION, EXCAVATION, TEST BORINGS, DRILLING, ETC.. DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A SAFE TO DIG DATE OBTAINED. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES SHOWN HEREON AND ANY AND ALL OTHERS LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.



DESIGNED
SAH

CHECKED
RLM

TRUCK TURNING CONCEPT
OF
PINE STATE FAMILY MART
884 FOREST AVENUE
PORTLAND, MAINE 04103
FOR:
JOHN CHAU
1400 DOWNTOWN
PORTLAND, MAINE 04103

PROJECT NO.
11142

SCALE
1"=20'

SHEET 1 OF 1

11425.dwg, TAB: TRUCK

MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

JANUARY 24, 2020



1 VIEW OF CONVENIENCE STORE FROM FOREST AVENUE LOOKING SOUTH EAST
N.T.S.



2 VIEW OF CONVENIENCE STORE FROM FOREST AVENUE LOOKING SOUTH WEST
N.T.S.

PROGRESS PRINT ONLY
Not for Construction

MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

PROGRESS PRINT ONLY
Not for Construction

JANUARY 14, 2019



1 VIEW OF RETAIL BUILDING FROM FOREST AVENUE
N.T.S.



2 VIEW OF RETAIL BUILDING FROM PARKING LOT
N.T.S.

MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

JANUARY 24, 2020

CONVENIENCE STORE AVERAGE GRADE CALCULATION	
GRADE ELEVATION AT BUILDING CORNERS 85' , 83.3' , 85' , 84.5' = 337.8 / 4 = 84.45' AVERAGE GRADE	
FINISHED FLOOR ELEVATION = 85', RIDGE OF HIGH ROOF IS 25' - 4 1/8" ABOVE FINISHED FLOOR	
THUS RIDGE OF HIGH ROOF IS 25.89' ABOVE AVERAGE GRADE (HEIGHT LIMIT IS 45' MAXIMUM)	

HVAC NOTE	
ALL HVAC EQUIPMENT TO MEET APPLICABLE STATE AND FEDERAL EMISSIONS REQUIREMENTS	

MATERIAL FINISH SCHEDULE					
#	COLOR / FINISH	PRODUCT	MANUFACTURER	FINISH / SIZE	MATERIAL TYPE
1	EVENING BLUE	HARDIE-PLANK	JAMES HARDIE	4" EXPOSURE - CEDAR MILL	FIBER CEMENT LAP SIDING
2				RED	BRICK VENEER
3	ARCTIC WHITE	HARDIE-BOARD	JAMES HARDIE	PRE-FINISHED	FIBER-CEMENT TRIM
4	NAVAJO BEIGE	HARDIE-PLANK	JAMES HARDIE	4" EXPOSURE - CEDAR MILL	FIBER CEMENT LAP SIDING
5	GRAY SLATE	HARDIE-BOARD	JAMES HARDIE	PRE-FINISHED	FIBER-CEMENT TRIM
6					
7				PAINTED	ALUMINUM STOREFRONT

ALL WINDOW GLAZING TO HAVE A VT OF 0.7



2 CONVENIENCE STORE - WEST ELEVATION
3/16" = 1'-0"



1 CONVENIENCE STORE - EAST ELEVATION
3/16" = 1'-0"

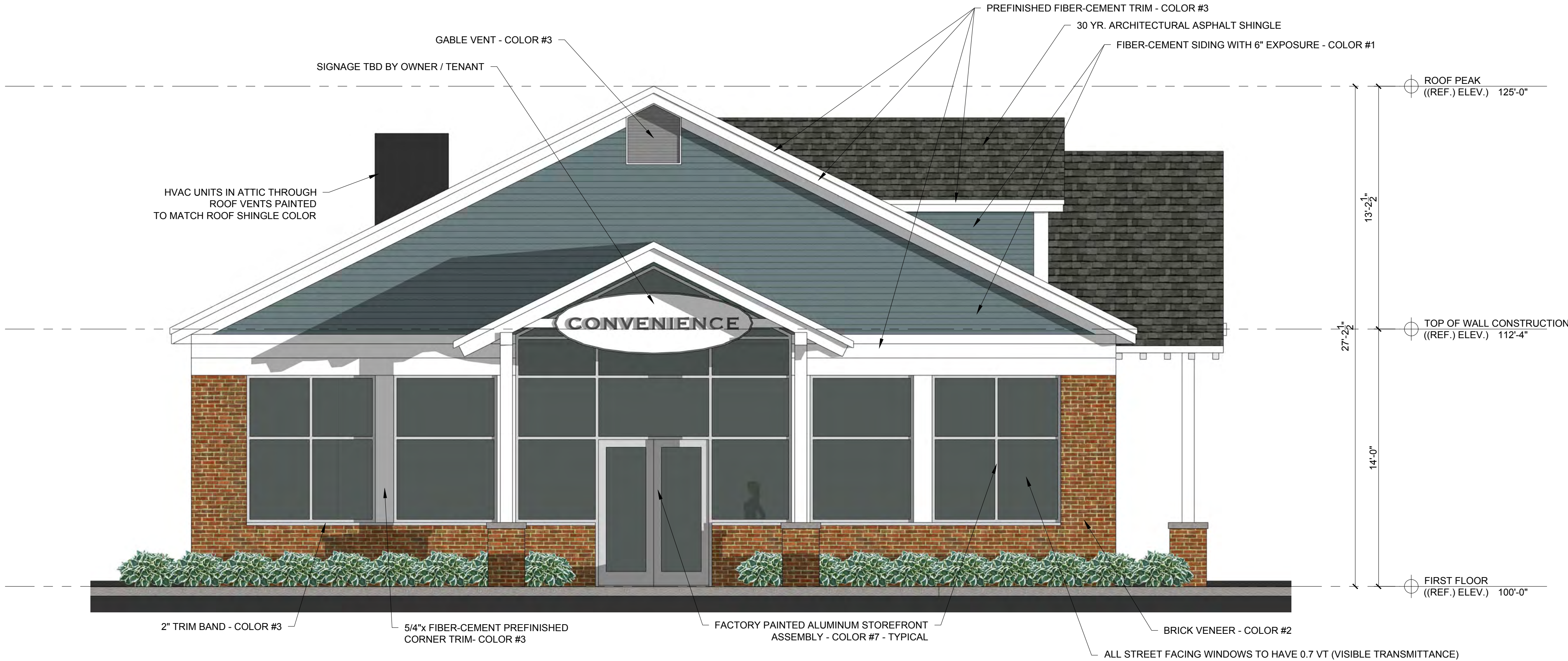
PROGRESS PRINT ONLY
Not for Construction

MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

JANUARY 24, 2020

ALL WINDOW GLAZING TO HAVE A VT OF 0.7



MATERIAL FINISH SCHEDULE					
#	COLOR / FINISH	PRODUCT	MANUFACTURER	FINISH / SIZE	MATERIAL TYPE
1	EVENING BLUE	HARDIE-PLANK	JAMES HARDIE	4" EXPOSURE - CEDAR MILL	FIBER CEMENT LAP SIDING
2				RED	BRICK VENEER
3	ARCTIC WHITE	HARDIE-BOARD	JAMES HARDIE	PRE-FINISHED	FIBER-CEMENT TRIM
4	NAVAJO BEIGE	HARDIE-PLANK	JAMES HARDIE	4" EXPOSURE - CEDAR MILL	FIBER CEMENT LAP SIDING
5	GRAY SLATE	HARDIE-BOARD	JAMES HARDIE	PRE-FINISHED	FIBER-CEMENT TRIM
6					
7				PAINTED	ALUMINUM STOREFRONT

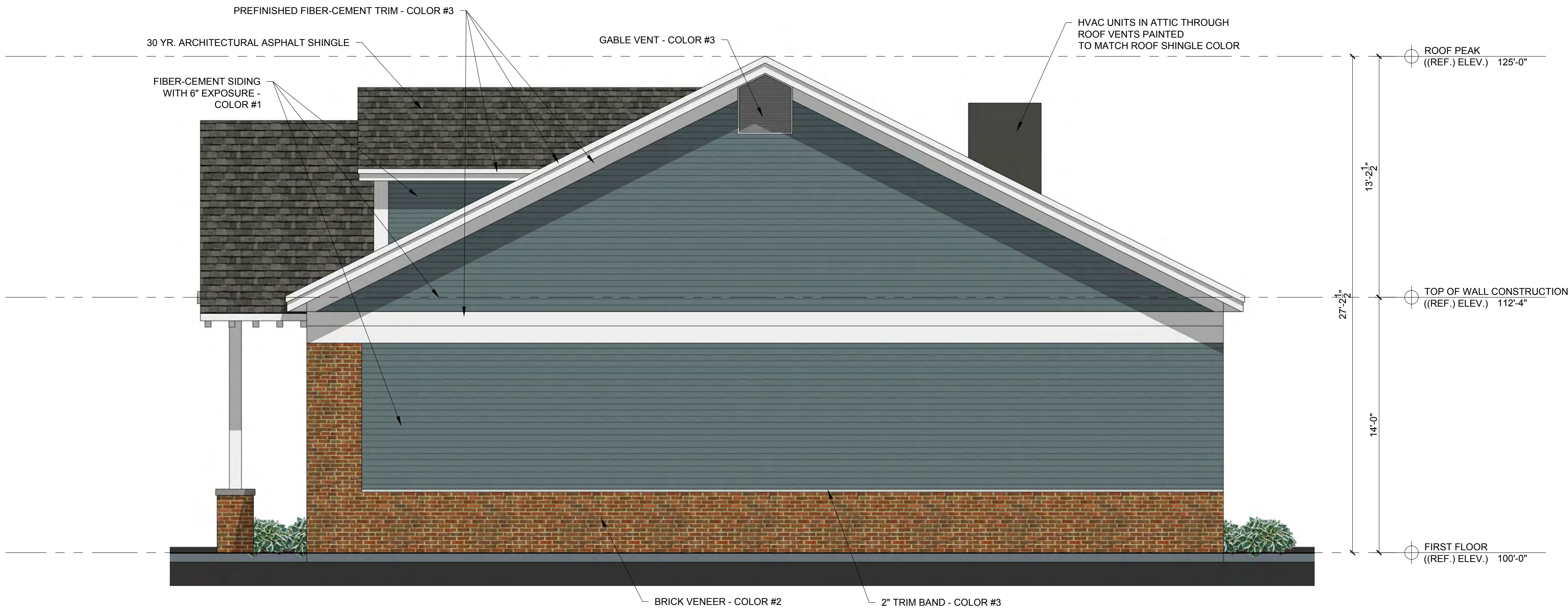
CONVENIENCE STORE AVERAGE GRADE CALCULATION

GRADE ELEVATION AT BUILDING CORNERS
85', 83.3', 85', 84.5' = 337.8 / 4 = 84.45' AVERAGE GRADE
FINISHED FLOOR ELEVATION = 85', RIDGE OF HIGH ROOF IS 25' - 4 1/8" ABOVE FINISHED FLOOR
THUS RIDGE OF HIGH ROOF IS 25.89' ABOVE AVERAGE GRADE (HEIGHT LIMIT IS 45' MAXIMUM)

HVAC NOTE

ALL HVAC EQUIPMENT TO MEET APPLICABLE STATE AND FEDERAL EMISSIONS REQUIREMENTS

2 CONVENIENCE STORE - NORTH ELEVATION (FACING FOREST AVENUE)
3/16" = 1'-0"



1 CONVENIENCE STORE - SOUTH ELEVATION
3/16" = 1'-0"

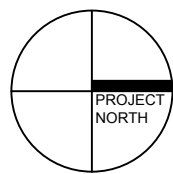
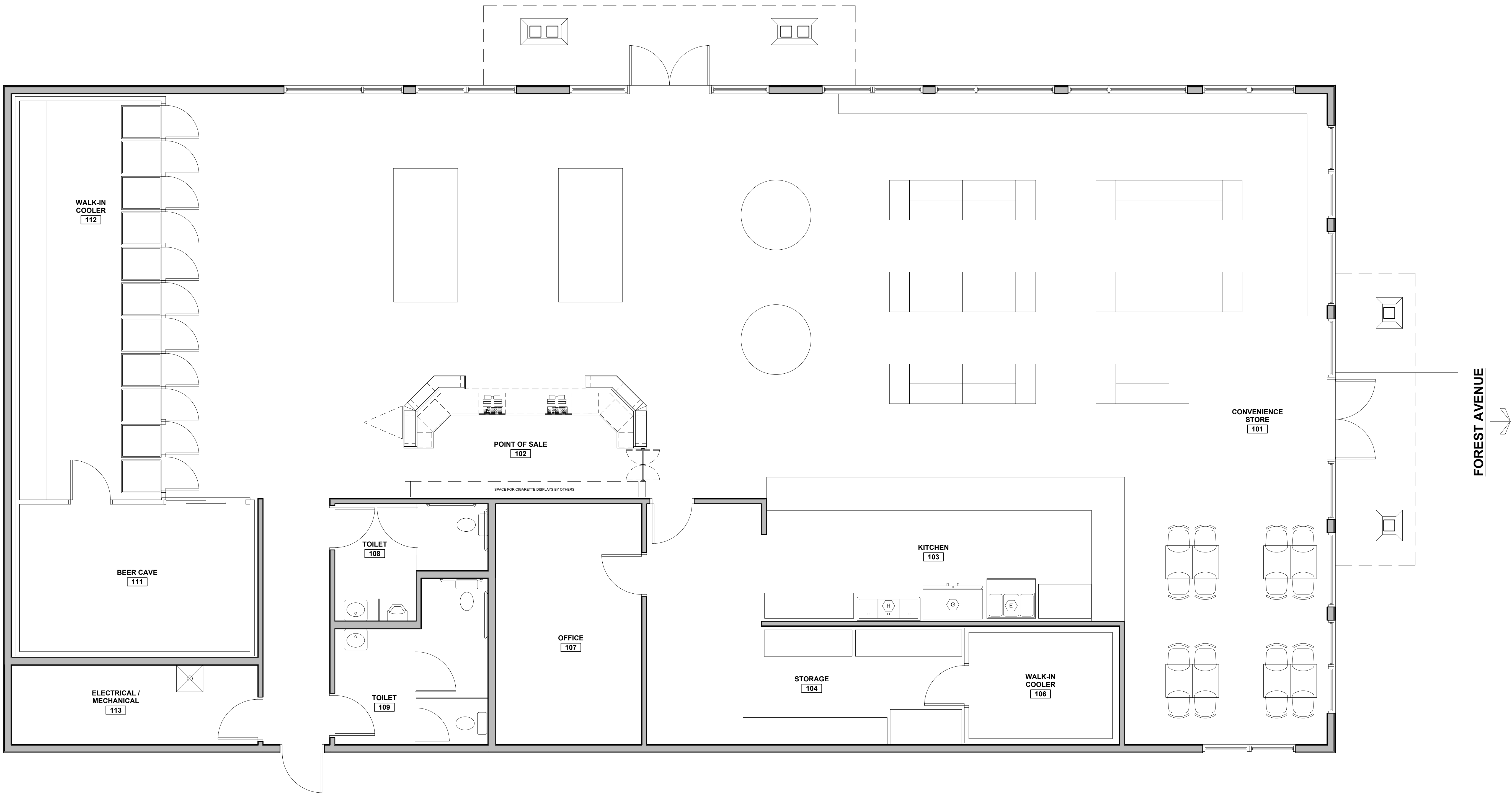
PROGRESS PRINT ONLY
Not for Construction

MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

SQUARE FOOTAGES SHOWN ARE MEASURED TO OUTSIDE FACE OF EXTERIOR WALLS AND CENTERLINE OF SHARED WALLS

JANUARY 24, 2020



0 4' 8' 16' 32'

PROGRESS PRINT ONLY
Not for Construction

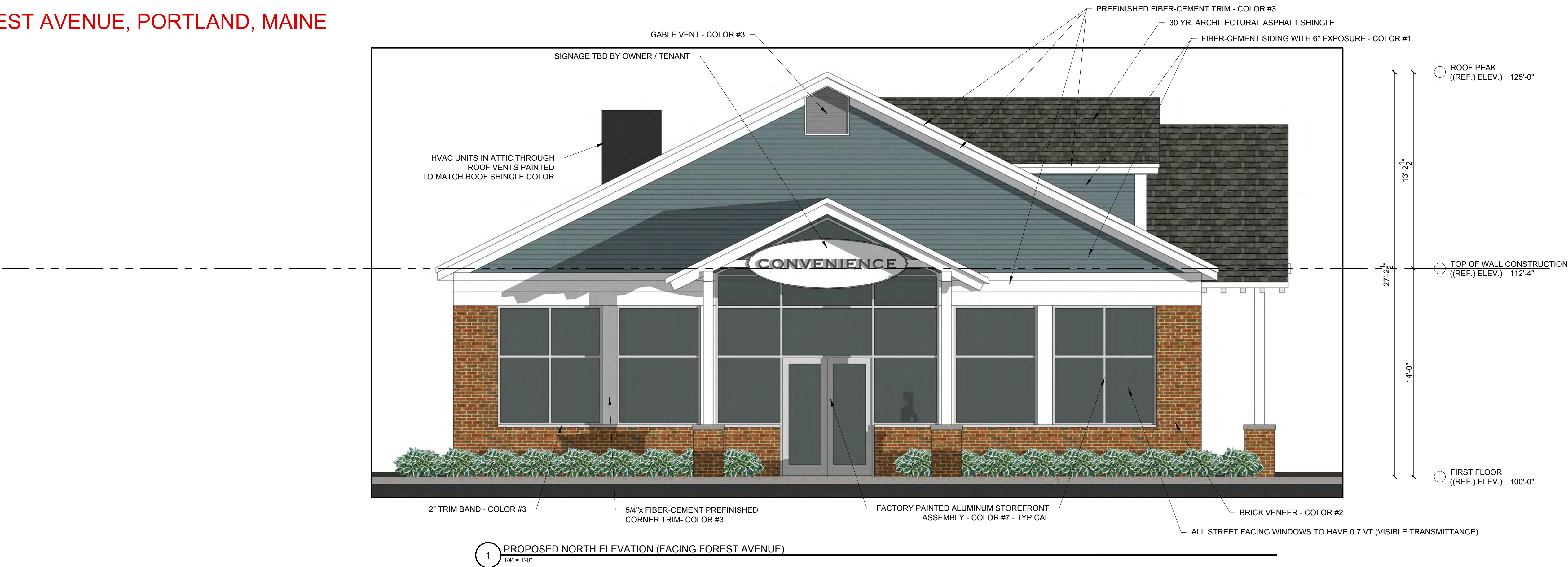
1 CONVENIENCE STORE - FIRST FLOOR PLAN
1/4" = 1'-0"

RYAN SENATORE ARCHITECTURE

MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

JANUARY 24, 2020



1 PROPOSED NORTH ELEVATION (FACING FOREST AVENUE)
1/4" = 1'-0"



2 PREVIOUS NORTH ELEVATION (FACING FOREST AVENUE)
1/4" = 1'-0"

PROGRESS PRINT ONLY
Not for Construction

MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

JANUARY 24, 2020



PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE **ARCHITECTURE**

MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

PROGRESS PRINT ONLY
Not for Construction

JANUARY 14, 2019

RETAIL BUILDING AVERAGE GRADE CALCULATION

GRADE ELEVATION AT BUILDING CORNERS
82.5' , 82' , 82.5' , 82.5' = 329.5 / 4 = 82.375' AVERAGE GRADE

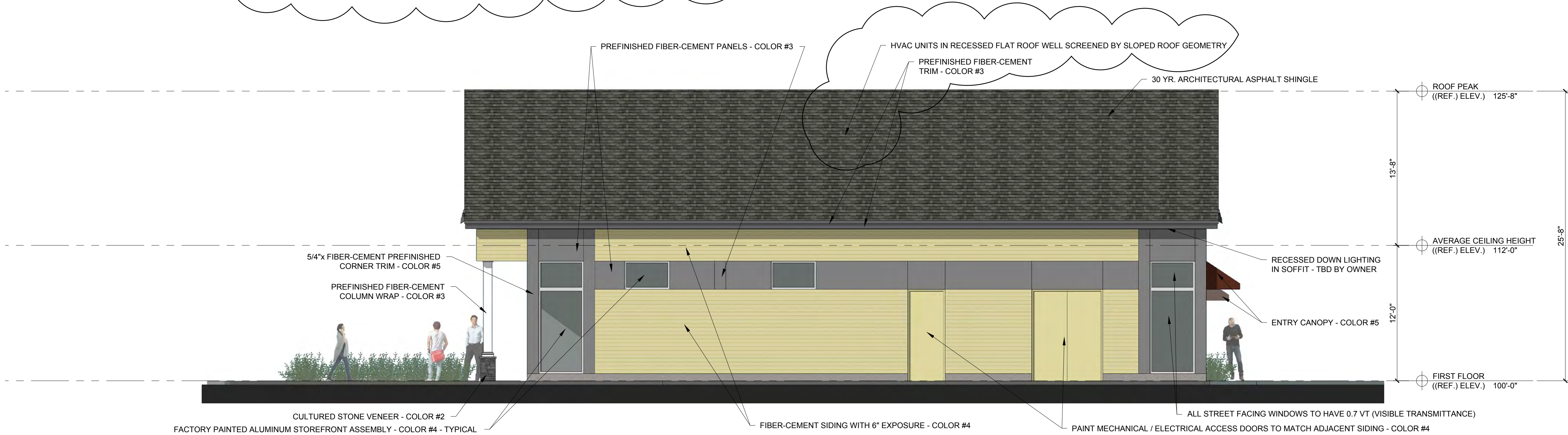
FINISHED FLOOR ELEVATION = 82.5', RIDGE OF HIGH ROOF IS 25' - 8" ABOVE FINISHED FLOOR

THUS RIDGE OF HIGH ROOF IS 25.79' ABOVE AVERAGE GRADE (HEIGHT LIMIT IS 45' MAXIMUM)

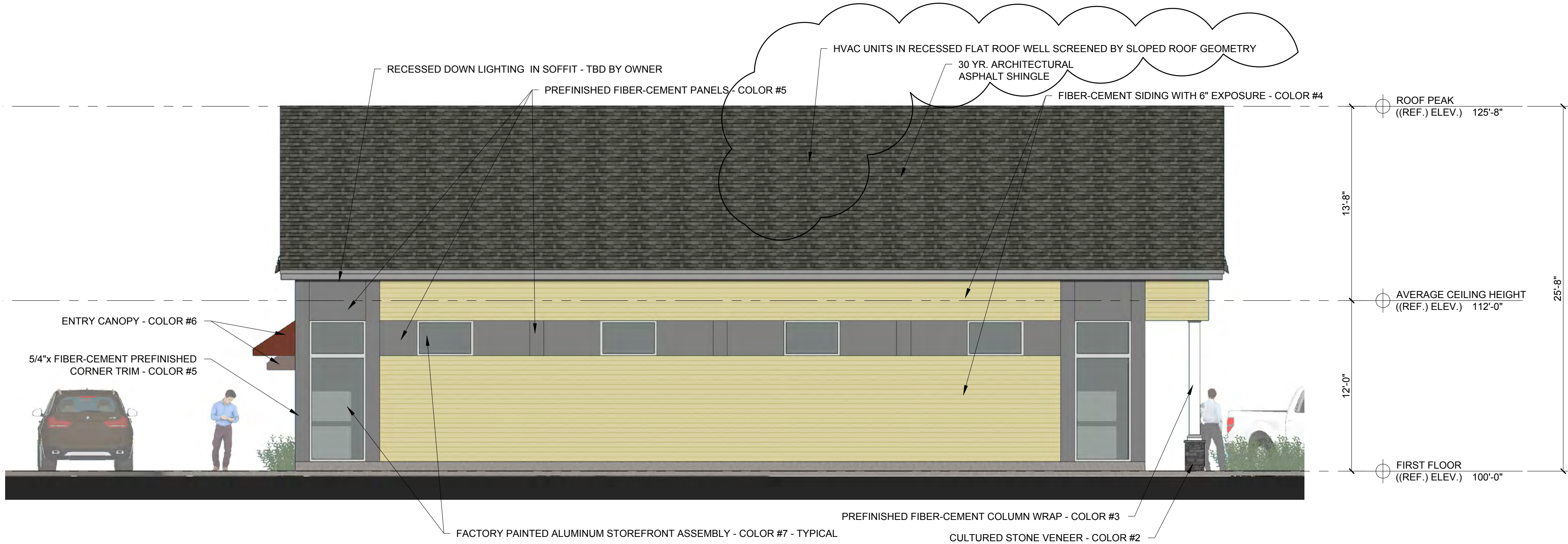
HVAC NOTE

ALL HVAC EQUIPMENT TO MEET APPLICABLE STATE AND FEDERAL EMISSIONS REQUIREMENTS

MATERIAL FINISH SCHEDULE					
#	COLOR / FINISH	PRODUCT	MANUFACTURER	FINISH / SIZE	MATERIAL TYPE
1	EVENING BLUE	HARDIE-PLANK	JAMES HARDIE	4" EXPOSURE - CEDAR MILL	FIBER CEMENT LAP SIDING
2				n/a	CULTURED STONE VENEER
3	ARCTIC WHITE	HARDIE-BOARD	JAMES HARDIE	PRE-FINISHED	FIBER-CEMENT TRIM
4	NAVAJO BEIGE	HARDIE-PLANK	JAMES HARDIE	4" EXPOSURE - CEDAR MILL	FIBER CEMENT LAP SIDING
5	GRAY SLATE	HARDIE-BOARD	JAMES HARDIE	PRE-FINISHED	FIBER-CEMENT TRIM
6					
7				PAINTED	ALUMINUM STOREFRONT



2 RETAIL BUILDING (PLAN B) - EAST ELEVATION
3/16" = 1'-0"



1 RETAIL BUILDING (PLAN B) - WEST ELEVATION
3/16" = 1'-0"

MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

PROGRESS PRINT ONLY
Not for Construction

MATERIAL FINISH SCHEDULE					
#	COLOR / FINISH	PRODUCT	MANUFACTURER	FINISH / SIZE	MATERIAL TYPE
1	EVENING BLUE	HARDIE-PLANK	JAMES HARDIE	4" EXPOSURE - CEDAR MILL	FIBER CEMENT LAP SIDING
2				n/a	CULTURED STONE VENEER
3	ARCTIC WHITE	HARDIE-BOARD	JAMES HARDIE	PRE-FINISHED	FIBER-CEMENT TRIM
4	NAVAJO BEIGE	HARDIE-PLANK	JAMES HARDIE	4" EXPOSURE - CEDAR MILL	FIBER CEMENT LAP SIDING
5	GRAY SLATE	HARDIE-BOARD	JAMES HARDIE	PRE-FINISHED	FIBER-CEMENT TRIM
6					
7				PAINTED	ALUMINUM STOREFRONT

JANUARY 14, 2019

RETAIL BUILDING AVERAGE GRADE CALCULATION

GRADE ELEVATION AT BUILDING CORNERS
82.5' , 82' , 82.5' , 82.5' = 329.5 / 4 = 82.375' AVERAGE GRADE

FINISHED FLOOR ELEVATION = 82.5', RIDGE OF HIGH ROOF IS 25' - 8" ABOVE FINISHED FLOOR

THUS RIDGE OF HIGH ROOF IS 25.79' ABOVE AVERAGE GRADE (HEIGHT LIMIT IS 45' MAXIMUM)

HVAC NOTE

ALL HVAC EQUIPMENT TO MEET APPLICABLE STATE AND FEDERAL EMISSIONS REQUIREMENTS



2 RETAIL BUILDING - SOUTH ELEVATION (FACING PARKING AREA)
3/16" = 1'-0"



1 RETAIL BUILDING - NORTH ELEVATION (FACING FOREST AVENUE)
3/16" = 1'-0"

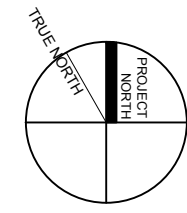
MIXED-USE DEVELOPMENT

1884 FOREST AVENUE, PORTLAND, MAINE

PROGRESS PRINT ONLY
Not for Construction

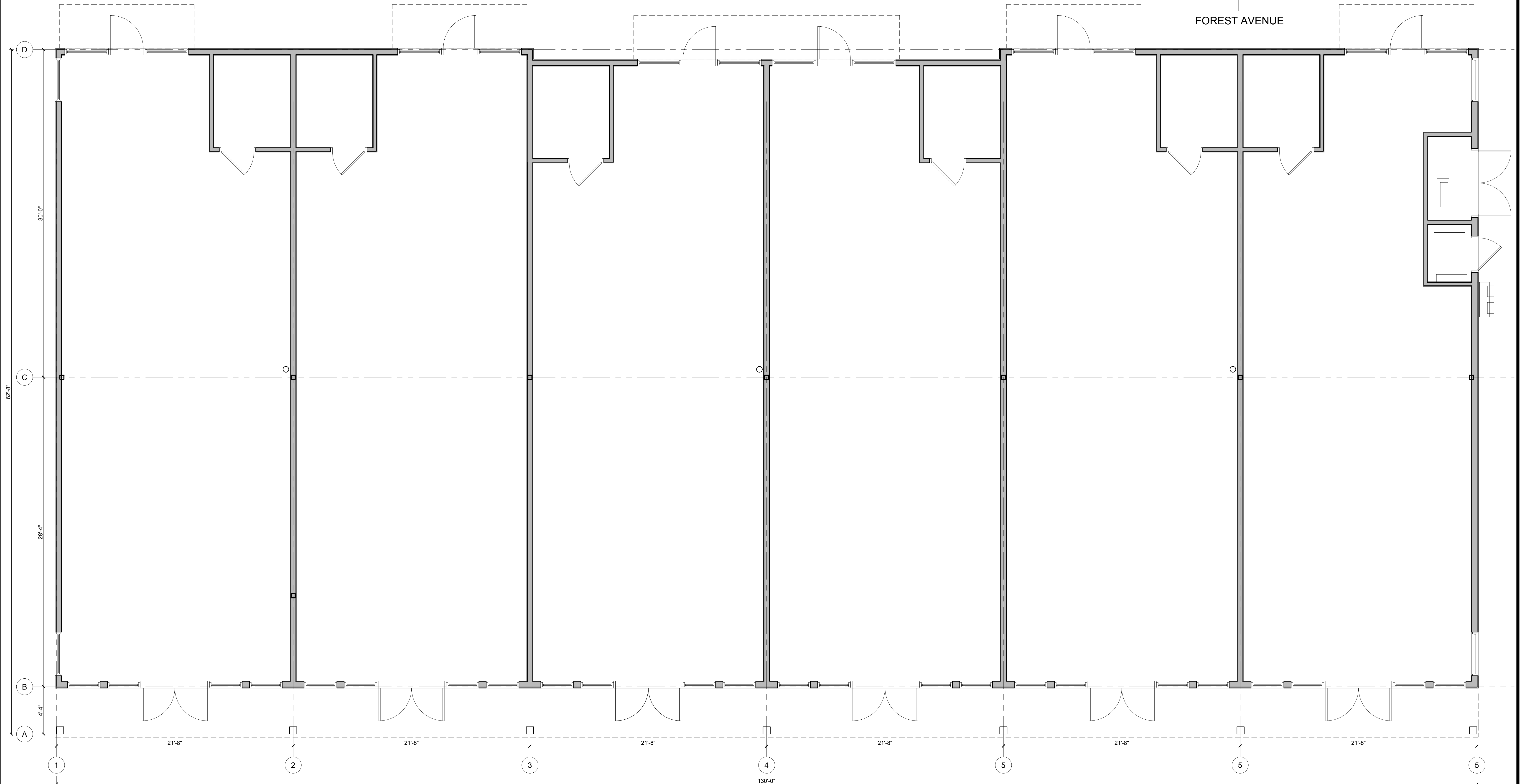
SQUARE FOOTAGES SHOWN ARE MEASURED TO OUTSIDE FACE OF
EXTERIOR WALLS AND CENTERLINE OF SHARED WALLS

JANUARY 14, 2019



0 4' 8' 16' 32'

FOREST AVENUE



1 RETAIL BUILDING - FIRST FLOOR PLAN
3/16" = 1'-0"

RYAN SENATORE **ARCHITECTURE**