

CITY OF PORTLAND, MAINE

PLANNING BOARD



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

AGENDA PORTLAND PLANNING BOARD MEETING

The Planning Board will hold a remote meeting on Tuesday, April 27, 2021, 5:00 p.m. This meeting will take place using Zoom.

Virtual meetings are allowed using emergency legislation approved by LD 2167; 1 M.R.S. §403-A, that authorizes cities and towns to conduct meetings online.

Allow your computer to install the free Zoom app to get the best meeting experience.

For public comment, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be un-muted by the host when it is time for public comment.

ZOOM MEETING INSTRUCTIONS

You are invited to a Zoom webinar.

When: Apr 27, 2021 05:00 PM Eastern Time (US and Canada)

Topic: Planning Board Workshop and Public Hearing 04/27/2021

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83034175243>

Or One tap mobile :

US: +19292056099,,83034175243# or +13017158592,,83034175243#

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Dial(for higher quality, dial a number based on your current location):

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Webinar ID: 830 3417 5243

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Public comments will be taken for each item on the agenda and written comments should be submitted to planningboard@portlandmaine.gov

WORKSHOP - 4:30 PM

- i. Level III Site Plan and Subdivision; 144 State Street; Community Housing of Maine, Applicant. (estimated time 4:30 – 6:00 p.m.) The Planning Board will hold a workshop to consider a Level III Site Plan and Subdivision application to facilitate a 57-unit senior housing building and a 41-unit multifamily housing building at 73 and 91 Spring Street (formerly 144 State Street), along with associated site improvements. The subject property is 32,531 square feet in size and is zoned B-3 Downtown Business.
- ii. Conditional Use; 132 Brackett Street; City of Portland School Department, Applicant. (estimated time 6:00 – 7:00 p.m.) The Planning Board will hold a workshop to consider a Conditional Use Permit application to facilitate a 670 square foot conference room and stairwell expansion to the Reiche Elementary School building at 132 Brackett Street, along with the construction of a new entry vestibule. The subject property is 5.34 acres in size and is zoned R-6 Residential.

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 4-13-2021**

Afternoon Workshop

200 Federal St: All present.

165 Lambert St: Chann, Dundon, Dunfey, Mazer, Silk, and Stanley present; Smith recused.

Evening Hearing

163 Washington Avenue: All present.

100 W Commercial St: All present.

- 4. REPORTS OF DECISIONS AT THE MEETING HELD ON 4-13-2021**

- i. Zoning Map Amendment; 163 Washington Avenue; Newsclapes Inc., Applicant. Stanley moved and Dunfey seconded a motion to find the proposed zoning map amendment from B-1 to B-2b consistent with the Comprehensive Plan and to recommend its adoption to the City Council. Vote 0-7; the motion failed.
- ii. Level III Site Plan; 100 W. Commercial St. (Building F); New Yard, LLC., Applicant. Stanley moved and Dunfey seconded a motion to waive Technical Manual Section 5.3 for compliance with the Flooding Standard. Vote 7-0. Stanley moved and Dunfey seconded a motion to waive Technical Manual Section 4.5.5 for compliance with parking lot landscaping requirements. Vote 7-0. Stanley moved and Dunfey seconded a motion to waive Technical Manual Sections 12.3.1 and 12.3.2 for lighting uniformity and illumination levels, respectively. Vote 7-0. Stanley moved and Dunfey seconded a motion to waive Land Use Code Section 14.6.2(b) for site landscaping requirements. Vote 7-0. Stanley moved and Dunfey seconded a motion to approve the site plan with three conditions of approval. Vote 7-0.

- 5. NEW BUSINESS**

- i. Level III Site Plan Amendment; 48 Brown Street; Ocean Gate, LLC., Applicant. (estimated time 7:00 p.m.) The Planning Board will hold a public hearing to consider an After-the-Fact Level III Site Plan Amendment to the November 28, 2017 Planning Board approval for a five-level, 257 space parking structure at 48-72 Brown Street (#2017-145). The proposed amendment is intended to facilitate the review and approval of a permanent specialty lighting display affixed to the structure's exterior. The subject property is 0.9 acres in size and is zoned B-3 Downtown Business.

Memorandum

Planning and Urban Development Department



To: Brandon Mazer, Chair and Members of the Portland Planning Board
From: Caitlin Cameron, Urban Designer
Date: April 23, 2021
Re: Level III Site Plan, Subdivision, IZ Conditional Use – 73 and 91 Winter Street
Project #: PL-001371-2020
CBL: 045 C7001
Meeting Date: April 27, 2021

I. INTRODUCTION

Community Housing of Maine (CHOM) and the Portland Housing Authority have submitted a Level III Site Plan, Subdivision, and Inclusionary Zoning Conditional Use application for two new residential buildings including a four-story, 41-unit affordable multi-family housing building and a four-story, 52-unit senior housing building at 73 and 91 Winter Street (formerly 120/144 State Street), in the West End neighborhood. The project site is currently comprised of a single parcel that includes the Mercy Hospital building and was recently the subject of a zoning map amendment that rezoned the property from R-6 to B-3 approved by the city council on the recommendation of the planning board.

The proposed projects are Phase II of the overall redevelopment of the Mercy Hospital campus. Phase I involves the adaptive reuse of the existing Mercy Hospital building by NewHeight Redfern, LLC under a separate application. The proposed project includes two new buildings with a combined 93 residential units that would share adjacent parking and site amenities with the Phase I redevelopment/adaptive reuse of the adjacent Mercy hospital site. The applicant for the proposed Phase II project is working with the landowner (NewHeight Redfern, LLC) for the shared common site improvements including parking and utilities to service the residential sites.

The Planning and Urban Development Department mailed 296 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the April 16 and 17, 2021 editions of the *Portland Press Herald*. The applicant held a Neighborhood Meeting on March 11, 2021, with notes included ([Attachment U](#)). As of the writing of this memo, the Planning Department had received two public comments (PC1-PC2).

Applicant: CHOM (represented by Brian Kilgallen, Jay Waterman)
Agent and Civil Engineer: Acorn Engineering (Peter Heil, Will Savage)
Architect: Ryan Senatore Architecture, LLC (Ryan Senatore)
Landscape Architect: Aceto Landscape Architects (Nick Aceto)



Figure 1: Proposal Site

II. REQUIRED REVIEWS AND REQUESTED WAIVERS

Applicant's Proposal	Applicable Standards
New construction over 20,000 sf	Sec 14.6 Site Plan Review
Subdivision	Sec 15.4 Subdivision Review
Multi-family Residential >10 units	Sec 18.2.3 Inclusionary Zoning Conditional Use
Parking Requirement Reduction	Sec 19 Off-street Parking/B-3 Zone
West End Historic District	Certificate of Appropriateness (for approval by HPB)
Waivers	Citation
Landscape Preservation – removal of 6 trees (0% preserved)	City of Portland Technical Manual 4.3 Preservation of Existing Vegetation (30% min)
Light Trespass – illumination level at property line exceeding .1 fc	City of Portland Technical Manual 12.3.4 Light Trespass
Illumination Levels – exceeding 5.0 fc max	City of Portland Technical Manual 12.3.2 Illumination Levels

III. PROJECT DATA

SUBJECT	DATA
Total area of the site	32,531 sq ft
Total Disturbed Area	32,531 sq ft
Existing Zoning	B-3
Existing Use	Surface parking, emergency room
Proposed Use	Residential
Impervious Surface Area	
--Existing	29,021 sq ft
--Proposed	30,317 sq ft
--Net Change	+1,296 sq ft
Building Footprint	
--Existing	0 sq ft
--Proposed	10,000 + 10,980 sq ft
--Net Change	+20,980 sq ft
Building Floor Area	
--Existing	0 sq ft
--Proposed	87,297 sq ft
--Net Change	+87,297 sq ft
Proposed Bedroom Mix	93 total
-Efficiencies	1
-One-bedroom	74
-Two-bedroom	7
-Three-bedroom	11
Parking Spaces	38 (15 on-site); 93 spaces required by zoning
Bicycle parking Spaces	40 (0 existing)

IV. BACKGROUND AND EXISTING CONDITIONS



Figure 2: Existing Conditions (applicant)

a. Current Land Uses and Zoning

The proposed project will subdivide the parcel at Chart 45, Block C, Lot 7 (120 State Street) located on Winter Street and Spring Street. The site currently includes the existing 1943 Mercy Hospital complex, surface parking, and a loading dock area. Mercy has operated a hospital and emergency room on the subject site for approximately seven decades and will continue operations on the site through 2022. A large area of surface parking to accommodate the existing uses occupies these blocks, interrupting the historic fabric. The zoning for the site was recently amended from R-6 to B-3 to facilitate the redevelopment of the large parcel (ZN-001163-2020).

The immediate context has an intact historic fabric; the character of Spring and Winter streets is predominantly small-scale residential, with some exceptions for surface parking and the hospital. Most of these properties are protected by historic districts (see section below). Further down Winter Street to the east is 100 State Street, a six-story tower in the park style multi-family building constructed in 1979.

The majority of the West End neighborhood is zoned R-6. Nearby Pine and Congress streets are mapped with mixed-use B-1 and B-3 zones, respectively. Congress Street, Portland's main thoroughfare, is located roughly one block to the northwest and is lined with a mix of residential and commercial buildings ranging between two and eight stories. Brackett and Pine streets is zoned B-1 Neighborhood Center and has seen recent mixed-use, multi-family development, including 189 Brackett Street.

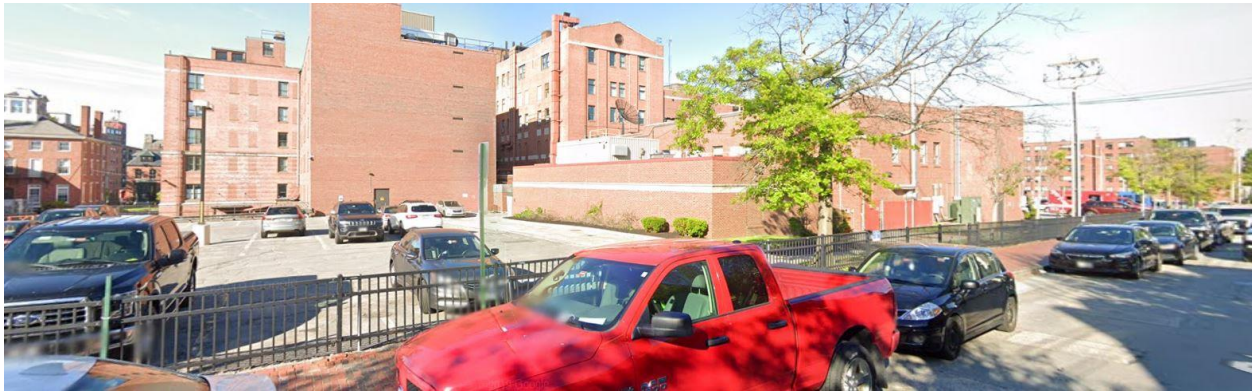


Figure 3: Existing Site Conditions looking from Winter Street

b. Historic Resources

The area under review is within the West End Historic District and is adjacent to the Congress Street Historic District. Therefore, the project is subject for design review under the Historic Preservation Ordinance and the Historic Preservation Board has review authority per Section 14.6.4.1.1. Thus the site is exempt from the B-3 Design Guidelines. The majority of parcels on Winter Street across from Mercy Hospital are contributing structures to the local historic district. The project has received one workshop with the Historic Preservation Board for each building design.

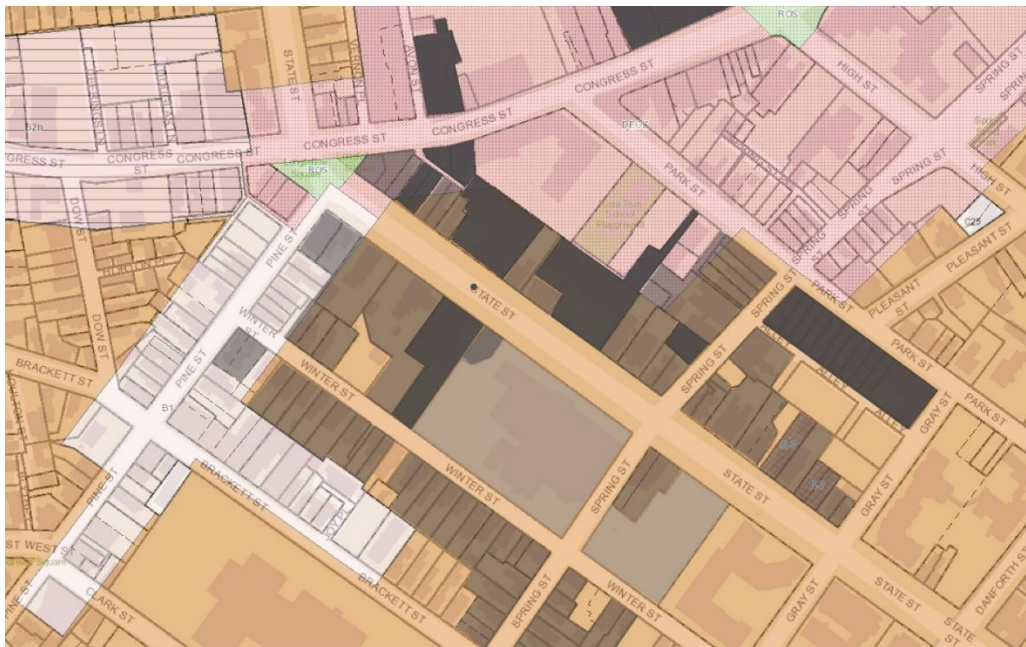


Figure 4: Historic Resources (Landmarks - dark grey, Contributing - light grey)

V. PROPOSED DEVELOPMENT

The applicants propose to develop two residential buildings on two new parcels with frontages on Winter Street. The 73 Winter Street building would be four stories and include 42,197 square feet of residential space with approximately 41 units all intended to be affordable apartments. Primary entrances would be

from Winter Street with multiple entry points to be consistent with the frequent, smaller scale residential patterns across the street. The project also includes frontage on Spring Street.

The 91 Winter Street building would contain approximately 40,763 square feet of residential space comprising 52 senior residential units (the unit mix has not been provided). The building would rise four stories. Ground floor units have individual entries/access to the street and the building main entrance faces Winter Street with a residential lobby.

Parking for both buildings will be provided through a combination of on-site (shared surface parking with 148 State development) and off-site parking locations.

Site improvements such as new sidewalks, street trees, and crosswalks are proposed for Winter Street and a portion of Spring Street. On-street parking will be maintained on Winter Street and added to the Spring Street frontage along with a bus stop as part of the 148 State Street application. The shared parking and woonerf areas will be developed as part of the 148 State Phase I proposal but will be site amenities for all four buildings within the redevelopment block. Amenities include parking, bike parking, benches, landscape, and path lighting. An emergency access alley with mountable curb is proposed between the two buildings on Winter Street.

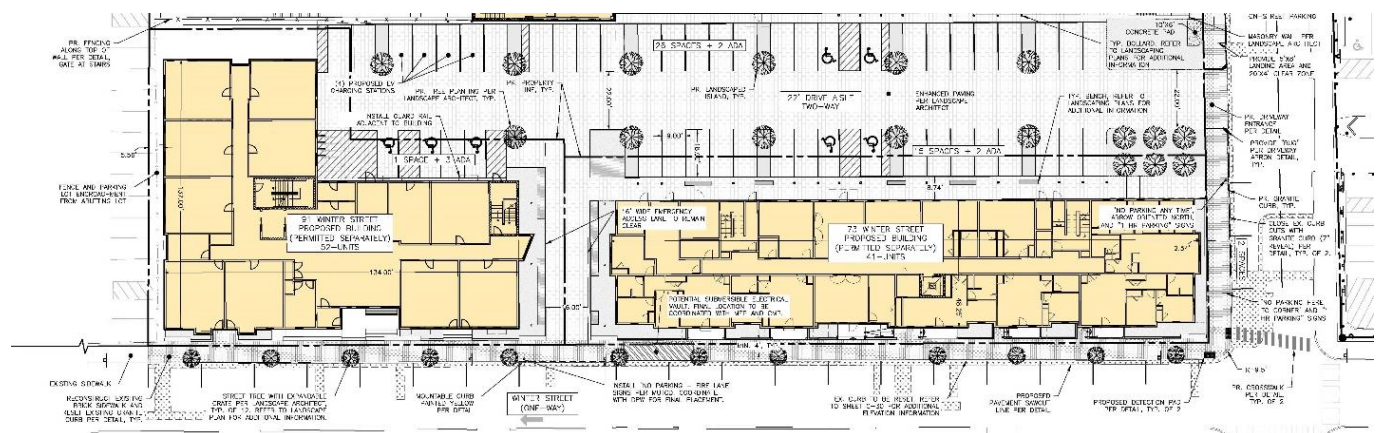


Figure 5 Proposed Site Plan (73 and 91 Winter Streets)

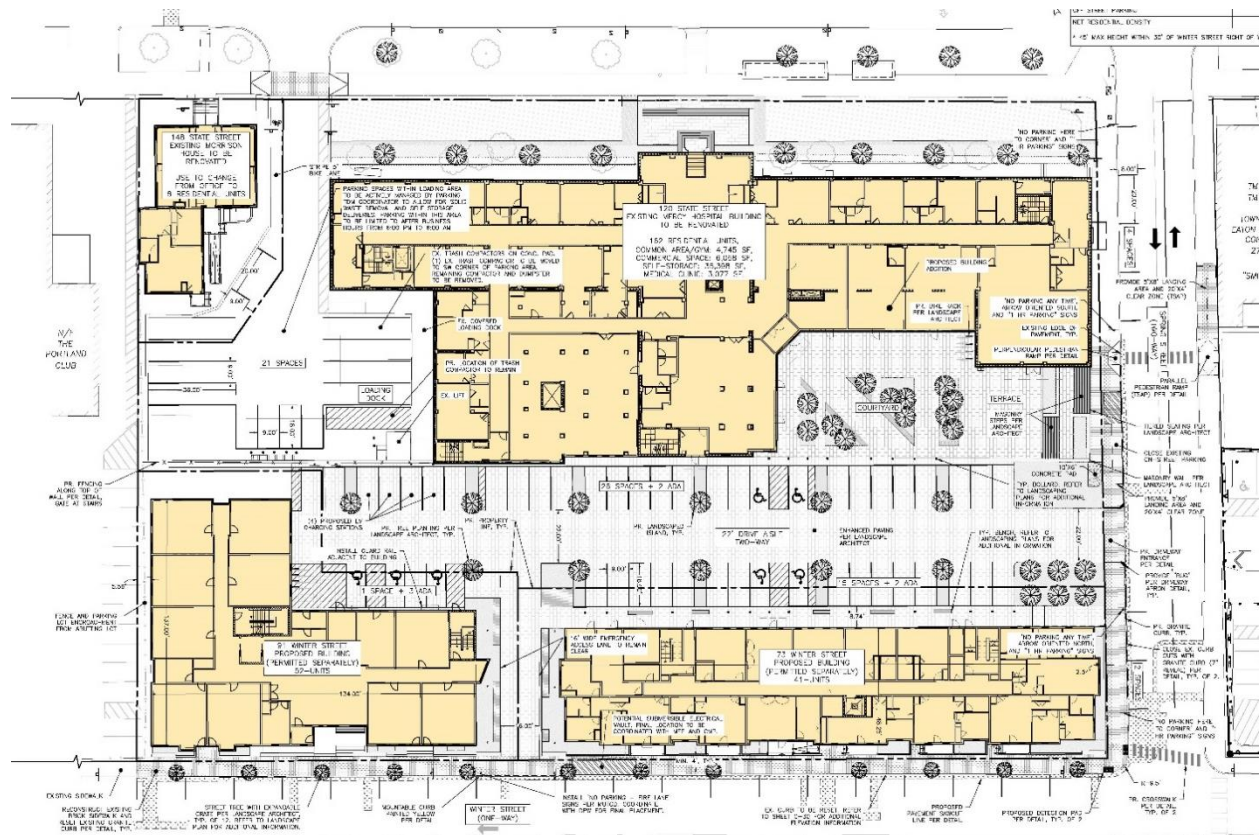


Figure 6: Proposed Site Plan in relation to 148 State Street Phase I Development

VI. STAFF REVIEW

A. RIGHT, TITLE, AND INTEREST

The applicant submitted a deed transferring two parcels from Mercy Hospital to NewHeight Redfern LLC (Attachment C). Two new parcels will be created on Winter Street for the Community Housing of Maine (CHOM) residential buildings – these boundaries are indicated on the Site Plan but are not yet subdivided. The applicant provided an easement plan to indicate the various shared access – these easements have not yet been executed or provided with the application.

B. ZONING ASSESSMENT

General Assessment: The proposed buildings are located in the B-3 zone. Both buildings face Winter Street; 73 Winter includes two street frontages (Spring Street as a side street). **It appears neither building meets the five foot maximum build-to line and would need to meet the design criteria to exceed this number.**

		Proposed Projects	
	Required	91 Winter Street	73 Winter Street
Lot Size (minimum)	none	.35	.39 acres
Street Frontage (minimum)	15'	153'	243'
Build-to Line	5'	6'	6'
Blank Wall (maximum)	30'	No blank walls	No blank walls
Height (min)	35'	45'	45'
Height (max)	35'/85' (+25'bonus)	43'	44'

Rear Setback	-	11.8'	16.5'
Side Setback	-	17.2'	2.54'
Side Setback	-	5.4'	7.2'
Lot coverage (max 100%)	15,375 sf / 17,168 sf (100%)	10,000 sf (65%)	10,900 sf (64%)
Parking	93 residential	16	22
Bike Parking		20	20

Parking Requirement Reduction – The Applicant seeks Planning Board approval for a reduced parking requirement. As per Chapter 14 Section 19 Off-Street Parking, required parking is calculated as follows:

- 93 residential spaces (1 per 1 residential unit)

The planning board may establish a parking requirement that is less than the normally required number of spaces upon a finding of unique conditions that result in a lesser parking demand, such as housing for persons who cannot drive, housing that participates in a travel demand management program, availability of transit . . . etc.

The applicant has provided a Transportation Demand Management (TDM) plan, traffic analysis, and parking analysis (Attachment S, T). The B-3 zone allows for parking requirements to be met by a variety of methods – fee-in-lieu, off-site parking, car share. See comments below in the Site Plan review for additional staff comment.

C. SUBDIVISION STANDARDS

Ch 14 15.4.1 Standards of Review

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's subdivision ordinance. Staff comments are below and in *Attachments 1-5*.

1. Water, Air Pollution

The project is not anticipated to result in undue air or water pollution.

2 & 3. Adequacy of Water Supply

The applicant is awaiting evidence of capacity from the Portland Water District (Attachment P).

4. Soil Erosion

No unreasonable soil erosion or reduction in the capacity of the land to hold water is anticipated given the infill/adaptive reuse site. Site Plan (Plan P5) and Erosion & Sedimentation Control Plan (Plan P15) provide information about stabilizing the site during and after construction.

5. Impacts on Existing or Proposed Highways and Public Roads

The applicant provided a traffic and parking assessment and Transportation Demand Management (TDM) Plan (Attachments S, T) in which they propose future trip reductions. Tom Errico, the city's consulting traffic engineer, had the following comments regarding traffic impacts:

- *A trip generation estimate was conducted for proposed and prior uses at the site. The estimate was generally based on Institute of Transportation Engineers (ITE) data and notes the project will generate 67 AM peak hour trips and 59 PM peak hours trips. Mercy Hospital was estimated to generate 206 AM peak hour trips and 235 PM peak hour trips. **Given the reduced trip***

generation, this project would not be expected to have an impact on the public street system. A traffic study is not suggested.

- *The Traffic Assessment did identify **two High Crash Locations** in the vicinity of the project. The State Street/Pine Street intersection (crashes related to pedestrian crossings) and State Street between Spring Street and Gray Street (crashes involved parked vehicles and lane change maneuvers). I continue to review these safety locations and will provide direction in the future.*

6. Sanitary Sewer/Stormwater Disposal

Existing sewer lines are proposed to service the buildings. The applicant is awaiting a wastewater capacity letter from Department of Public Works (Attachment P). Staff are reviewing the proposed stormwater treatment plan.

7. Solid Waste The applicants propose interior trash rooms for each project. *It is not clear whether the waste will be collected on-street or via the shared waste/loading area affiliated with 148 State Street. Staff are seeking more clarity from the applicant.*

8. Scenic Beauty

This proposal is not deemed to have an adverse impact on the scenic beauty of the area. The project is within the West End historic district and includes a Historic Preservation Board review.

9. Comprehensive Plan

Portland's Plan 2030

The project is in keeping with the stated goals around affordability, sustainability, equity, and furthers the policy of creating complete neighborhoods. The project takes advantage of a central, downtown location near transit and walkable services. See Section IX. Comprehensive Plan Analysis.

Livable City: Housing – Local Goals met by this project:

- 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.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.

A Healthy City: Environment – Local Goals met by this project:

- Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.

10. Financial and Technical Capacity

As noted above, the applicant has provided evidence of financial and technical capacity (Attachment G,H).

11. Wetland/Water Body Impacts

The project is not located within a watershed of any pond or lake or within 250 feet of any wetland, great pond or river.

12. Groundwater Impacts

There are no anticipated impacts to groundwater supplies.

13. Flood-Prone Area

Per the FEMA flood maps, the site is not located in a flood zone.

14. Wetland/Water Body Impacts

No potential wetlands within the proposed subdivision.

15. Wetland/Water Body Impacts

No river, stream or brook within or abutting the proposed subdivision.

SITE PLAN STANDARDS**Ch 14 14.6 Site Plan Review Standards**

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's site plan ordinance. Staff comments are below and in *Attachments 1-5*.

Traffic - Access, Circulation, Loading and Servicing

There are no curb cuts for the project (parking is accessed via Spring Street and evaluated with the 148 State application). An emergency vehicle access on Winter Street includes a mountable curb. Staff request more information regarding loading – the applicant proposes to use the existing loading dock area for many services – resident parking, loading, self-storage parking, and solid waste disposal. DPW Senior Engineer Mike Tremblay had the following comment ([Attachment 1](#)):

- *The Applicant proposes to shift the Spring Street centerline in order to provide parking along the development curb line, providing a net change of +6 spaces on Spring Street. The Applicant should consider the need for short-term loading and deliveries along Spring Street, as such activity may not necessarily take place within the site.*
- *While the City is amenable to a mountable curb at the emergency access lane, the City does not typically paint curbs. The signage locations are acceptable; however, the wording may not be correct. The Applicant should coordinate with DPW Traffic Operations to determine the correct, City-standard wording for these signs.*

Sidewalks

The current site plan shows a portion of Winter Street and Spring Street being reconstructed as part of this project. DPW Senior Engineer, Mike Tremblay has the following comments regarding the sidewalks ([Attachment 1](#)):

- *The crosswalk across Winter Street at Spring Street is currently missing, and the street has worn down to the cobbles beneath. The surface is likely not accessible. The Applicant may be required to provide an accessible crossing across Winter Street. Historic Preservation should be consulted with regard to the cobblestones.*
- *The proposed mid-block crosswalk on Winter Street is located within 200 feet of two other crosswalks, at Winter Street and State Street. It may be unnecessary. The Applicant and DPW should discuss to determine whether it should remain in the future. The crosswalk's ramps interrupt pedestrian flow along the sidewalk on Spring Street; see below comment.*

- *The pedestrian ramp along the north side Spring Street does not appear to provide an ADA-compliant landing at the top of the ramp. A parallel ramp may be needed, if it is determined that the mid-block crossing should remain (see above comment)*
- *Sidewalks on Winter Street will be required to be reconstructed as part of the 73 and 91 Winter Street projects. The site plan calls for new granite curb at an existing curb cut, and a mountable curb at locations along Winter Street. The sidewalk reconstruction work should be coordinated with this curb work along Winter Street.*
- *The functional area of the sidewalk along Winter Street intrudes into the site property at the tree pits. A sidewalk access/maintenance agreement will be required to ensure that the City can make necessary repairs on private property, and to ensure that public access into the property along the sidewalk is guaranteed.*
- *The site plan appears to show granite curb extending through the brick sidewalk at the Spring Street driveway. This does not meet the City's standard. Granite should not be extended through the sidewalk; the brick sidewalk should continue uninterrupted through the driveway.*
- *Electrical vaults along the Winter Street sidewalk and within Spring Street should be treated as fixed objects with rigid elevations; as such, any discrepancies between the field conditions and the plans may create challenges along the narrow Winter Street and Spring Street sidewalks. Care should be taken to set transformers at the specified elevations and ensure that other site features are compatible with the finished grade of these transformers. If at all possible, vaults should be moved into the site. The Applicant shall be responsible for achieving ADA compliance along their frontage. Finished conditions that do not comply with ADA due to vault elevations shall not be accepted.*

Bruce Hyman had the following comments regarding accessibility of the cobble crosswalk:

- *I am in favor of surface pave and stripe a crosswalk to make it fully ADA-compliant - I don't have any knowledge or sense that they are exposed other than just from degradation of the pavement rather than intentionally.*

Public Transit Access - No transit shelter is required. The project is within a quarter mile of several existing METRO bus stops (Routes 1, 9A, 9B, 21). Under the new code, in this circumstance, the applicant may request an exemption from the parking requirement with the inclusion of a Transportation Demand Management Plan (Table 19-B: Categorical Exceptions to Off-street Parking Minimums).

Parking –The applicant requests Planning Board approval of a parking requirement reduction from 93 to 38 (40%) parking spaces. The Land Use Code gives the Planning Board the discretion to approve a reduced number based on the information provided by the applicant. The B-3 zone allows for several options to meet the parking requirement including off-site parking, fee-in-lieu, carshare equivalent (8 spaces). The project's parking is provided via the adjacent/shared on-site with 68 surface parking spaces (15 provided on-site). Tom Errico, traffic consultant, had the following comments regarding parking assessment (Attachment 2):

- *The CHOM Affordable Family Housing Units assumed a parking generation rate of 0.53 parking spaces per unit. This rate seems reasonable and for the 41 units, 22 spaces are required*
- *The CHOM Senior Housing Units assumed a parking generation rate of 0.31 parking spaces per unit. This rate was based on a blended rate considering ITE and local data. It does seem reasonable and for the 53 units, 16 spaces are required.*

- *Given that the project is assuming a shared parking environment for ALL land uses, a parking management plan for the site shall be prepared for review and approval.*

Snow Storage – Not applicable to this application.

Transportation Demand Management – A TDM plan is included in the submission; the current hospital use has a higher trip generation than the proposed future uses. Bruce Hyman, Transportation Program Manager, had these comments regarding the TDM ([Attachment 5](#)):

- *The TDM Plan is well thought out and provides strong parking reduction (10%), trip reduction (10%) and multimodal trip (65%) targets to be achieved 3 years after the site is fully occupied (expected to be 2023). Final numbers for the targets should be updated based on final trip generation and parking requirements at project approval.*
- *The Plan contains a good overview of the transportation context of the project site that contributes to the opportunity for strong multimodal trip-making by the site's residents and tenants. The site design generally supports these goals.*
- *The Plan contains a robust menu of TDM strategies including financial incentives to use multimodal options including bus transit subsidies (for all residents/tenants) and an annual Transportation Network Co. (Uber, Lyft, etc.) incentive (CHOM).*

Landscape Preservation / Site Landscaping and Screening – The City Arborist noted that the utilities within Spring Street are a conflict with the ability to provide additional street trees.

Jeff Tarling, City Arborist, has the following comments ([Attachment 3](#)):

- *We would want to ensure that the future tree planting as shown, is protected by raised curbing knowing the negative effect of Winter deicing salts on trees and vegetation. Without protection from salt the trees would unlikely survive...*

Lauren Swett, P.E., civil engineering peer reviewer, had the following comments ([Attachment 4](#)):

- *A submersible transformer, vault and conduits are shown in the sidewalk on Winter Street in close proximity to proposed trees – with final design of the utility structures confirm that adequate space will be provided for the installation of the trees and grates.*

Landscape Plan – The applicant proposes to plant 12 street trees along Winter Street. The street tree contribution will be significant given the limited ability to provide trees/landscape on this dense, urban infill site. Staff would like to understand the phasing of construction and how the sequencing of the parking and landscape areas will interact with the construction of these two residential buildings.

The calculation for the in-lieu fee for street trees is as follows: 93 trees required, 12 provided = net of 81 trees; $81 \times \$400 = \$32,400$ fee-in-lieu.

Water quality, Stormwater Management and Erosion Control – The project is required to comply with MaineDEP Chapter 500 and City of Portland Section 5 Stormwater Management requirements. The project is reducing impervious surface and the General and Flooding standards do not apply.

Lauren Swett, P.E., civil engineering peer reviewer, had the following comments ([Attachment 4](#)):

- *Redevelopment Standards – The project is providing for stormwater treatment utilizing a modular wetland system that is a proprietary stormwater BMP approved for use by the Maine DEP. Please provide calculation information confirming that the system has been designed for*

the area draining to it, including confirmation of channel protection volume or justification of not providing full channel protection volume. Please also confirm that adequate bypass capacity is being provided as required for the area draining to it.

- *Two roof drain downspouts are shown tying into the sewer on Winter Street. Please provide pipe size information for the eastern connection. If it is larger than the 6" western connection, a manhole will be required.*

Public Safety – The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance address the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime.

The final submission will be evaluated for the lighting and safety. The spaces between the buildings, woonerf, parking areas will need to be designed with nighttime safety in mind while balancing the light levels appropriate for the residential uses.

The direct access from units to the street with frequent entries/porches create activity, the ground floor living spaces also provide “eyes on the street.”

Fire Prevention and Public Utilities – The applicant has yet to provide the letter from the Water District and Department of Public Works showing capacity to serve. There are no additional comments or concerns from the Fire Department at this time.

Staff would like confirmation that the emergency access alley meets Fire Department requirements.

Massing, Ventilation and Wind Impact and Shadows: The project is not adjacent to any public park or open space. The height of the structure is comparable to surrounding buildings. The proposed buildings are northeast of the existing residential fabric meaning the shadow impact will be minimal on the small-scale abutters for the majority of the day.

Historic Resources – The project is within the West End historic district and subject to Historic Preservation Review for the design review. In the first Historic Preservation Board workshop held on March 17, 2021 for the 73 Winter Street building, the board discussed the methods of articulation and differentiation, hierarchy and orientation of facades, rooftop appurtenances, entry porch design. On April 21, 2021 the Historic Preservation Board held a public hearing for the 73 Winter Street building and a workshop for the 91 Winter Street building.

Exterior Lighting incl Street Lighting – The photometrics plan shows lighting levels are acceptable except for the emergency access point where lights far exceed the 5.0 fc max and the proposed bollards do not appear to be full cut-off lights. Building and site lighting must comply with Section 12 of the City of Portland Technical Manual or the applicant may request waivers ([Attachment N](#)).

Noise and Vibration – The final submissions should clarify where the HVAC will be located and how it will be screened from the public ROW even if the exact specifications are submitted later.

Construction Management Plan – Staff will provide future comment when a revised plan is provided.

VII. INCLUSIONARY ZONING CONDITIONAL USE

CHOM is requesting a HOME or Housing Trust Fund subsidy of \$400,000 for 73 Winter Street and a HOME or Housing Trust Fund subsidy of \$200,000 for 91 Winter Street along with an Affordable Housing Tax Increment Financing (TIF) to benefit both projects. The projects are therefore exempt from Section 18.2.3 B. Ensuring Workforce Housing Applicability. The Housing Program Manager has the following comments (Attachment 6):

- *Staff recommends CHOM would be required to comply with Section 18.2 Affordable Housing if the City Council does not vote to appropriate funding for the proposed developments at either 73 Winter Street or 91 Winter Street.*

VIII. COMPREHENSIVE PLAN ANALYSIS

a. Portland's Plan 2030

Goals and policies of both the state and the city, as described in the strategic plans that comprise the Portland Comprehensive Plan, relevant to the proposed map amendment have been included below. The new housing developments align with these vision statements and goals through an increase in residential density, providing a diversity of housing types and at varying affordability in a transit oriented location. The historic, walkable character of the neighborhood is maintained with the existing historic protections and the reuse of existing historic structures.

Vision Statements

- Equity: We will be a state and national leader in achieving a more equitable city.
- Equity: We will incorporate the needs of all our residents in planning for our future.
- 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.
- Sustainable: Portland will grow in order to sustain our community, infrastructure, and economy.
- Secure: We will be committed to accessible housing and healthy food for all our residents.

Environment

- Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.

An Enduring City – Historic Preservation

- 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.

A Livable City: 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.
- 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.
 - Remove housing barriers
 - Leverage underused properties
 - Support age-friendly housing options
 - Adapt affordable housing

An Accessible City – Transportation

- Promote multi-modal accessibility, enabling residents and visitors of all ages and abilities to participate fully in the social and economic life of the community.

Future Land Use

- Complete Neighborhoods
- Reinforce the Center

IX. PUBLIC COMMENT

As of the writing of this memo, two comments were submitted to the Planning Authority (Attachments PC1- PC2). A neighborhood meeting for the Site Plan application was held on March 11th, 2021 (Attachment U) with 14 attendees. Generally, there is support for redevelopment of the Mercy campus and optimism for the potential strengthening of the residential neighborhood rather than surface parking and hospital uses. Comments and concerns focus on:

- Opportunity for active, human-scaled streetscapes, design elements, and buildings including design elements that engage the street such as porches/stoops, wider sidewalks
- Compatibility of scale and character of new development on Winter Street (currently an intact, small-scale, historic residential street) – direct access from street to units, rooftop appurtenances
- Impacts on light, air, views, and quality of life for existing residential neighbors, especially smaller scale existing buildings
- Traffic and parking impacts on the residential street system – especially curb cut locations and traffic access locations to the redevelopment site and impacts on Winter Street, impacts on nearby school zone
- Lighting on Winter Street – currently dark
- In-adequate parking supply on-site
- Parking supply on-site vs. off-site and impacts on surrounding street system
- Why so few street trees provided

X. NEXT STEPS

The Planning Board is asked to provide feedback on the following:

- Site lighting waivers or compliance
- Landscape waiver
- Parking reduction
- Building placement on Winter Street – B-3 build-to-line

The following items will need to be resolved by the applicant:

- Resolve parking questions
 - Update parking assessment to reflect correct unit count
 - Provide evidence of off-site parking
- Provide parking management plan
- Resolve phasing and construction management plan questions
- Staff to provide analysis for buildings to exceed build-to line on Winter Street
- Provide capacity to serve letters, evidence of easements
- Clarify solid waste plan
- Resolve street tree detail to protect trees from salt while maintaining adequate sidewalk passage
- Complete design review with the Historic Preservation Board
- Provide unit counts for each building

ATTACHMENTS**Attachments to Memorandum**

1. Department of Public Works
2. Traffic
3. Landscape
4. Civil/Stormwater
5. TDM
6. IZ Conditional Use

Public Comment

PC1 George Rheault 2-23-21

PC2 Ginger Raspiller 2-25-21

Applicant's Submittal

- A. Cover Letter
- B. Application
- C. Right, Title, & Interest
- D. Zoning Assessment
- E. Easements
- F. Waivers
- G. Financial Capacity
- H. Technical Capacity
- I. Conformance with Land Use Ordinance
- J. Stormwater Management Plan
- K. Erosion & Sediment Control Report
- L. Fire Department Letter
- M. Wastewater Application
- N. Lighting
- O. Architectural Design Narrative
- P. Utilities
- Q. Construction Management Plan
- R. Solid Waste Disposal
- S. Traffic Parking Analysis
- T. Transportation Demand Management Plan
- U. Neighborhood Meeting Materials

Plans

- P1. Cover Sheet
- P2. General Notes
- P3. Boundary & Topographic Survey
- P4. Construction Management Plan
- P5. Site Plan
- P6. Utility Plan
- P7. Grading Plan
- P8. Site Details – 1
- P9. Site Details – 2
- P10. Utility Details – 1

- P11. Utility Details – 2
- P12. Utility Details – 3
- P13. Drainage Details
- P14. Erosion Sediment Control Notes
- P15. Erosion Sediment Control Details
- P16. Landscape Cover Sheet
- P17. Landscape Materials Plan
- P18. Landscape Planting Plan
- P19. Architectural Drawings
- P20. Subdivision Plat



Caitlin Cameron <ccameron@portlandmaine.gov>

144 State Street - Winter Street CHOM project

Mike Tremblay <mtremblay@portlandmaine.gov>
To: Caitlin Cameron <ccameron@portlandmaine.gov>

Tue, Apr 13, 2021 at 8:00 AM

Caitlin,

Here are my comments for the Winter Street portion of the [144 State Street](#) project:

- The crosswalk across Winter Street at Spring Street is currently missing, and the street has worn down to the cobbles beneath. The surface is likely not accessible. The Applicant may be required to provide an accessible crossing across Winter Street. Historic Preservation should be consulted with regard to the cobblestones.
- The Applicant proposes to shift the Spring Street centerline in order to provide parking along the development curb line, providing a net change of +6 spaces on Spring Street. The Applicant should consider the need for short-term loading and deliveries along Spring Street, as such activity may not necessarily take place within the site.
- The proposed 22-foot drive aisle serving the entire parking area is below the standard 24 foot aisle width. A waiver will be required. Turning templates for a typical space within the aisle should be required.
- The functional area of the sidewalk along Winter Street intrudes into the site property at the tree pits. A sidewalk access/maintenance agreement will be required to ensure that the City can make necessary repairs on private property, and to ensure that public access into the property along the sidewalk is guaranteed.
- The site plan appears to show granite curb extending through the brick sidewalk at the Spring Street driveway. This does not meet the City's standard. Granite should not be extended through the sidewalk; the brick sidewalk should continue uninterrupted through the driveway.
- The proposed mid-block crosswalk on Winter Street is located within 200 feet of two other crosswalks, at Winter Street and State Street. It may be unnecessary. The Applicant and DPW should discuss to determine whether it should remain in the future. The crosswalk's ramps interrupt pedestrian flow along the sidewalk on Spring Street; see below comment.
- The pedestrian ramp along the north side Spring Street does not appear to provide an ADA-compliant landing at the top of the ramp. A parallel ramp may be needed, if it is determined that the mid-block crossing should remain (see above comment)
- While the City is amenable to a mountable curb at the emergency access lane, the City does not typically paint curbs. The signage locations are acceptable; however, the wording may not be correct. The Applicant should coordinate with DPW Traffic Operations to determine the correct, City-standard wording for these signs.
- There is a section of the parking area that includes 3 ADA spaces and one general parking space. This appears somewhat peculiar, as clusters of ADA spaces are not typically broken up by a general parking space; this may be confusing to some users. However, DPW acknowledges that this arrangement allows the parking lot to take advantage of using the buffer spaces to access 91 Winter Street. The Applicant is encouraged to review this layout for a clearer parking arrangement, if possible.
- There are several striped buffer areas adjacent to landscaped islands. It appears that the landscaped area could be expanded into the painted buffer space without any negative consequences. The Applicant should revisit, check turning templates into the adjacent ADA spaces, and, if possible, widen the landscaped islands to include the painted buffer spaces. Wider landscaped spaces reduce impervious area and help trees to survive.
- Utility trench repairs proximate to one another should be repaired as one trench. Most notably, a gas service and sewer service are located within a few feet of a localized water main trench on Winter Street.
- Electrical vaults along the Winter Street sidewalk and within Spring Street should be treated as fixed objects with rigid elevations; as such, any discrepancies between the field conditions and the plans may create challenges along the narrow

Winter Street and Spring Street sidewalks. Care should be taken to set transformers at the specified elevations and ensure that other site features are compatible with the finished grade of these transformers. If at all possible, vaults should be moved into the site. The Applicant shall be responsible for achieving ADA compliance along their frontage. Finished conditions that do not comply with ADA due to vault elevations shall not be accepted.

Mike Tremblay, P.E.
Senior Engineer
Engineering Division
Department of Public Works
City of Portland, ME
mtremblay@portlandmaine.gov
P. 207.874.8881 F. 207.874.8852





Caitlin Cameron <ccameron@portlandmaine.gov>

CHOM/144 State Street Parking Review

Tom Errico <thomas.errico@tylin.com>

Tue, Apr 13, 2021 at 10:10 AM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Cc: Michael Tremblay <mtremblay@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Hi Caitlin – I have reviewed the Parking Assessment prepared by Bill Bray, PE dated September 11, 2020 for the Mercy Hospital Redevelopment. The Assessment was prepared for both the Mercy Hospital building and CHOM's residential buildings. My comments are as follows:

- The majority of the parking demand analysis was based upon methods contained in the ITE publication Parking Generation. Exceptions include the neighborhood coffee shop (based on a Munjoy Hill coffee shop) and the hair salon (assumed 1 space for an employee). I generally find the methodology to be acceptable. Some details and comments include:
 - The parking generation rate for the Mercy Hospital building residential units was based on market rate apartments in a dense multi-use urban location with a parking rate of 0.48 parking spaces per bedroom. This rate seems reasonable and for 159 bedrooms, 76 parking spaces are required.
 - The parking generation rate of the Affordable Housing units in the Mercy Hospital building used a parking rate of 0.30 parking spaces per bedroom. This ITE rate seems reasonable and for 18 bedrooms, 5 parking spaces are required. **The applicant should provide an explanation on use of the independent variable bedrooms for this land use versus units utilized for the CHOM building.**
 - The parking generation rate for the medical clinic facility used a parking rate of 3.89 parking spaces per 1,000 SF of space. This rate seems reasonable and for the 3,849 SF space, 15 spaces are required.
 - The parking generation rate for the Variety Store used a parking rate of 1.13 parking spaces per 1,000 SF of space. This rate seems reasonable and for the 1,635 SF space, 2 spaces are required.
 - The parking generation rate for the Self-Storage facility used a parking rate of 0.10 parking spaces per 1,000 SF of space. This rate seems reasonable and for the 41,209 SF space, 4 spaces are required.
 - The parking generation rate for the Office space used a parking rate of 2.56 parking spaces per 1,000 SF of space. This rate seems reasonable and for the 787 SF space, 2 spaces are required.
 - The parking generation for the Coffee Shop assumed parking for 3 employees.
 - The parking generation for the Hair salon assumed parking for the owner or 1 space.
 - The CHOM Affordable Family Housing Units assumed a parking generation rate of 0.53 parking spaces per unit. This rate seems reasonable and for the 41 units, 22 spaces are required (**see above for understanding use of Units vs. Bedrooms**).
 - The CHOM Senior Housing Units assumed a parking generation rate of 0.31 parking spaces per unit. This rate was based on a blended rate considering ITE and local data. It does seem reasonable and for the 58 units, 18 spaces are required.
- Overall, the average parking demand for the project is estimated at 148 parking spaces. The applicant implemented adjustments to account for interaction between land uses and reduced parking demand by 10% according to methods contained in the report NCHRP 684 Internal Trip Capture Estimation Tool. **I continue to review the applicability of the reduction and request the applicant provide the supporting calculations for this project (the calculations in the Appendix do not represent the proposed development program).**
- The applicant conducted a time-of-day parking demand analysis that reflects hourly parking demand estimates for the project land uses. I generally find the methodology to be reasonable with the following comments:
 - The analysis assumed the coffee shop parking demand ends at 2pm. Although not a big factor, it may make sense to assume a later closing time.
 - I continue to review the time-of-day distribution for the residential land uses. The ITE distribution is based on a single urban/suburban site and I want to investigate other data sources.
 - The analysis indicates that the highest parking demand is expected to be 83 parking spaces at 5pm and 8pm. **If the residential uses generate full demand at night (after 8pm and before 7am), the project will require 108 parking spaces (16 for Affordable Housing+20 for Affordable Family+68 for Market Apartments+4 spaces for Workforce Apartments). This would seem to be the highest demand time period.**
- **Given that the project is assuming a shared parking environment for ALL land uses, a parking management plan for the site shall be prepared 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](#)
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Re: 144 State (91 and 73 Winter)

Jeff Tarling <jst@portlandmaine.gov>
 To: Caitlin Cameron <ccameron@portlandmaine.gov>
 Cc: Mike Tremblay <mtremblay@portlandmaine.gov>

Thu, Apr 15, 2021 at 5:06 PM

Hi Caitlin -

The tree type and spacing look good, we should discuss the best options for tree planting within the sidewalk. Ideally, Silva cel or structural soil along the project frontage and some type of raised granite tree planter to protect from deicing salt. ALL the current trees planted on this side of Winter Street has struggled due to over application of salt, thus we need to resolve this issue. The challenge to maintain ADA sidewalk width and room for trees, the Winter Street neighbors have been very active in supporting street trees. Would like to discuss with Mike on options.

Thanks

Jeff

Jeff Tarling
 City Arborist - City of Portland Maine
 Parks, Recreation & Facilities Department
 Forestry & Horticulture
 212 Canco Road - Suite A
 Portland, ME. 04103
 (207) 808-5400
 jst@portlandmaine.gov

On Tue, Apr 13, 2021 at 11:54 AM Caitlin Cameron <ccameron@portlandmaine.gov> wrote:
 PL-001371-2020

On Tue, Apr 13, 2021 at 9:07 AM Jeff Tarling <jst@portlandmaine.gov> wrote:
 Hi Caitlin -

What is the project number or name so I can check the plan.

Thanks

Jeff

Jeff Tarling
 City Arborist - City of Portland Maine
 Parks, Recreation & Facilities Department
 Forestry & Horticulture
 212 Canco Road - Suite A
 Portland, ME. 04103
 (207) 808-5400
 jst@portlandmaine.gov

On Tue, Apr 13, 2021 at 9:02 AM Caitlin Cameron <ccameron@portlandmaine.gov> wrote:
 Just a reminder that I need any additional/updated comments for the two Winter Street projects by end of today for the Planning Board workshop memo.

Thanks,

(no subject)

Lauren Swett <lswett@woodardcurran.com>
To: Caitlin Cameron <ccameron@portlandmaine.gov>

Thu, Apr 22, 2021 at 4:52 PM

Hi Caitlin,

My comments for 91/73 Winter Street are as follows:

- The project is required to comply with Maine DEP Chapter 500 and City of Portland Section 5 Stormwater Management requirements for Basic, General, Flooding, and Redevelopment standards as applicable. The project is reducing impervious surface, and the General and Flooding Standards do not apply except as incorporated into the Redevelopment Standards.
 - Basic Standards – The project is providing for erosion and sedimentation control as required for the site.
 - Redevelopment Standards – The project is providing for stormwater treatment utilizing a modular wetland system that is a proprietary stormwater BMP approved for use by the Maine DEP. Please provide calculation information confirming that the system has been designed for the area draining to it, including confirmation of channel protection volume or justification of not providing full channel protection volume. Please also confirm that adequate bypass capacity is being provided as required for the area draining to it.
- Two roof drain downspouts are shown tying into the sewer on Winter Street. Please provide pipe size information for the eastern connection. If it is larger than the 6" western connection, a manhole will be required.
- A submersible transformer, vault and conduits are shown in the sidewalk on Winter Street in close proximity to proposed trees – with final design of the utility structures confirm that adequate space will be provided for the installation of the trees and grates.
- The Applicant has noted they have reached out to utilities and will be providing confirmation of ability to serve when available.

Let me know if you have any questions!

Thanks,

Lauren

[Quoted text hidden]

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.



Caitlin Cameron <ccameron@portlandmaine.gov>

PL1259-2020: 144 State Street, Mercy Hospital Redevelopment TDM Plan

1 message

Bruce Hyman <bhyman@portlandmaine.gov>

Thu, Nov 12, 2020 at 12:37 PM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Cc: Mike Tremblay <mtremblay@portlandmaine.gov>, Tom Errico <thomas.errico@tylin.com>, James Rather <jrather@portlandmaine.gov>

Good afternoon, Caitlin,

I have done a first round review of the TDM Plan (dated October 15, 2020) for the proposed redevelopment of the Mercy Hospital site, [144 State Street](#), and have had the opportunity to briefly discuss the plan with the applicant's consultant, Cushman Transportation Consulting.

The following are my preliminary comments that will be refined as the application moves through the review process:

- The TDM Plan is well thought out and provides strong parking reduction (10%), trip reduction (10%) and multimodal trip (65%) targets to be achieved 3 years after the site is fully occupied (expected to be 2023). Final numbers for the targets should be updated based on final trip generation and parking requirements at project approval.
- The Plan contains a good overview of the transportation context of the project site that contributes to the opportunity for strong multimodal trip-making by the site's residents and tenants. The site design generally supports these goals.
- The Plan contains a robust menu of TDM strategies including financial incentives to use multimodal options including bus transit subsidies (for all residents/tenants) and an annual Transportation Network Co. (Uber, Lyft, etc.) incentive (CHOM).

The project before the Board is currently only for Phase I of the full site build-out. The targets and monitoring/reporting as stated are for 'full occupancy'. Staff recommend that interim targets be prepared and monitoring/reporting begin following completion of Phase I, a substantial part of the full build-out.

Bruce

--

Bruce Hyman
Transportation Program Manager

Department of Planning & Urban Development
[389 Congress Street](#)
[Portland, Maine 04101](#)
(207) 874-8717 phone

bhyman@portlandmaine.gov
<http://www.portlandmaine.gov/1363/Transportation-Division>
<http://www.portlandmaine.gov>

Yes! Transportation's Good Here





Caitlin Cameron <ccameron@portlandmaine.gov>

PL-001371-2020

Victoria Volent <vvolent@portlandmaine.gov>
To: Caitlin Cameron <ccameron@portlandmaine.gov>

Tue, Apr 13, 2021 at 4:30 PM

Hi Caitlin,

Since my earlier review of 120 State (045 C007) and 148 State Street (045 C006) (on 11-10-20), CHOM has responded to a RFP to develop 120 State Street. CHOM is proposing to subdivide 120 State Street to create 41 units of family housing at 73 Winter Street, and 52 units of senior housing at 91 Winter Street. CHOM is requesting a HOME or Housing Trust Fund subsidy of \$400,000 for 73 Winter Street and a HOME or Housing Trust Fund subsidy of \$200,000 for 91 Winter Street along with an Affordable Housing Tax Increment Financing (TIF) to benefit both projects.

According to Section 18.2.3 B. Ensuring Workforce Housing Applicability: *This subsection shall apply to development projects that create ten or more net new dwelling units for rent or for sale through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a nonresidential use to residential use, or any combination of these elements, with the exception that projects using public financing requiring affordability restrictions, as defined by tax increment financing, U.S. Department of Housing and Urban Development funds such as HOME or CDBG, other federal, state, or local housing program, or the Low-income Housing Tax Credit program, shall be considered exempt.*

The Housing and Economic Development Committee will review and vote on the proposed subsidies during their May meeting. If the HEDC votes to forward a positive funding recommendation to the City Council, the Council is anticipated to vote on the funding proposals during their July 7 meeting.

Staff recommends CHOM would be required to comply with Section 18.2 Affordable Housing if the City Council does not vote to appropriate funding for the proposed developments at either 73 Winter Street or 91 Winter Street.

Please let me know if you have any questions regarding the above information. This exemption was added to Section 18.2 during ReCode.

Thank you,

Victoria

Victoria Volent
Housing Program Manager
Housing and Community Development
Phone: 207-482-5028
www.portlandmaine.gov

[Quoted text hidden]



A C O R N

ENGINEERING, INC.

Planning and Urban Development Department
Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

October 30, 2020
Revised April 5, 2021

Subject: Mercy CHOM - Level III Site Plan/Subdivision Application
120 State Street (73 & 91 Winter Street)

To Caitlin Cameron,

On behalf of Community Housing of Maine (CHOM), we are pleased to submit the accompanying package of materials related to the proposed redevelopment of the existing Mercy Hospital site at 120 State Street. NewHeight Redfern, LLC (landowner) has recently submitted a separate Level III Site Plan/Subdivision application for redevelopment of the existing Mercy Hospital campus, which includes subdividing two lots along Winter Street. The CHOM proposal includes constructing two separate affordable housing residential apartment buildings on the lots along Winter Street.

The project site is currently comprised of a single parcel, Chart 45, Block C, Lot 7 (120 State Street), encompassed by State, Spring, and Winter Streets. The site is comprised of the existing Mercy Hospital complex which includes multiple additions throughout the years, surface parking, and a loading dock area. The project includes construction of a 52-unit Senior building and 41-unit Family building. The applicant is working with the landowner (NewHeight Redfern, LLC) for the shared common site improvements, including parking and utilities servicing the site.

Portions of the existing Mercy building will be removed to make way for a shared woonerf. The woonerf, although unique, is not new Portland or the development team. The European urban planning technique creates a multi-modal courtyard with a level shared walking and driving space. Combined with extensive landscaping and playful design it will create an inviting community space.

We are pleased to submit an application which will increase the available housing stock consistent with the City's Comprehensive Plan, provide onsite Workforce Housing, implement stormwater treatment, improve the Winter Street streetscape, sidewalk reconstruction, street tree plantings and provide community space in the West End.

Community Housing of Maine and the design team look forward to your review of this exciting project.

Sincerely,

William H. Savage, P.E.
Project Manager
Acorn Engineering, Inc.

Documents:

- Section A: Cover Letter
- Section B: Level III Final Site Plan Application & Checklist
- Section C: Right, Title, Interest
- Section D: Zoning Assessment
- Section E: Easements
- Section F: Waivers
- Section G: Financial Capacity
- Section H: Technical Capacity
- Section I: Conformity with Land Use Ordinance
- Section J: Stormwater Management Report
- Section K: Erosion & Sedimentation Control Report
- Section L: Fire Department Letter
- Section M: Wastewater Capacity Letter
- Section N: Lighting
- Section O: Architectural Design Narrative
- Section P: Utilities
- Section Q: Construction Management Plan
- Section R: Solid Waste
- Section S: Traffic and Parking Analysis
- Section T: Traffic Demand Management

Drawings:

- Civil Site Plan Set
- Landscaping Plan Set
- Architectural Plan Set



CITY OF PORTLAND
Planning & Urban Development Department

Att. B

LEVEL II and LEVEL III SITE PLAN GENERAL DOCUMENT AND DRAWINGS CHECKLIST		
* Please upload each document <u>and</u> drawing as a separate PDF file * Please upload all drawings in a 24 x 36 sheet size * Please confirm each item by electronically checking the boxes to the left for each document/drawing * Please fill out and upload separately the <u>zoning assessment table and waiver table</u> (At the time of application submission, please contact the Department of Public Works regarding E-911 addressing of your project)		
GENERAL APPLICATION DOCUMENTS		
Yes ☒	NA ☐	Project Description Cover Letter with detailed project description
Yes ☒	NA ☐	Completed Checklist – Level II and Level III Site Plan (this document)
Yes ☒	NA ☐	Right, Title and Interest Deeds, leases, or purchase and sales agreements
Yes ☐	NA ☒	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction, if applicable
Yes ☒	NA ☐	Zoning Assessment Table listing required and proposed uses and dimensional standards <u>Zoning Assessment Table</u>
Yes ☒	NA ☐	Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements
Yes ☒	NA ☐	Waiver Requests Written request for waiver describing request and reason <u>Waiver Table</u>
Yes ☒	NA ☐	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes ☒	NA ☐	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

LEVEL II AND LEVEL III SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

* Please provide assessment of compliance with standards and include supplemental documentation, as applicable

* Please upload each document as a separate PDF file

TRANSPORTATION

Yes ☒	NA ☐	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes ☒	NA ☐	Access and Circulation (14-526 (a) 2 a) - 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 ☐	Loading and Servicing (14-526 (a) 2 b) - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes ☒	NA ☐	Sidewalks (14-526 (a) 2 c) - 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 ☐	Public Transit (14-526 (a) 3), if applicable - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes ☒	NA ☐	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 - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes ☒	NA ☐	Bicycle Parking (14-526 (a) 4 b) - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes ☒	NA ☐	Snow Storage (14-526 (a) 4 d) Management plan for snow removal and locate snow storage areas on plan
Yes ☒	NA ☐	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable Develop TDM with Trip Reduction Targets and Strategies

ENVIRONMENTAL AND LANDSCAPE FEATURES		
Yes ☒	NA ☐	Preservation of Significant Natural Features (14-526 (b) 1), if applicable • 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 ☐	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 ☐	Site Landscaping (14-526 (b) 2 b) • 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 ☐	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable • Landscaped islands within parking areas (Technical Manual, Section 4)
Yes ☒	NA ☐	Street Trees (14-526 (b) 2 b iii) • 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		
Yes ☒	NA ☐	Water Quality, Stormwater Management and Erosion Control (14-526 (b)3 a) • 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		
Yes ☒	NA ☐	Consistency with City Master Plans (14-526 (c) 1) - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes ☒	NA ☐	Public Safety and Fire Prevention (14-526 (c)) - 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 ☐	Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) - 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		
Yes ☒	NA ☐	Massing, Ventilations and Wind Impact (14-526 (d) 1) - 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 ☐	Shadows (14-526 (d) 2), if applicable Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes ☒	NA ☐	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
Yes ☒	NA ☐	View Corridors (14-526 (d) 4), if applicable Protection of designated view corridors (Portland Design Manual, Appen. 1)

Yes ☒	NA ☐	Historic Resources (14-526 (d) 5), if applicable - 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 ☐	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)
Yes ☐	NA ☒	Noise and Vibration (14-526 (d) 7) Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes ☐	NA ☒	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
Yes ☒	NA ☐	Zone Related Design Standards (14-526 (d) 5) - 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		
Yes ☒	NA ☐	Construction Management Plan <u>Construction Management Document and Plan</u>

**LEVEL II AND LEVEL III SITE PLAN
DRAWINGS CHECKLIST**

***Please upload the following drawings with the listed details as separate pdfs**

(ALL drawings must be uploaded in a 24 x 36 sheet size)

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 AND RENDERINGS including:

Exterior building elevations, color renderings, illustrations of all sides



Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening



Provide context drawings, if applicable (Design Manual, page 1)



Floor plans

Right, Title, or Interest

The Option Agreements between Community Housing of Maine (applicant) and NewHeight Redfern, LLC (landowner) for the two (2) proposed lots along Winter Street are attached to this section providing the applicant with Right, Title and Interest in the property.

OPTION AGREEMENT

THIS OPTION AGREEMENT (the "Agreement") made and entered into as of the 28th day of July, 2020 (the "Effective Date"), by and between NEWHEIGHT REDFERN LLC a Maine limited liability company with a place of business in Portland, Maine and mailing address of 217 Commercial Street, Suite 205, Portland, Maine 04101 ("Grantor") and COMMUNITY HOUSING OF MAINE, INC., a Maine nonprofit corporation with a place of business and mailing address of One City Center, 4th Floor, Portland, Maine 04101 ("Grantee").

WITNESSETH:

WHEREAS, Grantor wishes to grant the option set forth below to Grantee on the terms and conditions set forth in this Agreement; and

NOW THEREFORE, in consideration of [REDACTED] paid by Grantee to Grantor (the "Option Consideration"), the receipt of which is hereby acknowledged by Grantor, Grantor and Grantee hereby agree as follows:

1. Grant of Option. Grantor hereby grants to Grantee, its successors and assigns, the exclusive and irrevocable option to purchase a parcel of land having not less than 11,887 square feet, with frontage on or deeded access to Winter Street, together with a leasehold interest in other land for parking of up to 5 cars on the former Mercy Hospital campus on Spring and Winter Streets, all as more particularly depicted on the drawing attached hereto as Exhibit A (the "Property"). The Property is a portion of the real property conveyed to Grantor by deed of Mercy Hospital dated February 25, 2020 and recorded in the Cumberland County Registry of Deeds in Book 36459, Page 218. Included in the Property shall be deeded easement rights in common with others to use common areas adjacent to the Property.

2. Expiration. This option shall expire on June 30, 2022, at midnight, Maine time (the "Option Period") unless extended as set forth below, or exercised by that date and time.

3. Notice of Exercise; Failure to Exercise. This option may be exercised only by Grantee giving written notice of election to exercise ("Grantee's Notice of Election") to Grantor by first class mail, postage prepaid, registered or certified, return receipt requested, addressed to Grantor at the address set forth at the beginning of this Agreement, or to such other address as Grantor may designate to Grantee in writing. Said notice shall be deemed to have been duly given if postmarked prior to the expiration date and time specified in Section 2 above. In the event that Grantee fails to exercise the option granted in this Agreement within the Option Period, as it may be extended, the Option Consideration shall be retained by Grantor, and thereafter neither Grantor nor Grantee shall have any further rights or claims against the other.

4. Extension.

- (a) Subject to the conditions provided in this paragraph 4(a), Grantee may extend the Option Period for up to twelve (12) months, on a month-to-

month basis, beginning on July 1, 2022, if Grantee pays additional consideration for each month of such extension in the amount of [REDACTED] (each an "Extension Payment" and collectively, the "Extension Payments") to Grantor before the expiration date of the Option Period, as it may be extended. Grantee shall have the right to elect to extend the Option Period only if, prior to the expiration date of the initial Option Period, and before any extensions, Grantee has:

- i. Made application for City of Portland site plan and subdivision approvals and received them;
 - ii. Made application for Federal Home Loan Bank of Boston Affordable Housing Grant funds;
 - iii. Made application for Tax Increment Financing from the City of Portland;
 - iv. Made application to MaineHousing for an allocation of Low Income Housing Tax Credits; and
 - v. Made application for and diligently pursue receipt of an allocation of project-based vouchers.
- (b) The Option Payments [REDACTED] shall apply to and be credited against the Purchase Price (as defined below). The Extension Payments, if any, shall be refundable as provided in this Agreement but shall not apply to the Purchase Price.

5. Exercise. In the event that Grantee exercises the option granted in this Agreement and proceeds to purchase the Property as provided herein, the following provisions shall be applicable:

a. Purchase Price. At the Closing Date as defined below, Grantee shall pay to Grantor the sum of [REDACTED] by wire transfer or bank cashier's check at closing (the "Purchase Price"). Notwithstanding anything to the contrary elsewhere in this Agreement, the Option Consideration and the Extension Payments (if paid) are fully refundable to the Grantee until satisfactory completion of the environmental review process required by the United States Department of Housing and Urban Development, at which time the Option Consideration and all Extension Payments made shall become non-refundable, unless Grantor defaults in its obligations hereunder or is unable to transfer the Property to Grantee with good and marketable title free and clear of liens and encumbrances. The Option Consideration shall in all instances be credited against the Purchase Price at closing.

b. Title. Title to the Property shall be good and marketable and free and clear of all liens, claims and encumbrances. In the event that title to the Property is not in accordance with the preceding sentence as of the Closing Date, Grantor shall be given a reasonable period of time, not to exceed thirty (30) days, after receipt of notice from Grantee in which to remedy any title defects. In the event that said defects cannot be corrected or remedied within said time period, or in the event that Grantor elects not to remedy same, then this Agreement shall terminate whereupon Grantor shall fully refund to Grantee the Option

Consideration. Grantee may elect to close notwithstanding such defects as may exist at no cost or liability to Grantor.

c. Closing. The closing under this Agreement shall take place not later than ten (10) days after the date of Grantee's Notice of Election (the "Closing Date") at 10:00 AM, local time, at Grantee's counsel's office, or at such other time and place as Grantor and Grantee shall mutually agree upon in writing. At the closing, the parties shall execute and deliver a Quitclaim Deed with Covenant to the Property and such other customary certificates and affidavits as Grantee shall request.

d. Adjustments, Prorations and Closing Costs. The recording fee for the deed and any expenses related to Grantee's financing will be paid for by Grantee. The parties shall share equally the cost of all real estate transfer taxes.

e. Possession. Grantor shall deliver possession of the Property to Grantee at the closing, free and clear of all leases, tenancies or occupancies by any person.

f. Risk of Loss. All risk of loss to the Property prior to the closing shall be on Grantor.

g. Default; Remedies. In the event either party defaults under this Agreement, and such default is not cured within thirty (30) days of written notice thereof, the sole remedy of either party shall be to terminate this Agreement. In addition, if Grantor is the defaulting party, the Option Consideration shall immediately be returned to Grantee, and if the Grantee is the defaulting party, Grantor shall be entitled to retain the Option Consideration as liquidated damages and not as a penalty.

h. Condition Precedent. Grantee's obligation to purchase the Property is conditioned upon there having occurred no material adverse change in or to the Property between the Effective Date and the Closing Date. If this condition is not satisfied as of the Closing Date, Grantee may terminate this Agreement and receive a full and complete refund of the Option Consideration.

6. Inspection. At all times during the Option Period, as it may be extended, upon reasonable prior notice, Grantee and any prospective lender or investor of Grantee's shall have the right to enter the Property and perform, at Grantee's expense, any and all inspections, tests, surveys or other due diligence inquiries with respect to the Property as Grantee deems necessary or appropriate. Grantee agrees to return the Property as nearly as possible to its original condition after any of such tests and inspections. Grantee shall indemnify Grantor for any property damage, bodily injury or death occurring by reason of such entry and/or testing. Grantor shall cooperate with Grantee in such inspections. In the event Grantee is not satisfied for any reason by the results of such due diligence inspections, Grantee shall have the option of terminating this Agreement by written notice to Grantor. Without limiting the generality of the foregoing, this Agreement and Grantee's purchase of the Property are subject to a determination by Maine State Housing Authority ("MaineHousing") as to the desirability of the Property for Grantee's intended use as a result of the completion of the environmental review process

required by the United States Department of Housing and Urban Development, and if such determination is unsatisfactory, Grantee may terminate this Agreement, whereupon the Option Consideration and any Extension Payments actually made shall promptly be refunded to Grantee.

7. Assignment. Grantee may assign this Agreement and all its rights and obligations hereunder to a limited partnership controlled by Grantee. Upon notice to such assignment, Grantor agrees to look solely to such affiliate for performance of the obligations of the Grantee hereunder.

8. Brokerage. Neither party has engaged a real estate broker in connection with the transaction described in this Agreement. Each party agrees to indemnify the other from and against the claims of any brokers arising from breach of the above representation, which indemnity shall survive the closing and shall include reasonable costs of collection, including reasonable attorney's fees.

9. Recording of Option. Grantor and Grantee agree that this Option shall not be recorded. Grantor agrees upon request of Grantee to execute and tender for recording a memorandum summarizing the terms of this Agreement (except the Purchase Price).

10. Notices. Except as provided in Section 3 above, all notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the first business day after mailing if mailed to the party to whom notice is to be given by first class mail, postage prepaid, registered or certified, return receipt requested, addressed to the recipient at the addresses set forth at the beginning of this Agreement. Either party may change its address for purposes of this Section by giving the other party notice of the new address in the manner described herein.

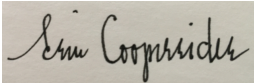
11. Condition of Property as of the Closing Date. The parties agree in good faith to negotiate and enter into an amendment to this Agreement within ninety (90) days of the Effective Date, which amendment will specify the scope of work to be undertaken before the Closing Date by the Grantor in preparing the Property for transfer to Grantee. The parties agree that no work shall be done on the Property between the Effective Date and the date Grantee receives written notice of environmental clearance from MaineHousing. In the event Grantor takes any action on or near the Property before the Closing Date that is determined to be a "choice limiting action and thus causes Grantee to lose either any MaineHousing funding or any project based vouchers awarded to it, Grantee shall have the option of terminating this Agreement in writing and receiving a full refund of the Option Consideration and all Extension Payment actually made.

12. Miscellaneous. Time is of the essence hereof. This Agreement constitutes the entire agreement between Grantor and Grantee, there are no agreements or understandings between the parties except as set forth herein, and all prior agreements and understandings, including, without limitation, are superseded by this Agreement. This Agreement will inure to the benefit of and bind the respective successors and assigns of Grantor and Grantee. As used in this Agreement, the singular number shall include the plural, the plural the singular, and the use of one gender shall be deemed applicable to all genders. This Agreement shall be governed by

and construed in accordance with the laws of Maine. The recitals contained in this Agreement are deemed by the parties to be accurate statements of fact. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

IN WITNESS WHEREOF, Grantor and Grantee have executed this Option Agreement as of the Effective Date.

WITNESS:

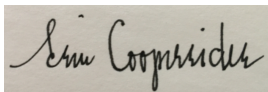




NEWHEIGHT REDFERN LLC, Grantor

By: 

Jonathan Culley, its Manager

By: 

Erin Cooperrider, its Manager

[remainder of page left blank intentionally—signatures continue on next page]

IN WITNESS WHEREOF, Grantor and Grantee have executed this Option Agreement as of the Effective Date.

WITNESS:

Kyla Walker

COMMUNITY HOUSING OF MAINE, INC.,
Grantee

By: 

Cullen Ryan, its Executive Director

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AMENDMENT TO THE OPTION AGREEMENT

THIS AMENDMENT TO THE OPTION AGREEMENT (“**Amendment**”) made and entered into as of this 26th day of October, 2020 (the “**Effective Date**”), is by and between NEWHEIGHT REDFERN LLC., a Maine limited liability company with a place of business and mailing address of 217 Commercial Street, Suite 205, Portland, Maine 04101 (hereinafter referred to as “**Grantor**”), and COMMUNITY HOUSING OF MAINE, INC., a Maine nonprofit corporation with a place of business and mailing address of One City Center, 4th Floor, Portland, Main 04101 (hereinafter referred to as “**Grantee**”).

WITNESSETH:

WHEREAS, Grantor and Grantee made and entered into that certain Option Agreement dated July 28, 2020 (the “**Contract**”) exclusive and irrevocable option to purchase a parcel of land having not less than 11,887 square feet, with frontage on or deeded access to Winter Street, together with a leasehold interest in other land for parking of up to 5 cars on the former Mercy Hospital campus on Spring and Winter Streets, all as more particularly depicted on the drawing attached hereto as Exhibit A (the “**Property**”). The Property is a portion of the real property conveyed to Grantor by deed of Mercy Hospital dated February 25, 2020 and recorded in the Cumberland County Registry of Deeds in Book 36459, Page 218.

WHEREAS, Grantor and Grantee desire to further amend the Contract as hereinafter set forth (all capitalized terms not defined herein shall have the meaning ascribed in the Contract).

NOW THEREFORE, for and in consideration of [REDACTED] and other good and valuable consideration, Grantor and Grantee hereby agree that the Contract is amended as follows:

1. The following clause is hereby stricken from the contract,

11. Condition of Property as of the Closing Date. The parties agree in good faith to negotiate and enter into an amendment to this Agreement within ninety (90) days of the Effective Date, which amendment will specify the scope of work to be undertaken before the Closing Date by the Grantor in preparing the Property for transfer to Grantee. The parties agree that no work shall be done on the Property between the Effective Date and the date Grantee receives written notice of environmental clearance from MaineHousing. In the event Grantor takes any action on or near the Property before the Closing Date that is determined to be a “choice limiting action and thus causes Grantee to lose either any MaineHousing funding or any project based vouchers awarded to it, Grantee shall have the option of terminating this Agreement in writing and receiving a full refund of the Option Consideration and all Extension Payment actually made.

2. and is hereby replaced with the following clause:

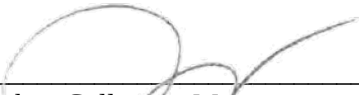
11. Condition of Property as of the Closing Date. The parties agree in good faith to negotiate and enter into an amendment to this Agreement within one hundred eighty (180) days of the Effective Date, which amendment will specify the scope of work to be undertaken before the Closing Date by the Grantor in preparing the Property for transfer to Grantee. The parties agree that no work shall be done on the Property between the Effective Date and the date Grantee receives written notice of environmental clearance from MaineHousing. In the event Grantor takes any action on or near the Property before the Closing Date that is determined to be a “choice limiting action and thus causes Grantee to lose either any MaineHousing funding or any project based vouchers awarded to it, Grantee shall have the option of terminating this Agreement in writing and receiving a full refund of the Option Consideration and all Extension Payment actually made.

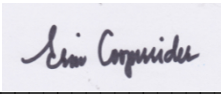
[signatures included on the next page]

IN WITNESS WHEREOF, this Grantor and Grantee Amendment has been executed by duly authorized officers or representatives of Seller and Purchaser as of the date and year first above written.

Grantor:

NewHeight Redfern LLC

By: 
Jonathan Culley, its Manager

By: 
Erin Cooperrider, its Manager

Witness:




Grantee:

Community Housing of Maine, INC

By: 
Cullen Ryan, its Executive Director



OPTION AGREEMENT

THIS OPTION AGREEMENT (the "Agreement") made and entered into as of the 28th day of July, 2020 (the "Effective Date"), by and between NEWHEIGHT REDFERN LLC a Maine limited liability company with a place of business in Portland, Maine and mailing address of 217 Commercial Street, Suite 205, Portland, Maine 04101 ("Grantor") and COMMUNITY HOUSING OF MAINE, INC., a Maine nonprofit corporation with a place of business and mailing address of One City Center, 4th Floor, Portland, Maine 04101 ("Grantee").

WITNESSETH:

WHEREAS, Grantor wishes to grant the option set forth below to Grantee on the terms and conditions set forth in this Agreement; and

NOW THEREFORE, in consideration of [REDACTED] paid by Grantee to Grantor (the "Option Consideration"), the receipt of which is hereby acknowledged by Grantor, Grantor and Grantee hereby agree as follows:

1. Grant of Option. Grantor hereby grants to Grantee, its successors and assigns, the exclusive and irrevocable option to purchase a parcel of land having not less than 13,025 square feet, with frontage on or deeded access to Winter Street, together with a leasehold interest in other land for parking of up to 10 cars on the former Mercy Hospital campus on Spring and Winter Streets, all as more particularly depicted on the drawing attached hereto as Exhibit A (the "Property"). The Property is a portion of the real property conveyed to Grantor by deed of Mercy Hospital dated February 25, 2020 and recorded in the Cumberland County Registry of Deeds in Book 36459, Page 218. Included in the Property shall be deeded easement rights in common with others to use common areas adjacent to the Property.

2. Expiration. This option shall expire on June 30, 2022, at midnight, Maine time (the "Option Period") unless extended as set forth below, or exercised by that date and time.

3. Notice of Exercise; Failure to Exercise. This option may be exercised only by Grantee giving written notice of election to exercise ("Grantee's Notice of Election") to Grantor by first class mail, postage prepaid, registered or certified, return receipt requested, addressed to Grantor at the address set forth at the beginning of this Agreement, or to such other address as Grantor may designate to Grantee in writing. Said notice shall be deemed to have been duly given if postmarked prior to the expiration date and time specified in Section 2 above. In the event that Grantee fails to exercise the option granted in this Agreement within the Option Period, as it may be extended, the Option Consideration shall be retained by Grantor, and thereafter neither Grantor nor Grantee shall have any further rights or claims against the other.

4. Extension.

- (a) Subject to the conditions provided in this paragraph 4(a), Grantee may extend the Option Period for up to twelve (12) months, on a month-to-month basis, beginning on July 1, 2022, provided Grantee pays additional

consideration for each month of such extension in the amount of [REDACTED] (each an "Extension Payment" and collectively, the "Extension Payments") to Grantor before the expiration date of the Option Period, as it may be extended. Grantee shall have the right to elect to extend the Option Period only if, prior to the expiration date of the initial Option Period, and before any extensions, Grantee has:

- i. Made application for City of Portland site plan and subdivision approvals and received them;
- ii. Made application for Federal Home Loan Bank of Boston Affordable Housing Grant funds;
- iii. Made application for Tax Increment Financing from the City of Portland;
- iv. Made application to MaineHousing for an allocation of Low Income Housing Tax Credits; and
- v. Made application for and diligently pursue receipt of an allocation of project-based vouchers.

- (b) The Option Consideration [REDACTED] apply to and be credited against the Purchase Price (as defined below). The Extension Payments, if any, shall be refundable as provided in this Agreement but shall not apply to the Purchase Price.

5. Exercise. In the event that Grantee exercises the option granted in this Agreement and proceeds to purchase the Property as provided herein, the following provisions shall be applicable:

a. Purchase Price. At the Closing Date as defined below, Grantee shall pay to Grantor the sum of [REDACTED], by wire transfer or bank cashier's check at closing (the "Purchase Price"). Notwithstanding anything to the contrary elsewhere in this Agreement, the Option Consideration and the Extension Payments (if paid) are fully refundable to the Grantee until satisfactory completion of the environmental review process required by the United States Department of Housing and Urban Development, at which time the Option Consideration and all Extension Payments made shall become non-refundable, unless Grantor defaults in its obligations hereunder or is unable to transfer the Property to Grantee with good and marketable title free and clear of liens and encumbrances. The Option Consideration shall in all instances be credited against the Purchase Price at closing.

b. Title. Title to the Property shall be good and marketable and free and clear of all liens, claims and encumbrances. In the event that title to the Property is not in accordance with the preceding sentence as of the Closing Date, Grantor shall be given a reasonable period of time, not to exceed thirty (30) days, after receipt of notice from Grantee in which to remedy any title defects. In the event that said defects cannot be corrected or remedied within said time period, or in the event that Grantor elects not to remedy same, then this

Agreement shall terminate whereupon Grantor shall fully refund to Grantee the Option Consideration. Grantee may elect to close notwithstanding such defects as may exist at no cost or liability to Grantor.

c. Closing. The closing under this Agreement shall take place not later than ten (10) days after the date of Grantee's Notice of Election (the "Closing Date") at 10:00 AM, local time, at Grantee's counsel's office, or at such other time and place as Grantor and Grantee shall mutually agree upon in writing. At the closing, Grantor shall execute and deliver a Quitclaim Deed with Covenant to the Property and such other customary certificates and affidavits as Grantee shall request.

d. Adjustments, Prorations and Closing Costs. The recording fee for the deed and any expenses related to Grantee's financing will be paid for by Grantee. The parties shall share equally the cost of all real estate transfer taxes.

e. Possession. Grantor shall deliver possession of the Property to Grantee at the closing, free and clear of all leases, tenancies or occupancies by any person.

f. Risk of Loss. All risk of loss to the Property prior to the closing shall be on Grantor.

g. Default; Remedies. In the event either party defaults under this Agreement, and such default is not cured within thirty (30) days of written notice thereof, the sole remedy of either party shall be to terminate this Agreement. In addition, if Grantor is the defaulting party, the Option Consideration shall immediately be returned to Grantee, and if the Grantee is the defaulting party, Grantor shall be entitled to retain the Option Consideration as liquidated damages and not as a penalty.

h. Condition Precedent. Grantee's obligation to purchase the Property is conditioned upon there having occurred no material adverse change in or to the Property between the Effective Date and the Closing Date. If this condition is not satisfied as of the Closing Date, Grantee may terminate this Agreement and receive a full and complete refund of the Option Consideration.

6. Inspection. At all times during the Option Period, as it may be extended, upon reasonable prior notice, Grantee and any prospective lender or investor of Grantee's shall have the right to enter the Property and perform, at Grantee's expense, any and all inspections, tests, surveys or other due diligence inquiries with respect to the Property as Grantee deems necessary or appropriate. Grantee agrees to return the Property as nearly as possible to its original condition after any of such tests and inspections. Grantee shall indemnify Grantor for any property damage, bodily injury or death occurring by reason of such entry and/or testing. Grantor shall cooperate with Grantee in such inspections. In the event Grantee is not satisfied for any reason by the results of such due diligence inspections, Grantee shall have the option of terminating this Agreement by written notice to Grantor. Without limiting the generality of the foregoing, this Agreement and Grantee's purchase of the Property are subject to a determination by Maine State Housing Authority ("MaineHousing") as to the desirability of the Property for

Grantee's intended use as a result of the completion of the environmental review process required by the United States Department of Housing and Urban Development, and if such determination is unsatisfactory, Grantee may terminate this Agreement, whereupon the Option Consideration and any Extension Payments actually made shall promptly be refunded to Grantee.

7. Assignment. Grantee may assign this Agreement and all its rights and obligations hereunder to a limited partnership controlled by Grantee. Upon notice to such assignment, Grantor agrees to look solely to such affiliate for performance of the obligations of the Grantee hereunder.

8. Brokerage. Neither party has engaged a real estate broker in connection with the transaction described in this Agreement. Each party agrees to indemnify the other from and against the claims of any brokers arising from breach of the above representation, which indemnity shall survive the closing and shall include reasonable costs of collection, including reasonable attorney's fees.

9. Recording of Option. Grantor and Grantee agree that this Option shall not be recorded. Grantor agrees upon request of Grantee to execute and tender for recording a memorandum summarizing the terms of this Agreement (except the Purchase Price).

10. Notices. Except as provided in Section 3 above, all notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the first business day after mailing if mailed to the party to whom notice is to be given by first class mail, postage prepaid, registered or certified, return receipt requested, addressed to the recipient at the addresses set forth at the beginning of this Agreement. Either party may change its address for purposes of this Section by giving the other party notice of the new address in the manner described herein.

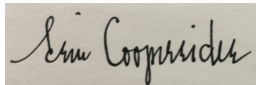
11. Condition of Property as of the Closing Date. The parties agree in good faith to negotiate and enter into an amendment to this Agreement within ninety (90) days of the Effective Date, which amendment will specify the scope of work to be undertaken before the Closing Date by the Grantor in preparing the Property for transfer to Grantee. The parties agree that no work shall be done on the Property between the Effective Date and the date Grantee receives written notice of environmental clearance from MaineHousing. In the event Grantor takes any action on or near the Property before the Closing Date that is determined to be a "choice limiting action and thus causes Grantee to lose either any MaineHousing funding or any project based vouchers awarded to it, Grantee shall have the option of terminating this Agreement in writing and receiving a full refund of the Option Consideration and all Extension Payment actually made.

12. Miscellaneous. Time is of the essence hereof. This Agreement constitutes the entire agreement between Grantor and Grantee, there are no agreements or understandings between the parties except as set forth herein, and all prior agreements and understandings, including, are superseded by this Agreement. This Agreement will inure to the benefit of and bind the respective successors and assigns of Grantor and Grantee. As used in this Agreement, the singular number shall include the plural, the plural the singular, and the use of one gender

shall be deemed applicable to all genders. This Agreement shall be governed by and construed in accordance with the laws of Maine. The recitals contained in this Agreement are deemed by the parties to be accurate statements of fact. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

IN WITNESS WHEREOF, Grantor and Grantee have executed this Option Agreement as of the Effective Date.

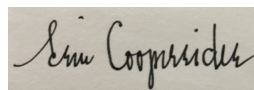
WITNESS:





NEWHEIGHT REDFERN LLC, Grantor

By: 
Jonathan Culley, its Manager

By: 
Erin Cooperrider, its Manager

[remainder of page left blank intentionally—signatures continue on next page]

IN WITNESS WHEREOF, Grantor and Grantee have executed this Option Agreement as of the Effective Date.

WITNESS:

Kyra Walker

COMMUNITY HOUSING OF MAINE, INC.,
Grantee

By: 
Cullen Ryan, its Executive Director

C:\OneDrive\Documents\CT\CHOM (16577)\Mercy Redevelopment (327)\Option Agreement CHOM Mercy Family Project_FINAL.docx

AMENDMENT TO THE OPTION AGREEMENT

THIS AMENDMENT TO THE OPTION AGREEMENT (“**Amendment**”) made and entered into as of this 26th day of October, 2020 (the “**Effective Date**”), is by and between NEWHEIGHT REDFERN LLC., a Maine limited liability company with a place of business and mailing address of 217 Commercial Street, Suite 205, Portland, Maine 04101 (hereinafter referred to as “**Grantor**”), and COMMUNITY HOUSING OF MAINE, INC., a Maine nonprofit corporation with a place of business and mailing address of One City Center, 4th Floor, Portland, Maine 04101 (hereinafter referred to as “**Grantee**”).

WITNESSETH:

WHEREAS, Grantor and Grantee made and entered into that certain Option Agreement dated July 28, 2020 (the “**Contract**”) regarding the exclusive and irrevocable option to purchase a parcel of land having not less than 13,025 square feet, with frontage on or deeded access to Winter Street, together with a leasehold interest in other land for parking of up to 10 cars on the former Mercy Hospital campus on Spring and Winter Streets. The Property is a portion of the real property conveyed to Grantor by deed of Mercy Hospital dated February 25, 2020 and recorded in the Cumberland County Registry of Deeds in Book 36459, Page 218.

WHEREAS, Grantor and Grantee desire to further amend the Contract as hereinafter set forth (all capitalized terms not defined herein shall have the meaning ascribed in the Contract).

NOW THEREFORE, for and in consideration of [REDACTED] and other good and valuable consideration, Grantor and Grantee hereby agree that the Contract is amended as follows:

1. The following clause is hereby stricken from the contract,

11. Condition of Property as of the Closing Date. The parties agree in good faith to negotiate and enter into an amendment to this Agreement within ninety (90) days of the Effective Date, which amendment will specify the scope of work to be undertaken before the Closing Date by the Grantor in preparing the Property for transfer to Grantee. The parties agree that no work shall be done on the Property between the Effective Date and the date Grantee receives written notice of environmental clearance from MaineHousing. In the event Grantor takes any action on or near the Property before the Closing Date that is determined to be a “choice limiting action and thus causes Grantee to lose either any MaineHousing funding or any project based vouchers awarded to it, Grantee shall have the option of terminating this Agreement in writing and receiving a full refund of the Option Consideration and all Extension Payment actually made.

2. and is hereby replaced with the following clause:

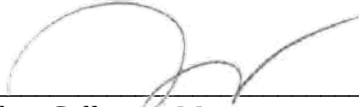
11. Condition of Property as of the Closing Date. The parties agree in good faith to negotiate and enter into an amendment to this Agreement within one hundred eighty (180) days of the Effective Date, which amendment will specify the scope of work to be undertaken before the Closing Date by the Grantor in preparing the Property for transfer to Grantee. The parties agree that no work shall be done on the Property between the Effective Date and the date Grantee receives written notice of environmental clearance from MaineHousing. In the event Grantor takes any action on or near the Property before the Closing Date that is determined to be a “choice limiting action and thus causes Grantee to lose either any MaineHousing funding or any project based vouchers awarded to it, Grantee shall have the option of terminating this Agreement in writing and receiving a full refund of the Option Consideration and all Extension Payment actually made.

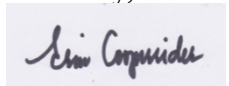
[signatures included on the next page]

IN WITNESS WHEREOF, this Grantor and Grantee Amendment has been executed by duly authorized officers or representatives of Seller and Purchaser as of the date and year first above written.

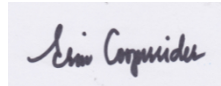
Grantor:

NewHeight Redfern LLC

By: 
Jonathan Culley, its Manager

By: 
Erin Cooperrider, its Manager

Witness:





Grantee:

Community Housing of Maine, INC

By: 
Cullen Ryan, its Executive Director



ZONING ANALYSIS Relevant Zone(s) B3

All Projects:

	Required	Proposed
Lot Size	None	0.35 / 0.39 ac.
Area Per Dwelling Unit	None	0.007 / 0.009
Minimum Street Frontage	15'	153' / 243'
Front Yard Minimum	N/A	N/A
Front Yard Maximum	5'	5'
Rear Yard	None	16.5' min
Yard Right	None	2.54' min
Yard Left	None	5.56' min.
Side Street Setback	N/A	N/A
Step Back	30' @ 45' Winter	30' @ 45' Winter
Maximum Lot Coverage	100%	92.2%
Minimum Lot Coverage	N/A	N/A
Maximum Height	85' / 45'*	45' / 45'
Open Space	N/A	7.8%
Maximum Impervious Area	100%	92.2%
Pavement Setback	N/A	N/A
Floor Area Ratio	N/A	N/A
Off Street Parking Spaces	TBD	70
Loading Bays	None	None
Other 1		
Other 2		
Other 3		

Summary of Written Easements

Existing Easements

- The following agreements are listed within the deed recorded at the Cumberland County Registry of Deeds:
 - o Easement and Memorandum of Agreement and Mercy Hospital and Time Warner of Maine dated November 18, 1998 and recorded in Book 5936, Pages 65-67.
 - o Easement Deed by Mercy Hospital and Central Maine Power Company dated November 21, 1977 and recorded in Book 4171, Page 66.
 - o Easement Deed by Mercy Hospital and Central Maine Power Company dated September 4, 2010 and recorded in Book 28512, Page 45.
 - o Easement Deed by Mercy Hospital and Central Maine Power Company dated March 6, 1968 and recorded in Book 3046, Page 716.
 - o Easement Deed by Mercy Hospital and Central Maine Power Company dated August 22, 1966 and recorded in Book 2978, Page 31.
 - o Easement Deed by Mercy Hospital and Central Maine Power Company dated May 24, 2001 and recorded in Book 639, Page 232.

Proposed Easements

- The following agreement are proposed as part of the project. Please refer to the Subdivision Plat for additional information:
 - o Easement Deed by Community Housing of Maine and Central Maine Power Company for access and maintenance of proposed electric transformer and/or subsurface utility vault and associated electric utility conduits.
 - o Access and utility easement from Community Housing of Maine to NewHeight Redfern, LLC for the access and maintain the emergency alleyway in between the Senior and Family buildings.
 - o Access easement from NewHeight Redfern, LLC to Community Housing of Maine for access to the woonerf and plaza areas.
 - o Access easement from Community Housing of Maine to NewHeight Redfern, LLC for parking spaces within the woonerf
 - o Maintenance easements from Community Housing of Maine to the City of Portland for the portion of the sidewalk along Winter Street that is within the proposed CHOM property lines
 - o Maintenance and Access easement from Community Housing of Maine to NewHeight Redfern, LLC for access and maintenance of the proposed stormwater infrastructure within the CHOM Senior building lot.

0000490

BK 15936PG 165

EASEMENT AND MEMORANDUM OF AGREEMENT

THE STATE OF MAINE

KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF CUMBERLAND

THAT **Mercy Hospital**, a Maine corporation (herein called the "Grantor"), acting herein by and through its duly authorized general manager, in consideration of, and pursuant to, that certain Standard Form of Service and Easement Agreement dated November 18, 1998 (the "Agreement") by and between Grantor, and **Time Warner Cable of Maine** (herein called the "Grantee") and in consideration of One and no/100 Dollars and other good and valuable consideration, which consideration is hereby confessed and acknowledged by the Grantor, has GRANTED, BARGAINED, SOLD AND CONVEYED, and does hereby GRANT, BARGAIN, SELL AND CONVEY, unto the Grantee, its successors and assigns, an easement and right-of-way in, on, over, under, through and across all that certain parcel of land described on Exhibit A hereto and all the improvements now or hereafter situated (said real property, improvements, easements and appurtenances being herein collectively called the "Premises"), and every part and portion thereof (including, without limitation, all improvements and fixtures included therein), for the purposes of (i) providing cable television services to the Premises; and (ii) owning, installing, operating, upgrading, maintaining, relocating, removing and replacing the "Services Delivery System" (which is all wires, cables, poles, conduits, pipes, antennas, signal converters, signal decoders, facilities and equipment on the Premises from time to time which are necessary or desirable, in the opinion of the Grantee, to make Services available to the Premises (said purposes being hereinafter collectively called the "Easement Purposes")).

This Easement and Memorandum of Agreement is executed and delivered by Grantor and Grantee for the purpose of evidencing of record and giving notice of the existence of the Agreement, to which reference is made and the same is incorporated herein as fully and for all purposes as if set forth in this Easement and Memorandum of Agreement in full. If any conflict shall exist between this Easement and Memorandum of Agreement and the Agreement, the latter shall control.

TO HAVE AND TO HOLD said easement and right to serve, together with all the rights and appurtenances thereunto in anywise belonging, unto the Grantee, its successors and assigns, for the duration of the term, including any extensions and renewals, stated in the Agreement; and the Grantor does hereby bind itself, its successors and legal representatives, to warrant and forever defend, all and singular, said easement and right to serve herein granted, unto the Grantee, its successors and assigns, against the claims of all persons whomsoever lawfully claiming or to claim the same, or any part thereof, subject to the matters set forth herein.

BK 15936 PG 166

EXECUTED on this 18 day of Nov 1998.

Mercy Hospital
a Maine corporation
By: [Signature]
Name: Thomas Gruber
Title: Vice President, Clinical Services

THE STATE OF MAINE

COUNTY OF CUMBERLAND

This instrument was acknowledged before me on the 18 day of Nov 1998, by Thomas Gruber, Vice President, Clinical Services of Mercy Hospital, a Maine corporation, on behalf of said Mercy Hospital.

My Commission Expires:

12/6/2002

(SEAL)

[Signature]
Notary Public in and for
the State of Maine
GEORGIA E. JONES
NOTARY PUBLIC, MAINE
MY COMMISSION EXPIRES
DECEMBER 6, 2002

(Printed Name of Notary)

BK 15936 PG 167

EXHIBIT A

**LEGAL DESCRIPTION OF PREMISES
COVERED BY EASEMENT AND MEMORANDUM OF AGREEMENT**

**MERCY HOSPITAL
144 State Street
Portland, ME 04101**

Legal Description of Premises attached.

RECEIVED
RECORDED REGISTRY OF DEEDS

2001 JAN -3 AM 8: 33

CUMBERLAND COUNTY

John B O'Brien

Mercy Hospital, a corporation organized and existing by law and having an office in the City

of Portland, Cumberland County, Maine,
~~(being considered)~~ for consideration paid, grant to CENTRAL MAINE POWER COMPANY, a Maine corporation having its principal office at Edison Drive, Augusta, Maine 04336, the right and easement to erect, bury, maintain, repair, rebuild, operate and patrol electric transmission and distribution wires and/or cables, consisting of suitable and sufficient poles with wires strung upon and extending between the same and/or underground cables buried under the surface, together with all necessary fixtures and appurtenances, over, across and/or under the surface of my land in the ~~Town~~/City of Portland, Cumberland County, Maine, the location of said poles and/or underground cables to be as follows:

for area lighting in Mercy Hospital Parking Lot #1 on land of this Grantor lying on the northeasterly side of Winter Street, specifically, poles #8.1, 8.2, 8.3, 8.4, 8.13 and 8.15 as shown on plan of Blue Rock Industries, Westbrook, Maine titled Mercy Hospital Parking Lot Reconstruction, Lot #1, scale 1" = 10', dated 6/8/77 by G.M.H.. This plan on file at Central Maine Power Company Engineering Office, 162 Canco Road, Portland, Maine.

This location crosses a portion of the premises conveyed to the Grantor(s) by deed of _____, dated _____, 19____, recorded in the _____ County Registry of Deeds, Book _____, Page _____.

Together with the right to cut down, keep trimmed and control such trees, branches and underbrush as the Grantee believes may interfere with the operation and maintenance of its wires and/or cables; the right to restrict the construction of buildings or structures within _____ feet of its wires and/or cables; the right to keep the surface of the ground above said underground cables and other electrical equipment free from structures and growth which, in the judgment of the Grantee, would interfere with or endanger the proper operation or maintenance of said underground cables; and the right to enter upon the Grantor's premises for any and all of the foregoing purposes.

Mercy Hospital has caused this instrument to be sealed with its corporate seal and ~~signed~~ signed in its corporate name by Howard R. Buckley, its Executive ~~(and its authorized agent)~~ of this and Grantor(s), of the premises, and its heirs and assigns, by descent and otherwise rights. Director, hereunto duly authorized

~~WITNESSES~~ _____ and _____ this 21st day of NOVEMBER, 19 77.

Signed, Sealed and Delivered
 in the presence of

Margaret M. Haley

MERCY HOSPITAL

By: *Howard R. Buckley*

Its Executive Director

STATE OF MAINE

Cumberland ss.

Nov. 21

1977

Personally appeared the above-named Howard R. Buckley and acknowledged this instrument to be his free act and deed, ~~in his own right~~ in his said capacity and the free act and deed of said corporation, before me,

MY COMMISSION EXPIRES
 MARCH 14, 1980

Margaret M. Haley
 Notary Public
 Justice of the Peace

STATE OF MAINE

CUMBERLAND, ss.

REGISTRY OF DEEDS

Received at 8 H 30 M A M on FEB 3 1978 and recorded in
 Book 4171 Page 66 Attest

Edward D. Brewster Register

Easement

WO# 300436353

Form 1199, Rev. 07/08

Mercy Hospital, a Maine corporation with a mailing address of 144 State St, Portland, ME, 04101 (Grantor(s)), for consideration given, grants to CENTRAL MAINE POWER COMPANY, a Maine Corporation with an office at 83 Edison Drive, Augusta, Maine 04336, and Northern New England Telephone Operations, LLC, a limited liability company organized under the laws of the State of Delaware, and having its principal place of business at 521 East Moorehead Street, Suite 250, Charlotte, NC 28202, and their respective successors and assigns (collectively Grantees), with warranty covenants, the right and easement to erect, bury, maintain, rebuild, respace, patrol, operate, and remove and do all other actions involving electric and communication distribution equipment and facilities, consisting of poles, wires and cables, anchors, guywires or pushbraces, together with all necessary fixtures and appurtenances over, across and under a portion of the surface of the land of the Grantor(s) in the City/Town of Portland, Cumberland County, Maine. The said equipment and facilities are attached to a line commencing at Pole/Pad Pole 11, Winter Street, Portland and extending to include Pole(s)/Pad(s) Poles 11.1 & 11.2, Winter Street. This easement affects land conveyed to the Grantor(s) in a deed from Robert M. Morrison, dated December 04, 1975, and recorded in the Cumberland County Registry of Deeds in Book 3779 Page 204. This easement is an easement in gross and is not for the sole purpose of serving the Grantor(s) or Grantor's land. The rights granted herein include the right to cut down and trim trees and other vegetation and to use formulations registered with the Environmental Protection Agency or its successor to eliminate vegetation, and modify the growth of trees, which vegetation or growth, in the judgment of Grantees, may interfere with the operation and maintenance of its equipment or facilities; and the right to restrict the construction of buildings, structures and improvements within 15 feet of its equipment and facilities; and the right to keep the surface of ground above its underground cables and other electrical equipment free from structures, improvements and growth which, in the judgment of the Grantees, may interfere with the proper operation or maintenance of said underground cables; and the right to enter upon the land of the Grantor(s) for any and all of the foregoing purposes.

WITNESS the hand(s) and seal(s) of Grantor(s) duly authorized representatives on 9/4, 10.

Signed, Sealed and Delivered in the presence of:

Mercy Hospital

Eileen Skinner
Eileen Skinner, President & CEO

State Of Maine

County Of Cumberland

The above-named Eileen F. Skinner, personally appeared before me this 4th day of September, 2010 and acknowledged the foregoing instrument to be her free act and deed in her said capacity and the free act and deed of said Mercy Hospital.

Robinson R. Poulin
Notary Public/Attorney

Printed Name:

ROBIN R. POULIN
Notary Public, Maine

My Commission Expires My Commission Expires December 3, 2011

SEAL

Received
Recorded Register of Deeds
Feb 09, 2011 08:33:57A
Cumberland County
Pamela E. Lovley

KNOW ALL MEN BY THESE PRESENTS, that MERCY HOSPITAL, a corporation organized and existing by law and having an office in the City

of Portland, in the County of Cumberland

and State of Maine in consideration of One Dollar and other valuable consideration (the sum being less than one hundred dollars) paid by CENTRAL MAINE POWER COMPANY, a Maine corporation and NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, a New York corporation, the receipt whereof is hereby acknowledged, does hereby give, grant, bargain, sell and convey unto the said Central Maine Power Company and New England Telephone and Telegraph Company, their successors and assigns, the right and easement to construct, erect, rebuild, operate, maintain and remove electric distribution and communication lines for the transmission of electricity and intelligence; together with the necessary poles, wires, cables, cross-arms, braces, anchors, guys and other electrical equipment and appurtenances connected therewith, over, along and across premises owned by the Grantor(s) in the City/Town of Portland, County of Cumberland and State of Maine, along the route as now staked out, extending in a southeasterly direction from pole 27 Spring Street to pole 27.1

Also the right to cut down and keep trimmed and/or spray or treat with a chemical preparation of the Grantee's selection such trees, branches and underbrush as in the judgment of the Grantee, interfere with or endanger the proper operation and maintenance of the lines constructed along the above described location, together with the right to enter upon the Grantor's premises for any and all of the foregoing purposes.

It is understood and agreed that the rights and easements hereby conveyed are to be jointly owned by Central Maine Power Company and New England Telephone and Telegraph Company, their successors and assigns. If either Central Maine Power Company or New England Telephone and Telegraph Company, or the successors or assigns of either, shall relinquish or abandon the rights and easements hereby conveyed, the same shall become the sole property of the remaining company.

TO HAVE AND TO HOLD the above granted rights and easements to the said Central Maine Power Company and New England Telephone and Telegraph Company, their successors or assigns, to their own use and behoof forever.

IN WITNESS WHEREOF, the said Mercy Hospital has caused this instrument to be sealed with its corporate seal and signed in its corporate name by Donald F. Plunkett, its Executive Director, hereunto duly authorized,

and Merle R. Mahany wife (husband) of the said Donald F. Plunkett joining in this instrument as grantor(s) and relinquishing and conveying all (-----) rights by descent and all other rights in the above described rights and easements have hereunto set their hands and seals this March day of 1968.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF

Merle R. Mahany

MERCY HOSPITAL

By Donald F. Plunkett
Its Executive Director

STATE OF MAINE
County of Cumberland

Personally appeared the above named Donald F. Plunkett and acknowledged the foregoing instrument to be his free act and deed, March 10 in his said capacity and the free act and deed of said corporation, before me, Merle R. Mahany Justice of the Peace for said County.

41-1

STATE OF MAINE
CUMBERLAND, ss.
Received at 2 H 30 M P M on JUL 1 1968 and recorded in
Book 3046 Page 716 Attest
Seward P. H. [Signature] Register

4508

1-58
1-586

13801

31

KNOW ALL MEN BY THESE PRESENTS, that MERCY HOSPITAL, a corporation organized and existing by law and having an office in the City

of Portland, in the County of Cumberland

and State of Maine in consideration of One Dollar and other valuable consideration (the sum being less than one hundred dollars) paid by CENTRAL MAINE POWER COMPANY, a Maine corporation and NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, a New York corporation, the receipt whereof is hereby acknowledged, does hereby give, grant, bargain, sell and convey unto the said Central Maine Power Company and New England Telephone and Telegraph Company, their successors and assigns, the right and easement to construct, erect, rebuild, operate, maintain and remove electric distribution and communication lines for the transmission of electricity and intelligence; together with the necessary poles, wires, cables, cross-arms, braces, anchors, guys and other electrical equipment and appurtenances connected therewith, over, along and across premises owned by the Grantor(s) in the City/Town of Portland

County of Cumberland and State of Maine, along the route as now staked out, extending in a northeasterly direction from Winter Street to pole 8.1, thence northerly to pole 8.2; another line extending northeasterly from Winter Street to pole 9.1, thence northwesterly to pole 9.2; another line extending westerly from Spring Street to pole 26.1; another line extending southwesterly from State Street to pole 8.1; also another line extending southwesterly from State Street to pole 9.1, thence southerly to pole 9.2, thence southeasterly to pole 9.4.

Also the right to cut down and keep trimmed and/or spray or treat with a chemical preparation of the Grantees' selection such trees, branches and underbrush as in the judgment of the Grantees, interfere with or endanger the proper operation and maintenance of the lines constructed along the above described location, together with the right to enter upon the Grantor's premises for any and all of the foregoing purposes.

It is understood and agreed that the rights and easements hereby conveyed are to be jointly owned by Central Maine Power Company and New England Telephone and Telegraph Company, their successors and assigns. If either Central Maine Power Company or New England Telephone and Telegraph Company, or the successors or assigns of either, shall relinquish or abandon the rights and easements hereby conveyed, the same shall become the sole property of the remaining company. This easement may be terminated on ninety (90) days written notice.

TO HAVE AND TO HOLD the above granted rights and easements to the said Central Maine Power Company and New England Telephone and Telegraph Company, their successors or assigns, to their own use and behoof forever.

IN WITNESS WHEREOF, the said Mercy Hospital has caused this instrument to be sealed with its corporate seal and signed in its corporate name by Donald F. Plunkett, its Executive Director, hereunto duly authorized,

and ~~the~~ ~~jointing in this easement as grantor(s) and relinquishing and conveying all () rights by descent and all other rights in the above described rights and easements have herunto set their hands and seals this~~
22nd day of August, 1966.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF



MERCY HOSPITAL

By Donald F. Plunkett
Its Executive Director

P.K. 11-285

STATE OF MAINE

County of Cumberland

Personally appeared the above named

Donald F. Plunkett

and acknowledged the foregoing instrument to be his free act and deed, before me, in his said capacity and the free act and deed of said corporation, before me,

Aug 22 1966
Paul R. Mahoney
Justice of the Peace
Hallowell, Maine

STATE OF MAINE

CUMBERLAND, ss.

REGISTRY OF DEEDS

Received at 9 H - M. U. M on OCT 26 1966 and recorded in
Book 2978 Page 31

Attest

Edward R. H. Jr.

Register

0039564

Corporation Easement Deed

BK 1639 | PG 232

Underground Line Easement

MERCY HOSPITAL, a MAINE corporation with a mailing address of 144 State Street, Portland, ME, 04101 ('Grantor(s)'), for consideration given, grants to CENTRAL MAINE POWER COMPANY, a Maine Corporation with an office at 83 Edison Drive, Augusta, Maine 04336, and VERIZON NEW ENGLAND, INC. A New York corporation with a mailing address of 125 High Street, Boston, Massachusetts, 02110, and their respective successors and assigns (collectively 'Grantees'), with warranty covenants, the right and easement to erect, bury, maintain, rebuild, respace, patrol, operate, and remove and do all other actions involving electric and communication distribution equipment and facilities, consisting of wires, cables, together with all necessary fixtures and appurtenances under the surface of the land of the Grantor(s) in the City/Town of Portland, Cumberland County, Maine. The said equipment and facilities are attached to a line commencing at Pole(s)/Pad(s) 28, Winter Street, Portland and extending to include Pole(s)/Pad(s) 28.1 to serve Grantor(s) and others. This easement affects land or rights conveyed to the Grantor(s) in a deed from Portland Renewal Authority, dated August 22, 1966, and recorded in the Cumberland County Registry of Deeds in Book 2978 Page 31. The rights granted herein include the right to keep the surface of ground above its underground cables and other electrical equipment free from structures, improvements and growth which, in the judgment of the Grantees, may interfere with the proper operation or maintenance of said underground cables; and the right to enter upon the land of the Grantor(s) for any and all of the foregoing purposes.

WITNESS the hand(s) and seal(s) of Grantor(s) duly authorized representatives on May 24, 2001.

Signed, Sealed and Delivered in the presence of:

Witness(es)

Linda Lockart
Printed LINDA LOCKART

MERCY HOSPITAL

Jeffrey Thomas
Jeffrey Thomas
Manager
Jeffrey Thomas

State of Maine

County of Cumberland

The above-named Jeffrey Thomas, personally appeared before me this 24 day of MAY, 2001 and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said MERCY HOSPITAL.

WR# 0004101841 Acct# 441-1670410-001
WO# 041-09695

Beryl C McGrath
Notary Public/Attorney
Printed Name: Beryl C. McGrath
My Commission Expires: 9-23-2006

RECEIVED
RECORDED REGISTRY OF DEEDS
2001 JUN -8 AM 9: 23
CUMBERLAND COUNTY
John B O'Brien

BERYL C. McGRATH
Notary Public, Maine
My Commission Expires September 23, 2006

SEAL

Request for Waivers

The following waivers are being requested for the proposed project located at 120 State Street.

1. ***Parking drive aisle width*** – Per the City of Portland Technical Manual, Standard Parking Spaces Figure 1-27, the required drive aisle width for 90-degree parking spaces is 24 feet. The project is requesting a waiver to allow for a reduction to a 22-foot drive aisle.
2. ***Landscape Preservation*** – There are six (6) existing trees on the lot along the Winter Street sidewalk / ROW that are in poor condition. We are requesting removal of these trees and a waiver for the 30% preservation of existing trees for the construction of the future buildings along Winter Street. The project is proposing to install new street trees spaced approx. 30 feet on center within the Winter Street sidewalk / ROW where there are currently none to provide replacement for the landscaping to be removed. Additional landscaping is also proposed within the project and along the State Street frontage. Please refer to the Landscaping Plan for additional information.
3. ***Parking Lot Landscaping*** – The project parking area is proposed as a “woonerf” or living street, which incorporates trees, shrubs and plantings within the area. The proposed condition of the woonerf is to provide a flush surface across the area to provide accessible routes and promote pedestrian flow through the space. As such, no curbing is proposed, however the “landscaped islands” provide separation from the parking stalls and incorporates stormwater collection leading to a proprietary modular wetland water quality treatment system.



Financial Capacity

The Applicant's most recent audited financial statement confirming financial capacity is attached to this section.



COMMUNITY HOUSING OF MAINE, INC.

FINANCIAL STATEMENTS

June 30, 2020 and 2019

COMMUNITY HOUSING OF MAINE, INC.

FINANCIAL STATEMENTS

June 30, 2020 and 2019

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Schedule 5 - Consolidated Schedules of Financial Position - Unaudited	32 through 35
Schedule 6 - Consolidated Schedules of Revenue, Support, Expenses and Change in Net Assets - Unaudited	36 and 37



INDEPENDENT AUDITOR'S REPORT

Board of Directors
Community Housing of Maine, Inc.

We have audited the accompanying financial statements of Community Housing of Maine, Inc., which comprise the statements of financial position as of June 30, 2020 and 2019, and the related statements of activities, functional expenses, change in net assets and cash flows for the years then ended, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Basis for Qualified Opinion

As more fully described in Note 1 to the financial statements, the accompanying financial statements do not include the activity for 14 entities of which Community Housing of Maine, Inc. either wholly owns, shares a common Board with, or is the General Partner in. In our opinion, accounting principles generally accepted in the United States of America require that the consolidation of these entities' activities be reflected in the financial statements.

Qualified Opinion

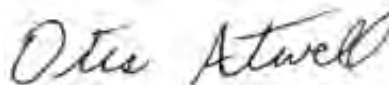
In our opinion, except for the effects of not consolidating all commonly-controlled entities, the financial statements referred to in the first paragraph present fairly, in all material respects, the financial position of Community Housing of Maine, Inc. as of June 30, 2020 and 2019, and the results of its operations and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Other Information

Our audits were conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying supplementary information shown on pages 20 to 31 is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audits of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the financial statements as a whole.

The consolidating schedule of financial position - unaudited and consolidating schedule of revenues, support, expenses and change in net assets - unaudited (shown on pages 32 to 37) are presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information has not been subjected to the auditing procedures applied in the audits of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.



Certified Public Accountants

November 12, 2020
South Portland, Maine
Employer Identification No: 20-3690847
Engagement Partner: Ron Worden

COMMUNITY HOUSING OF MAINE, INC.

STATEMENTS OF FINANCIAL POSITION

June 30, 2020 and 2019

ASSETS

	2020	2019
CURRENT ASSETS		
Cash (Note 18)		
Development Operations Accounts	\$ 1,412,289	\$ 870,629
Restricted Reserves and Escrows (Note 4)	1,487,035	1,128,967
Total Cash	2,899,324	1,999,596
Accounts Receivable		
Accounts Receivable -Tenants, Net of Allowance for Doubtful		
Accounts of \$10,000 in both 2020 and 2019	13,252	57,757
Due from Affiliates (Note 11)	192,907	196,061
Other	81,009	93,225
Total Receivables	287,168	347,043
Prepaid Expenses		
Insurance	19,144	18,492
Other	3,128	3,128
Total Prepaid Expenses	22,272	21,620
Total Current Assets	3,208,764	2,368,259
DEPOSITS HELD IN TRUST		
Tenant Security Deposits	152,514	149,364
PROPERTY AND EQUIPMENT (Notes 2 and 3)		
Land	2,720,035	2,729,534
Land Improvements	166,526	166,526
Buildings	25,381,192	24,679,996
Construction in Progress	643,869	196,402
Furniture and Equipment	364,931	368,801
Total	29,276,553	28,141,259
Less Accumulated Depreciation	6,988,946	6,381,276
Net Property and Equipment	22,287,607	21,759,983
OTHER ASSETS		
Accounts Receivable - Other (Non-current)	32,000	-
Note Receivable (Note 5)	3,674,172	3,674,172
Development Fee Receivable (Note 8)	1,876,903	2,991,238
Total Other Assets	5,583,075	6,665,410
TOTAL ASSETS	\$ 31,231,960	\$ 30,943,016

See accompanying notes to the financial statements.

COMMUNITY HOUSING OF MAINE, INC.

STATEMENTS OF FINANCIAL POSITION
(Continued)

June 30, 2020 and 2019

LIABILITIES AND NET ASSETS

LIABILITIES

	2020	2019
CURRENT LIABILITIES		
Accounts Payable - Operations	\$ 251,909	\$ 66,379
Accrued Interest	14,818	12,975
Current Portion of Long-term Debt	193,321	130,819
Total Current Liabilities	460,048	210,173
DEPOSITS LIABILITY		
Tenant Security Deposits	152,825	151,684
LONG-TERM LIABILITIES		
Notes Payable - MaineHousing (Note 2)	1,361,105	1,497,971
Notes Payable - Other (Note 2)	1,836,903	2,144,533
Less Debt Issuance Costs, Net	(144)	(173)
Total Notes Payable	3,197,864	3,642,331
Refundable Advances (Note 3)	18,453,242	17,506,269
Total	21,651,106	21,148,600
Less Current Portion	193,321	130,819
Net Long-term Liabilities	21,457,785	21,017,781
TOTAL LIABILITIES	22,070,658	21,379,638
NET ASSETS		
Without Donor Restrictions	9,114,873	9,516,949
With Donor Restrictions	46,429	46,429
TOTAL NET ASSETS	9,161,302	9,563,378
TOTAL LIABILITIES AND NET ASSETS	\$ 31,231,960	\$ 30,943,016

See accompanying notes to the financial statements.

COMMUNITY HOUSING OF MAINE, INC.

STATEMENTS OF ACTIVITIES

For the Year Ended June 30, 2020

	Without Donor Restrictions	With Donor Restrictions	Total
REVENUE, GAINS AND OTHER SUPPORT			
Rental Operations			
Tenant Rent	\$ 1,671,630	\$ -	\$ 1,671,630
Vacancy	(86,822)	-	(86,822)
Housing Assistance Payments (Note 7)	706,008	-	706,008
Total Rental Operations	2,290,816	-	2,290,816
Other Support and Revenue			
Development Fees (Note 8)	125,000	-	125,000
Income from Project Investments	100,017	-	100,017
Grants	301,350	-	301,350
Donations	6,249	-	6,249
Interest Income	22,967	-	22,967
Other Income	27,632	-	27,632
Refundable Historic Rehabilitation Credit (Note 10)	159,150	-	159,150
Total Support and Revenue	3,033,181	-	3,033,181
EXPENSES AND LOSSES			
Rental Housing Expenses			
Administrative	72,730	-	72,730
Operating	372,057	-	372,057
Maintenance	690,028	-	690,028
Depreciation and Amortization	668,514	-	668,514
Interest Expense	187,514	-	187,514
General	80,130	-	80,130
Total Rental Housing Expenses	2,070,973	-	2,070,973
Other Income (Expenses)			
Debt Relief (Note 3)	109,500	-	109,500
General and Administration	(1,030,845)	-	(1,030,845)
Gain on Sale of Fixed Assets	27,186	-	27,186
Development Expenses	(310,975)	-	(310,975)
Total Other Income (Expenses)	(1,205,134)	-	(1,205,134)
Change in Net Assets	\$ (242,926)	\$ -	\$ (242,926)

See accompanying notes to the financial statements.

COMMUNITY HOUSING OF MAINE, INC.

STATEMENTS OF ACTIVITIES
(Continued)

For the Year Ended June 30, 2019

	Without Donor Restrictions	With Donor Restrictions	Total
REVENUE, GAINS AND OTHER SUPPORT			
Rental Operations			
Tenant Rent	\$ 1,525,756	\$ -	\$ 1,525,756
Vacancy	(61,588)	-	(61,588)
Housing Assistance Payments (Note 7)	638,016	-	638,016
Department of Veteran Affairs Per Diem (Note 9)	25,992	-	25,992
Total Rental Operations	2,128,176	-	2,128,176
Other Support and Revenue			
Development Fees (Note 8)	3,352,045	-	3,352,045
Income from Project Investments	100,339	-	100,339
Grants	82,163	15,000	97,163
Department of Veteran Affairs Per Diem (Note 9)	101,755	-	101,755
Donations	8,923	-	8,923
Interest Income	24,751	-	24,751
Other Income	14,874	-	14,874
Refundable Historic Rehabilitation Credit (Note 10)	159,150	-	159,150
Total Support and Revenue	5,972,176	15,000	5,987,176
EXPENSES AND LOSSES			
Rental Housing Expenses			
Administrative	71,738	-	71,738
Operating	385,649	-	385,649
Maintenance	586,192	-	586,192
Depreciation and Amortization	639,137	-	639,137
Interest Expense	200,777	-	200,777
General	87,115	-	87,115
Total Rental Housing Expenses	1,970,608	-	1,970,608
Other Income (Expenses)			
Debt Relief (Note 3)	704,615	-	704,615
General and Administration	(996,942)	-	(996,942)
Other Expense	(156,812)	-	(156,812)
Gain on Sale of Fixed Assets	36,595	-	36,595
Sub-Grantee Costs (Note 9)	(101,755)	-	(101,755)
Development Expenses	(350,502)	-	(350,502)
Total Other Income (Expenses)	(864,801)	-	(864,801)
Change in Net Assets	\$ 3,136,767	\$ 15,000	\$ 3,151,767

See accompanying notes to the financial statements.

COMMUNITY HOUSING OF MAINE, INC.
STATEMENTS OF FUNCTIONAL EXPENSES
For the Years Ended June 30, 2020 and 2019

	2020	2019
PROGRAM SERVICES		
RENTAL HOUSING PROGRAM		
Management Fee	\$ 40,600	\$ 38,600
Other Administrative	32,130	33,138
Fuel	151,217	179,615
Electricity	95,129	92,303
Water and Sewer	103,414	94,675
Cable	1,291	1,312
Garbage and Trash Removal	21,006	17,744
Maintenance	690,028	586,192
Depreciation and Amortization	668,514	639,137
Interest Expense	187,514	200,777
Real Estate Taxes	8,710	18,257
Property and Liability Insurance	71,420	68,858
Other Expense	-	156,812
Development Expenses	310,975	350,502
Sub-Grantee Costs	-	101,755
TOTAL RENTAL HOUSING PROGRAM	<u>2,381,948</u>	<u>2,579,677</u>
SUPPORT SERVICES		
GENERAL AND ADMINISTRATION EXPENSES		
Bank Fees	12,018	8,641
Consulting Fees	8,516	9,875
Depreciation and Amortization	360	360
Donations	-	100
Dues and Subscriptions	2,550	1,584
Insurance - Health	86,692	91,646
Insurance - Liability and Workers Compensation	14,797	15,231
Late Fees	184	190
Legal	1,582	5,460
Meals and Entertainment	5,390	5,282
Miscellaneous Expense	6,250	3,765
Office Supplies	2,776	5,291
Parking	15,438	15,760
Pension	63,245	47,250
Postage and Delivery	2,294	2,132
Printing and Production	1,545	1,901
Professional Services	18,850	18,500
Rent	48,815	45,379
Staff Training	8,116	8,038
Telephone	6,917	10,133
Travel	13,891	17,959
Wages and Payroll Taxes	710,619	682,465
TOTAL GENERAL AND ADMINISTRATIVE EXPENSES	<u>1,030,845</u>	<u>996,942</u>
TOTAL FUNDRAISING	<u>-</u>	<u>-</u>
TOTAL EXPENSES	<u>\$ 3,412,793</u>	<u>\$ 3,576,619</u>

See accompanying notes to the financial statements.

COMMUNITY HOUSING OF MAINE, INC.

STATEMENTS OF CHANGES IN NET ASSETS

For the Years Ended June 30, 2020 and 2019

	Net Assets Without Donor Restrictions	Net Assets With Donor Restrictions	Total
Net Assets, June 30, 2018	\$ 6,534,689	\$ 36,072	\$ 6,570,761
Distributions (Note 17)	(159,150)	-	(159,150)
Change in Net Assets	3,136,767	15,000	3,151,767
Release from Restrictions	<u>4,643</u>	<u>(4,643)</u>	<u>-</u>
Net Assets, June 30, 2019	9,516,949	46,429	9,563,378
Distributions (Note 17)	(159,150)	-	(159,150)
Change in Net Assets	<u>(242,926)</u>	<u>-</u>	<u>(242,926)</u>
Net Assets, June 30, 2020	<u><u>\$ 9,114,873</u></u>	<u><u>\$ 46,429</u></u>	<u><u>\$ 9,161,302</u></u>

See accompanying notes to the financial statements.

COMMUNITY HOUSING OF MAINE, INC.

STATEMENTS OF CASH FLOWS

For the Years Ended June 30, 2020 and 2019

	2020	2019
Cash Flows from Operating Activities:		
Increase (Decrease) in Net Assets	\$ (242,926)	\$ 3,151,767
Adjustments to Reconcile Increase (Decrease) in Net Assets to Net Cash Provided by Operating Activities:		
Depreciation	668,874	639,137
Amortization of Debt Issuance Costs (Included in Interest Expense)	29	29
Gain on Sale of Property and Equipment	(27,186)	(36,595)
Debt Relief	(109,500)	(704,615)
Loss on Abandoned Projects	11,216	23,836
Deferred Interest	4,968	-
Changes in Operating Assets and Liabilities:		
Accounts Receivable - Tenant Rent	44,505	(29,634)
Accounts Receivable - Other	(19,784)	54,994
Due from Affiliates	3,154	(126,128)
Prepaid Expenses	(652)	(720)
Development Fee Receivable	1,114,335	(2,497,696)
Accounts Payable - Operations	(56,628)	(51,803)
Accrued Interest Payable	1,843	-
Other Accrued Expenses	-	(1,566)
Tenant Security Deposit Liability	1,141	10,277
Net Cash Provided by Operating Activities	<u>1,393,389</u>	<u>431,283</u>
Cash Flows from Investing Activities:		
Purchases of Property and Equipment	(1,048,629)	(1,880,884)
Reimbursement from Central Commons	-	385,245
Proceeds from Sale of Property	110,259	141,604
Net Cash Used by Investing Activities	<u>(938,370)</u>	<u>(1,354,035)</u>
Cash Flows from Financing Activities:		
Loan Proceeds - Maine Housing	862,473	4,708
Loan Proceeds - Other	261,000	1,313,406
Payments of Long-term Debt - Maine Housing	(149,841)	(184,607)
Payments of Long-term Debt - Other	(366,623)	(52,777)
Distributions	(159,150)	(159,150)
Net Cash Provided by Financing Activities	<u>447,859</u>	<u>921,580</u>
Net Increase (Decrease) in Cash, Cash Equivalents and Restricted Cash	902,878	(1,172)
Cash, Cash Equivalents and Restricted Cash at Beginning of Year	<u>2,148,960</u>	<u>2,150,132</u>
Cash, Cash Equivalents and Restricted Cash at End of Year	<u>\$ 3,051,838</u>	<u>\$ 2,148,960</u>
Supplemental Disclosure of Cash Flows Information:		
Cash Paid During the Year for:		
Interest	<u>\$ 180,674</u>	<u>\$ 200,777</u>

See accompanying notes to the financial statements.

COMMUNITY HOUSING OF MAINE, INC.

NOTES TO THE FINANCIAL STATEMENTS

NOTE 1 - NATURE OF ACTIVITIES AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Nature of Activities - Community Housing of Maine, Inc. (CHOM) was incorporated as a not-for-profit corporation under the laws of the State of Maine. CHOM was organized to promote the general welfare of the community by constructing and operating rental housing and related facilities suited to the special needs and living requirements of eligible occupants as determined under U.S. Department of Housing and Urban Development regulations.

Reporting Entity - As required by accounting principles generally accepted in the United States of America, these financial statements should include the statements of financial position and results of operations of the following affiliated entities, related through common controlling interest:

Housing by Design, LLC
Rocky Coast Housing Inc.
Harbor Lights Housing

The financial statements should also consolidate limited partnerships in which CHOM or a related affiliate is the sole general partner, regardless of the amount of ownership interest. Based on management's assessment, the financial statements should also include the financial position and results of operations of the following limited partnerships:

Stevens Green Associates LP	Davis Island Housing Partners, LP
Reed Street Neighborhood Housing, LP	Seminary Housing Partners LP
Campbell Creek Housing Partners LP	Children's Hospital Housing Partners LP
Danforth on High, LP	Village Centre Housing Partners, LP
Parish House Associates, LP	NFG Housing Partners, LP
Central Commons Housing Partners LP	

Due to the financial considerations of consolidating entities with different year ends, and the relevancy of the data to the various financial statement users, management has elected to not consolidate the entities listed above.

Had the above entities been consolidated, it is estimated that total assets would be increased by \$77,820,053, total liabilities would be increased by \$41,363,519, revenues would be increased by \$5,595,825 and expenses would be increased by \$7,180,287.

Method of Accounting - The financial statements of CHOM are prepared on the accrual basis of accounting.

Property and Equipment - Property and equipment are stated at cost. Buildings, improvements, and equipment are being depreciated using the straight-line method over their estimated useful lives (generally 5 to 40 years). Repairs and maintenance are expensed and renewals are capitalized as incurred. When assets are retired or disposed of, their costs and related accumulated depreciation are removed from the accounts and resulting gains or losses are reflected in income.

Income Taxes - No provision for taxes on income is made in CHOM's financial statements since, as a not-for-profit corporation, it is exempt from income taxes under I.R.C. Section 501(c)(3).

COMMUNITY HOUSING OF MAINE, INC.
NOTES TO THE FINANCIAL STATEMENTS
(Continued)

NOTE 1 - NATURE OF ACTIVITIES AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)

In accordance with accounting principles generally accepted in the United States of America, management has evaluated the Organization's exposure to material tax positions and determined that there are no such tax positions requiring accounting recognition. Information returns filed by the Organization are subject to examination by the Internal Revenue Service for a period of three years. While no information returns are currently being examined by the Internal Revenue Service, the three previous tax years remain open. No interest or penalties from federal or state tax authorities were recorded in the accompanying financial statements.

Cash - For the purposes of reporting cash flows, cash, cash equivalents and restricted cash includes cash on hand and amounts due from banks.

Tenant Receivables and Allowance for Doubtful Accounts - Tenant rent charges for the current month are due on the first of the month. Tenants who are evicted or move out are charged with damages or cleaning fees, if applicable. Tenant receivables consist of amounts due for rental income, charges for damages and cleaning fees. CHOM does not accrue interest on the tenant receivable balances.

Accounts Receivable are stated at the amount management expects to collect on outstanding balances. Management estimates the allowance for doubtful accounts based on historical collection experience and a review of the current status of tenant accounts receivable. It is reasonably possible that management's estimate of the allowance will change.

Revenue Recognition - CHOM recognizes net rental revenue in the period in which the rent is earned. Leases are for periods of up to one year, with rent and associated payments due monthly. Payments collected in advance are deferred until the rental income is earned. Other revenue can include fees for late payment, damages, laundry, concessions, and other charges and is recorded when earned.

Advertising - CHOM expenses advertising costs as they incur.

Impairment of Long-Lived Assets - In accordance with the provisions of accounting for the impairment or disposal of long-lived assets, management reviews long-lived assets for impairments when circumstances indicate the carrying amount of an asset may not be recoverable based on the undiscounted future cash flows of the asset. If the carrying amount of an asset may not be recoverable, a write-down to fair value is recorded. Fair values are determined based on the discounted cash flows, quoted market values, or external appraisals, as applicable. Long-lived assets are reviewed for impairment at the individual asset or the asset group level for which the lowest level of independent cash flows can be identified.

Use of Estimates - The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

COMMUNITY HOUSING OF MAINE, INC.

NOTES TO THE FINANCIAL STATEMENTS
(Continued)

NOTE 1 - NATURE OF ACTIVITIES AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)

Debt Issuance Costs - Debt issuance costs incurred in connection with the issuance of long-term debt are capitalized and amortized to interest expense over the term of the debt using the straight-line method, which approximates the effective interest method. The unamortized amount is presented as a reduction of long-term debt on the balance sheet.

Reclassification - Certain prior year amounts have been reclassified for consistency with the current year presentation. These reclassifications had no effect on the previously reported change in net assets.

Subsequent Events - Subsequent events have been evaluated through November 12, 2020, the date the financial statements were available to be issued.

NOTE 2 - MORTGAGE NOTES PAYABLE

Mortgage notes payable at June 30, 2020 and 2019 consisted of the following:

Lender/Project	Maturity	Interest Rate	Monthly Payment	2020 Balance	2019 Balance
MaineHousing:					
CHOM (Allen Street)	3/2032	7%	\$ 298	\$ 28,599	\$ 30,117
CHOM (Arboretum Drive)	2/2030	7%	690	58,052	62,115
CHOM (Broadway)	10/2029	7%	1,638	134,424	144,292
CHOM (Chesley Street)	5/2028	8%	713	50,084	54,447
CHOM (Fairview Ave)	12/2032	7%	662	66,096	69,295
CHOM (Grace Street)	5/2027	8%	406	25,803	28,490
CHOM (Hammond Street)	12/2036	7%	998	115,402	119,156
CHOM (Holly Street)	6/2027	8%	183	11,770	12,977
CHOM (Limerock Street)	4/2027	8%	354	22,330	24,693
CHOM (Middle Road)	8/2027	8%	478	31,204	34,306
CHOM (Moosehead Boulevard)	6/2030	7%	546	46,985	50,122
CHOM (Owls Head)	3/2026	8.5%	1,263	68,736	77,632
CHOM (Plossay Shores)	12/2032	7%	694	69,207	72,557
CHOM (Plummer Street)	10/2028	7%	865	-	70,978
CHOM (Ralph Street)	4/2029	7%	1,079	85,093	91,822
CHOM (Randolph Drive)	1/2029	7%	386	29,810	32,260
CHOM (St. John Street)	7/2032	7%	431	42,140	44,285
CHOM (Veazie)	8/2028	8%	553	39,714	43,030
CHOM (Wall Street)	7/2029	5.5%	449	38,487	41,667
CHOM (Winding Way)	4/2039	5.5%	369	51,876	53,405
CHOM (Vinalhaven)	6/2042	5.5%	Interest Only	250,000	250,000
CHOM (Vinalhaven)	6/2042	5.5%	-	95,293	90,325
Subtotal				<u>\$1,361,105</u>	<u>\$1,497,971</u>

COMMUNITY HOUSING OF MAINE, INC.

NOTES TO THE FINANCIAL STATEMENTS
(Continued)

NOTE 2 - MORTGAGE NOTES PAYABLE (Continued)

<u>Lender/Project</u>	<u>Maturity</u>	<u>Interest Rate</u>	<u>Monthly Payment</u>	<u>2020 Balance</u>	<u>2019 Balance</u>
Other Notes Payable:					
City of Bangor:					
CHOM (Bolling-Langley)	5/2026	3%	428	\$ 22,149	\$ 26,301
TD Bank USA:					
CHOM Operations	Due upon refinance or syndication	5%	Interest Only	480,000	800,000
Bangor Savings Bank:					
CHOM (Brighton Ave.)	11/2028	5.18%	3,017	427,211	435,308
CHOM (Hampshire Street)	11/2021	3.34%	1,677	250,440	269,377
CHOM (Windham)	3/2028	7.54%	1,488	114,549	122,554
The Genesis Fund, Inc.:					
CHOM (Ohio)	1/19/2023	5.5%	\$25,000 annually	67,000	-
CHOM (George Street and Kenduskeag Avenue)	10/2021	6.25%	585	57,689	60,227
CHOM (Vinalhaven)	11/2021	5.25%	Interest Only	40,000	40,000
Mercy Investment Services					
CHOM (Lamb Street)	11/2021	2%	1,568	<u>377,865</u>	<u>390,766</u>
Subtotal Other Notes Payable				<u>1,836,903</u>	<u>2,144,533</u>
Total				<u><u>\$3,198,008</u></u>	<u><u>\$3,642,504</u></u>

The mortgage notes payable are secured by real estate and personal property. The Regulatory Agreements with MaineHousing prohibits the transfer or encumbrance of title to the rental property without prior approval.

Maturities of mortgage notes principal are as follows at June 30, 2020:

	<u>Fiscal Year Maturity</u>
2021	\$ 193,321
2022	293,543
2023	269,386
2024	254,851
2025	263,759
Thereafter	<u>1,923,148</u>
	<u><u>\$ 3,198,008</u></u>

COMMUNITY HOUSING OF MAINE, INC.
NOTES TO THE FINANCIAL STATEMENTS
(Continued)

NOTE 3 - FORGIVEABLE LOANS

MaineHousing, the City of Portland and the Federal Home Loan Bank of Boston have loaned funds to CHOM to finance the acquisition and rehabilitation of various low income housing projects. Most of the loans will be forgiven over various time periods and at various rates so long as CHOM remains in compliance with the terms of the loans. The majority of the loans will be forgiven in full 30 years after their issuance dates. The loans are secured by real estate, personal property and rental income. Loans of \$109,500 and \$704,615 were forgiven during 2020 and 2019, respectively. Forgiveable loans totaled \$18,453,242 and \$17,506,269 at June 30, 2020 and 2019, respectively.

NOTE 4 - RESTRICTED DEPOSITS AND FUNDED RESERVES

Under the terms of the various Regulatory Agreements with MaineHousing, CHOM is required to make deposits to escrow accounts to fund expected future costs. Escrow funding requirements typically begin upon completion of project construction.

NOTE 5 - NOTES RECEIVABLE

As of both June 30, 2020 and 2019, CHOM was owed \$854,937 from affiliated entities for advances to the entities. CHOM expects to collect \$750,000 of the outstanding balance. An allowance account was set up for the remaining \$104,937.

During 2018, Northfield Green Apartments was sold and its assets were transferred to a new limited partnership, NFG Housing Partners, LP. CHOM has set up a note receivable for the portion of sale price that was not paid at closing. As of both June 30, 2020 and 2019, CHOM was owed \$2,924,172.

NOTE 6 - 401(k) PLAN

CHOM has established a 401(k) retirement plan qualified under Section 401(k) of the Internal Revenue Code. The plan covers all employees of the Organization and the Organization contributes up to 5% of gross salaries. Effective 9/1/2019, CHOM is contributing 100% on the first 3% of employee contributions. Employer contribution expenses were \$63,245 and \$47,250 for the years ended June 30, 2020 and 2019, respectively.

COMMUNITY HOUSING OF MAINE, INC.

NOTES TO THE FINANCIAL STATEMENTS
(Continued)

NOTE 7 - HOUSING ASSISTANCE PAYMENTS/RENTAL ASSISTANCE

CHOM has contracted with various housing authorities to provide project based housing assistance payments for various properties they own. These funds are not federal awards to CHOM as the Organization is not considered a sub-recipient.

NOTE 8 - RELATED PARTY TRANSACTIONS

Development Fee Income - During 2020 and 2019, the Organization earned \$125,000 and \$3,352,045, respectively, in development fees for development and construction supervision services provided to various affiliated limited partnerships. The fees are expected to be paid from partnership (project) operations or various partner capital contributions provided to the partnerships. As of June 30, 2020 and 2019, CHOM was owed \$1,876,903 and \$2,991,238, respectively, in unpaid development fees as follows:

	2020	2019
Davis Island Housing Partners LP	\$ 206,424	\$ 206,424
Campbell Creek Housing Partners LP	130,806	130,806
NFG Housing Partners LP	1,539,673	2,654,008
	<u>\$ 1,876,903</u>	<u>\$ 2,991,238</u>

NOTE 9 - DEPARTMENT OF VETERAN AFFAIRS PER DIEM

In 2019, CHOM received \$127,747 in grant funds from the Department of Veteran Affairs. During 2019, \$25,992 was used for rental operations and \$101,755 was granted to a sub-recipient. No grant funds were received or granted to sub-recipients during 2020.

NOTE 10 - REFUNDABLE HISTORIC REHABILITATION CREDIT

CHOM participates in the Maine Refundable Historic Rehabilitation program. Under the terms of the program, CHOM is entitled to receive a Refundable Historic Rehabilitation Credit related to the rehabilitation and preservation of certain historic properties. During 2020 and 2019, CHOM received \$159,150, from the State of Maine related to the historic rehabilitation of a property owned by Parish House Associates, L.P. The Refundable Historic Rehabilitation funds were contributed to Parish House Associates, L.P. and used to repay a certain bridge loan.

COMMUNITY HOUSING OF MAINE, INC.

NOTES TO THE FINANCIAL STATEMENTS
(Continued)

NOTE 11 - DUE FROM AFFILIATES

During 2020 and 2019, CHOM paid expenses on behalf of affiliated projects. CHOM was owed the following amounts as of June 30:

	2020	2019
Children's Hospital Housing Partners, L.P.	\$ 10,464	\$ -
Campbell Creek Housing Partners, L.P.	557	-
Davis Island Housing Partners, L.P.	491	-
Danforth On High, L.P.	2,798	2,284
Central Commons Housing Partners, L.P.	102,994	130,439
Harbor Lights Housing	1,439	-
Housing By Design, LLC	1,000	1,000
NFG Housing Partners, L.P.	64,626	61,780
Parish House Associates, L.P.	3,623	-
Reed Street Neighborhood Housing, L.P.	428	-
Rocky Coast Housing, Inc.	1,979	-
Seminary Housing Partners, L.P.	615	-
Stevens Green Associates, L.P.	437	-
Village Centre Housing Partners, L.P.	1,456	558
Total	<u>\$ 192,907</u>	<u>\$ 196,061</u>

NOTE 12 - LIQUIDITY AND AVAILABILITY OF FINANCIAL ASSETS

The following reflects CHOM's financial assets as of the statement of financial position date, reduced by amounts not available for general use within one year of the statement of financial position date based on regulatory, contractual, or donor-imposed restrictions or internal designations. Financial assets available to meet cash needs for general expenditures within one year consisted of the following at June 30:

	2020	2019
Cash	\$ 1,412,289	\$ 870,629
Accounts Receivable	13,252	57,757
Due from Affiliates	192,907	196,061
Other Receivables	81,009	93,225
Restricted Reserves	1,487,035	1,128,967
Total Financial Assets	3,186,492	2,346,639
Contractual (Regulatory) Restrictions:		
Restricted Reserves	(1,487,035)	(1,128,967)
Financial Assets Available to Meet Cash Needs for General Expenditures Within One Year	<u>\$ 1,699,457</u>	<u>\$ 1,217,672</u>

COMMUNITY HOUSING OF MAINE, INC.

NOTES TO THE FINANCIAL STATEMENTS
(Continued)

NOTE 13 - CURRENT VULNERABILITY DUE TO CERTAIN CONCENTRATIONS

CHOM operates in a heavily regulated environment. The operations of CHOM are subject to the administrative directives of federal, state, and local agencies, including but not limited to MaineHousing and HUD. Such administrative directives, rules, and regulations are subject to changes by acts of Congress or administrative changes mandated by the agencies or other situations. Such changes may occur with little notice or with inadequate funding to pay for the related costs, including the additional burden to comply with the changes.

NOTE 14 - CASH, CASH EQUIVALENTS AND RESTRICTED CASH

The following provides a reconciliation of cash, cash equivalents and restricted cash reported within the Balance Sheet that sum to the total of the same such amounts shown in the Statements of Cash Flows.

	2020	2019
Development Operations Account	\$ 1,412,289	\$ 870,629
Replacement Reserve	1,487,035	1,128,967
Tenant Security Deposits	152,514	149,364
Total Cash, Cash Equivalents and Restricted Cash Accounts	<u>\$ 3,051,838</u>	<u>\$ 2,148,960</u>

NOTE 15 - ADOPTION OF ACCOUNTING PRONOUNCEMENTS

In November 2016, the Financial Accounting Standards Board (FASB) issued Accounting Standards Update (ASU) No. 2016-18 *Statement of Cash Flows* (Topic 230): *Restricted Cash*. ASU 2016-18 requires that a statement of cash flows explain the change during the period in the total cash, cash equivalents, and amounts generally described as restricted cash or restricted cash equivalents. As a result, entities will no longer present transfers between cash and cash equivalents and restricted cash and restricted cash equivalents in the statement of cash flows. The new standard is effective for annual reporting periods beginning after December 15, 2018. Any adjustments must be reflected as of the beginning of the fiscal year.

COMMUNITY HOUSING OF MAINE, INC.

NOTES TO THE FINANCIAL STATEMENTS
(Continued)

NOTE 15 - ADOPTION OF ACCOUNTING PRONOUNCEMENTS (Continued)

CHOM adopted ASU 2016-18 effective July 1, 2019, which resulted in the following changes to the balances that were previously reported for the year ended June 30, 2019:

Increase in Operating Activities	\$	10,139
Increase in Cash	\$	10,139
Increase in Cash at Beginning of Year	\$	139,225
Increase in Cash at End of Year	\$	149,364

In June 2018, the Financial Accounting Standards Board (FASB) issued Accounting Standards Update (ASU) No. 2018-08 Not-for-Profit Entities (Topic 958): Clarifying the Scope and the Accounting Guidance for Contributions Received and Contributions Made. ASU 2018-08 clarifies whether transactions should be accounted for as contributions or as exchange transactions and how to determine whether a contribution is conditional. These decisions affect the timing of the revenue recognized. The new standard is effective for annual reporting periods beginning after December 15, 2018.

CHOM adopted ASU 2018-08 effective July 1, 2019 retrospectively with the cumulative effect of initially applying the Update recognized on the date of initial application. The adoption of this Update did not result in an adjustment to the opening net assets or any other account balance and no account has been affected in the current period by the application of the guidance.

NOTE 16 - METHOD USED FOR ALLOCATION OF EXPENSES AMONG PROGRAM AND SUPPORTING SERVICES

The financial statements of CHOM report certain categories of expenses that are attributable to more than one program or supporting function. Therefore, these expenses require allocation on a reasonable basis that is consistently applied. The expenses that are allocated include administrative services, maintenance expenses, and other general and administrative expenses, which are allocated based on the nature and purpose of each individual expenditure, as determined by management on a reasonable basis that is consistently applied. There were no fundraising activities during 2020 and 2019 and therefore there were no associated fundraising costs during 2020 and 2019.

NOTE 17 - DISTRIBUTIONS

During 2020 and 2019, CHOM transferred \$159,150 to Housing by Design, LLC, a related party through common control, in the form of a distribution.

COMMUNITY HOUSING OF MAINE, INC.

NOTES TO THE FINANCIAL STATEMENTS
(Continued)

NOTE 18 - CONCENTRATION OF CREDIT RISK

CHOM maintains cash balances in financial institutions. These accounts are insured by the Federal Deposit Insurance Corporation up to \$250,000 for each financial institution. At June 30, 2020 and 2019, CHOM's uninsured cash balances totaled \$75,694 and \$639,400, respectively.

NOTE 19 - SUBSEQUENT EVENT

On March 13, 2020, a national emergency was declared in the United States as a result of the coronavirus pandemic. This public health crisis has had a significant and wide-ranging effect on the United States economy and is expected to continue for some time. There has been limited impact on CHOM's financial position and operations. Management continues to monitor and actively assess the impact of this evolving situation on its operations and financial position but the full duration, magnitude and potential future financial effect is indeterminable at this time.

COMMUNITY HOUSING OF MAINE, INC.
SUPPLEMENTARY INFORMATION

COMMUNITY HOUSING OF MAINE, INC.

COMBINING SCHEDULE OF REVENUE, SUPPORT AND EXPENSES - CHOM OPERATIONS

For the Year Ended June 30, 2020

	Allen Street	Arboretum Drive	Bolling Drive	Brighton	Broadway	Butler	Canaan	Cedar Street	Charles Street	Chesley Street	Church St.	Cindy Cookson House	Court St. 84-86	Dalton Street	Fairfield Street	Fairview Avenue	Sub Totals
REVENUE AND SUPPORT																	
Rental Operations																	
Rental Revenue	30,084	19,464	10,463	78,000	53,784	7,395	20,088	27,448	10,999	24,480	21,458	71,472	8,227	24,036	47,550	22,612	477,560
Vacancy	(2,045)	-	-	-	(4)	(1,078)	(3)	(6,904)	-	-	(2,674)	(3,084)	(1,588)	-	(771)	(1)	(18,152)
Housing Assistance Payments	-	-	38,929	-	-	36,669	-	-	28,313	-	35,278	-	31,085	-	-	-	170,274
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Rental Operations	28,039	19,464	49,392	78,000	53,780	42,986	20,085	20,544	39,312	24,480	54,062	68,388	37,724	24,036	46,779	22,611	629,682
Other Support and Revenue																	
Development Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Income from Investment in Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Income	242	105	461	-	476	104	30	-	669	348	777	505	-	832	273	455	5,277
Other Income	-	-	-	-	-	91	-	-	207	-	-	-	523	-	-	-	821
Historic Tax Credit Refund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE AND SUPPORT	28,281	19,569	49,853	78,000	54,256	43,181	20,115	20,544	40,188	24,828	54,839	68,893	38,247	24,868	47,052	23,066	635,780
EXPENSES																	
Rental Housing Expenses																	
Administrative																	
Management Fee	600	600	600	600	600	500	600	600	600	600	900	900	600	600	600	600	10,100
Other Administrative Expense	1,881	-	-	-	-	21	-	6,981	-	-	54	3,036	1,352	-	27	12	13,364
Total Administrative	2,481	600	600	600	600	521	600	7,581	600	600	954	3,936	1,952	600	627	612	23,464
Operating																	
Fuel	1,297	-	3,207	1,925	-	2,899	2,357	2,259	2,028	1,567	2,741	4,915	1,139	3,072	2,988	1,729	34,123
Electricity	1,629	-	3,881	2,051	-	458	1,844	1,145	436	1,944	780	2,286	728	-	2,624	1,463	21,269
Water and Sewer	1,303	520	2,906	2,250	2,234	1,954	-	1,165	1,197	675	2,774	4,453	1,608	1,101	3,177	-	27,317
Cable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trash Removal	-	-	-	-	-	10	-	1,876	-	-	2,092	3,224	-	-	840	-	8,042
Total Operating	4,229	520	9,994	6,226	2,234	5,321	4,201	6,445	3,661	4,186	8,387	14,878	3,475	4,173	9,629	3,192	90,751
Maintenance	8,968	4,810	8,136	7,123	8,903	3,158	3,235	10,862	9,590	3,227	11,934	25,732	9,442	7,527	9,860	4,537	137,044
Depreciation	3,798	6,027	8,974	9,565	12,729	18,762	3,572	3,422	10,756	5,402	23,936	38,762	14,762	7,648	13,740	4,452	186,307
Interest Expense	2,060	4,219	492	21,123	9,788	-	-	-	-	4,197	-	-	-	-	-	4,749	46,628
General																	
Real Estate Taxes	-	-	-	12	898	1,564	353	-	-	-	-	-	-	-	-	-	2,827
Property and Liability Insurance	763	538	1,208	1,210	1,323	1,740	600	558	1,536	512	1,881	2,817	1,320	756	1,514	492	18,768
Total General	763	538	1,208	1,222	2,221	3,304	953	558	1,536	512	1,881	2,817	1,320	756	1,514	492	21,595
Total Rental Housing Expenses	22,299	16,714	29,404	45,859	36,475	31,066	12,561	28,868	26,143	18,124	47,092	86,125	30,951	20,704	35,370	18,034	505,789
Other Income (Expenses)																	
Debt Relief	-	95,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95,000
General & Administration	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gain on Sale of Fixed Asset	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Income (Expenses)	-	95,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95,000
CHANGE IN NET ASSETS	5,982	97,855	20,449	32,141	17,781	12,115	7,554	(8,324)	14,045	6,704	7,747	(17,232)	7,296	4,164	11,682	5,032	224,991

COMMUNITY HOUSING OF MAINE, INC.

COMBINING SCHEDULE OF REVENUE, SUPPORT AND EXPENSES - CHOM OPERATIONS
(Continued)

For the Year Ended June 30, 2020

	Brought Forward	Flagg Street	Fourth Street	George Street	Gilman Street	Grace Street	Grand Street	Hammond Street	308 Hammond Street	Hampshire Street	High Street	Holly Street	Howe Street	James Street	Kenduskeag Street	Knight's Court	Lamb Street	Langley Street	Limerock Street	Lisbon Street	Main Street Fairfield	Main Street Waterville	Sub Totals
REVENUE AND SUPPORT																							
Rental Operations																							
Rental Revenue	\$ 477,560	\$ 31,224	\$ 8,995	\$ 17,196	\$ 8,445	\$ 25,404	\$ 35,472	\$ 55,620	\$ 8,219	\$ 48,300	\$ 10,718	\$ 23,421	\$ 30,396	\$ 29,796	\$ 17,145	\$ 21,277	\$ 42,000	\$ 9,414	\$ 11,604	\$ 34,860	\$ 36,840	\$ 11,183	\$ 995,089
Vacancy	(18,152)	-	(3,768)	-	-	-	-	-	(5,097)	-	(2,829)	-	(2,048)	(4,263)	(2)	(3,276)	-	-	-	(934)	183	(8,805)	(48,991)
Housing Assistance Payments	170,274	-	27,581	-	24,099	-	-	-	8,161	-	28,882	19,839	-	-	-	47,519	-	56,442	-	-	-	25,273	408,070
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Rental Operations	629,682	31,224	32,808	17,196	32,544	25,404	35,472	55,620	11,283	48,300	36,771	43,260	28,348	25,533	17,143	65,520	42,000	65,856	11,604	33,926	37,023	27,651	1,354,168
Other Support and Revenue																							
Development Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Income from Investment in Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Income	5,277	155	321	-	-	89	-	345	69	-	-	70	-	-	-	764	-	-	99	-	157	-	7,346
Other Income	821	-	376	-	106	-	-	-	-	-	515	-	-	-	-	70	-	-	-	100	-	456	2,444
Historic Tax Credit Refund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE AND SUPPORT	635,780	31,379	33,505	17,196	32,650	25,493	35,472	55,965	11,352	48,300	37,286	43,330	28,348	25,533	17,143	66,354	42,000	65,856	11,703	34,026	37,180	28,107	1,363,958
EXPENSES																							
Rental Housing Expenses																							
Administrative																							
Management Fee	10,100	600	600	600	600	600	600	1,200	300	600	500	600	600	600	600	900	600	600	600	600	600	600	23,200
Other Administrative Expense	13,364	-	2,265	-	138	-	-	-	126	-	243	129	21	21	-	165	-	-	-	100	1,390	2,498	20,460
Total Administrative	23,464	600	2,865	600	738	600	600	1,200	426	600	743	729	621	621	600	1,065	600	600	600	700	1,990	3,098	43,660
Operating																							
Fuel	34,123	3,989	1,359	-	3,982	2,237	1,717	3,668	666	3,237	1,026	-	4,912	3,114	2,183	1,892	2,445	4,994	-	4,895	4,485	3,915	88,839
Electricity	21,269	1,926	852	-	716	1,988	671	8,349	770	-	294	-	3,553	1,038	1,104	2,562	2,162	4,421	1,128	2,980	2,181	1,602	59,566
Water and Sewer	27,317	1,272	1,083	889	500	908	1,066	2,941	423	1,689	1,936	4,072	1,547	1,846	829	3,640	1,561	3,431	960	1,732	1,214	1,378	62,234
Cable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trash Removal	8,042	-	-	-	-	906	-	1,577	-	-	-	-	510	-	-	1,203	-	-	484	510	1,903	10	15,145
Total Operating	90,751	7,187	3,294	889	5,198	6,039	3,454	16,535	1,859	4,926	3,256	4,072	10,522	5,998	4,116	9,297	6,168	12,846	2,572	10,117	9,783	6,905	225,784
Maintenance	137,044	5,114	10,122	1,776	7,033	4,664	4,263	22,215	4,252	5,834	6,402	12,399	8,448	43,865	4,531	15,738	12,004	7,018	11,811	3,818	16,272	32,573	377,196
Depreciation	186,307	10,197	15,971	3,734	13,750	5,618	4,852	19,452	5,182	8,111	16,469	6,893	4,218	6,921	3,222	22,542	7,138	9,587	5,802	5,395	10,803	15,308	387,472
Interest Expense	46,628	-	-	3,113	-	2,182	-	8,222	-	9,001	-	995	-	-	781	-	6,125	492	1,890	-	-	-	79,429
General																							
Real Estate Taxes	2,827	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,853	-	-	-	-	-	7,680
Property and Liability Insurance	18,768	1,141	1,356	750	1,141	540	729	1,954	1,003	1,264	1,411	762	873	1,065	476	2,190	1,061	1,337	467	1,068	996	1,250	41,602
Total General	21,595	1,141	1,356	750	1,141	540	729	1,954	1,003	1,264	1,411	762	873	1,065	476	2,190	5,914	1,337	467	1,068	996	1,250	49,282
Total Rental Housing Expenses	505,789	24,239	33,608	10,862	27,860	19,643	13,898	69,578	12,722	29,736	28,281	25,850	24,682	58,470	13,726	50,832	37,949	31,880	23,142	21,098	39,844	59,134	1,162,823
Other Income (Expenses)																							
Debt Relief	95,000	-	12,500	-	-	-	-	-	-	-	-	2,000	-	-	-	-	-	-	-	-	-	-	109,500
General & Administration	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gain on Sale of Fixed Asset	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Income (Expenses)	95,000	-	12,500	-	-	-	-	-	-	-	-	2,000	-	-	-	-	-	-	-	-	-	-	109,500
CHANGE IN NET ASSETS	\$ 224,991	\$ 7,140	\$ 12,397	\$ 6,334	\$ 4,790	\$ 5,850	\$ 21,574	\$ (13,613)	\$ (1,370)	\$ 18,564	\$ 9,005	\$ 19,480	\$ 3,666	\$ (32,937)	\$ 3,417	\$ 15,522	\$ 4,051	\$ 33,976	\$ (11,439)	\$ 12,928	\$ (2,664)	\$ (31,027)	\$ 310,635

COMMUNITY HOUSING OF MAINE, INC.

COMBINING SCHEDULE OF REVENUE, SUPPORT AND EXPENSES - CHOM OPERATIONS
(Continued)

For the Year Ended June 30, 2020

	Brought Forward	Middle Road	Mitchell Street	Moosehead Boulevard	Nye Street	Ohio Street	44 Ohio Street	Otis Street	Owl's Head	Pearl Street	Pier Street	Pleasant Avenue	Pleasant Street	Plossay Shores	Plummer Street	Quail	Ralph Street	Subtotals
REVENUE AND SUPPORT																		
Rental Operations																		
Rental Revenue	\$ 995,089	\$ 17,952	\$ 54,659	\$ 15,744	\$ 60,372	\$ 12,708	\$ 19,512	\$ 31,020	\$ 50,964	\$ 13,801	\$ 12,179	\$ 20,292	\$ 24,184	\$ 22,660	\$ 21,864	\$ 46,716	\$ 36,048	\$ 1,455,764
Vacancy	(48,991)	-	(875)	-	(7,381)	(3,964)	-	-	-	(2,686)	(2,526)	-	4	(2)	(7,288)	-	4	(73,705)
Housing Assistance Payments	408,070	-	-	-	-	31,476	-	-	-	26,759	27,133	-	-	-	-	-	-	493,438
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Rental Operations	1,354,168	17,952	53,784	15,744	52,991	40,220	19,512	31,020	50,964	37,874	36,786	20,292	24,188	22,658	14,576	46,716	36,052	1,875,497
Other Support and Revenues																		
Development Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Income from Project Investments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Income	7,346	350	-	69	-	332	-	-	105	584	439	502	915	527	36	3	295	11,503
Other Income	2,444	-	-	-	-	-	-	-	-	-	367	-	-	-	22	-	-	2,833
Historic Tax Credit Refund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE AND SUPPORT	1,363,958	18,302	53,784	15,813	52,991	40,552	19,512	31,020	51,069	38,458	37,592	20,794	25,103	23,185	14,634	46,719	36,347	1,889,833
EXPENSES																		
Rental Housing Expenses																		
Administrative																		
Management Fee	23,200	600	600	600	600	600	300	600	600	600	600	600	600	600	600	600	600	32,500
Other Administrative Expense	20,460	-	768	-	139	1,996	-	21	-	63	52	-	109	-	92	-	-	23,700
Total Administrative	43,660	600	1,368	600	739	2,596	300	621	600	663	652	600	709	600	692	600	600	56,200
Operating																		
Fuel	88,839	-	4,810	-	4,871	2,376	1,483	2,331	4,998	3,402	1,343	1,733	3,344	1,311	36	-	-	120,877
Electricity	59,566	-	4,038	-	3,504	458	1,495	327	3,354	329	558	1,680	835	1,354	63	-	-	77,561
Water and Sewer	62,234	580	3,911	1,695	1,653	1,291	356	1,418	-	1,272	1,343	861	541	-	1,792	1,201	1,772	81,920
Cable	-	-	-	-	1,291	-	-	-	-	-	-	-	-	-	-	-	-	1,291
Trash Removal	15,145	-	-	-	-	-	-	510	582	392	-	-	-	-	-	-	-	16,629
Total Operating	225,784	580	12,759	1,695	11,319	4,125	3,334	4,586	8,934	5,395	3,244	4,274	4,720	2,665	1,891	1,201	1,772	298,278
Maintenance	377,196	12,305	11,106	4,842	13,825	14,274	5,642	4,496	12,909	6,416	8,665	8,276	18,158	11,065	5,337	21,408	10,145	546,065
Depreciation	387,472	4,471	6,020	3,790	9,812	8,736	795	5,475	8,657	8,011	15,184	8,631	6,706	4,567	2,891	8,395	7,658	497,271
Interest Expense	79,429	2,632	-	3,409	-	-	1,843	-	6,257	-	-	-	-	4,973	4,231	8,365	6,214	117,353
General																		
Real Estate Taxes	7,680	-	-	-	1,030	-	-	-	-	-	-	-	-	-	-	-	-	8,710
Property and Liability Insurance	41,602	477	1,325	482	1,578	1,006	830	912	1,109	1,276	1,309	599	610	492	517	883	999	56,006
Total General	49,282	477	1,325	482	2,608	1,006	830	912	1,109	1,276	1,309	599	610	492	517	883	999	64,716
Total Rental Housing Expenses	1,162,823	21,065	32,578	14,818	38,303	30,737	12,744	16,090	38,466	21,761	29,054	22,380	30,903	24,362	15,559	40,852	27,388	1,579,883
Other Income (Expenses)																		
Debt Relief	109,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109,500
General Administration	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gain on Sale of Fixed Asset	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27,186	-	-	27,186
Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Income (Expenses)	109,500	-	-	-	-	-	-	-	-	-	-	-	-	-	27,186	-	-	136,686
CHANGE IN NET ASSETS	\$ 310,635	\$ (2,763)	\$ 21,206	\$ 995	\$ 14,688	\$ 9,815	\$ 6,768	\$ 14,930	\$ 12,603	\$ 16,697	\$ 8,538	\$ (1,586)	\$ (5,800)	\$ (1,177)	\$ 26,261	\$ 5,867	\$ 8,959	\$ 446,636

COMMUNITY HOUSING OF MAINE, INC.

COMBINING SCHEDULE OF REVENUE, SUPPORT AND EXPENSES - CHOM OPERATIONS
(Continued)

For the Year Ended June 30, 2020

	Brought Forward	Randolph Drive	School Street Waterville	Silver 67	Silver 82	St. John - 253	St John - 548	Stone Street	Veazie	Vinalhaven	Wall Street	West Street	Winding Way	Winthrop Street	CHOM Operations	CHOM Development	Totals
REVENUE AND SUPPORT																	
Rental Operations																	
Rental Revenue	1,455,764	15,216	5,856	4,107	8,788	20,667	13,203	17,087	11,820	52,236	34,272	-	23,792	8,822	-	-	1,671,630
Vacancy	(73,705)	-	(452)	-	(2,095)	-	(4,739)	(1,393)	-	-	-	-	(4,438)	-	-	-	(86,822)
Housing Assistance Payments	493,438	-	26,688	25,605	24,188	21,069	41,781	20,533	-	-	-	-	28,120	24,586	-	-	706,008
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Rental Operations	1,875,497	15,216	32,092	29,712	30,881	41,736	50,245	36,227	11,820	52,236	34,272	-	47,474	33,408	-	-	2,290,816
Other Support and Revenues																	
Development Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125,000	125,000
Income from Project Investments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100,017	-	100,017
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,350	300,000	301,350
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,249	-	6,249
Interest Income	11,503	81	477	-	247	93	106	446	103	301	295	547	366	194	8,208	-	22,967
Other Income	2,833	-	-	210	233	-	381	260	-	268	-	22,646	-	-	801	-	27,632
Historic Tax Credit Refund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159,150	159,150
TOTAL REVENUE AND SUPPORT	1,889,833	15,297	32,569	29,922	31,361	41,829	50,732	36,933	11,923	52,805	34,567	23,193	47,840	33,602	116,625	584,150	3,033,181
EXPENSES																	
Rental Housing Expenses																	
Administrative																	
Management Fee	32,500	600	600	600	600	600	600	600	600	900	600	600	600	600	-	-	40,600
Other Administrative Expense	23,700	-	21	-	5,583	-	55	470	-	1,360	-	870	-	71	-	-	32,130
Total Administrative	56,200	600	621	600	6,183	600	655	1,070	600	2,260	600	1,470	600	671	-	-	72,730
Operating																	
Fuel	120,877	-	1,392	2,578	4,478	-	1,617	2,139	-	6,626	1,962	4,470	3,221	1,857	-	-	151,217
Electricity	77,561	-	480	696	809	174	364	692	-	3,513	2,951	2,388	4,482	1,019	-	-	95,129
Water and Sewer	81,920	2,185	754	799	759	3,630	1,222	770	518	5,369	2,857	-	1,233	1,398	-	-	103,414
Cable	1,291	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,291
Trash Removal	16,629	-	-	-	-	-	-	-	-	3,457	920	-	-	-	-	-	21,006
Total Operating	298,278	2,185	2,626	4,073	6,046	3,804	3,203	3,601	518	18,965	8,690	6,858	8,936	4,274	-	-	372,057
Maintenance	546,065	2,343	7,854	8,686	28,403	11,494	8,050	16,411	3,802	8,095	11,310	7,928	20,994	8,593	-	-	690,028
Depreciation	497,271	3,991	16,181	13,252	16,165	8,487	17,320	9,487	4,102	37,978	5,067	9,294	11,118	13,833	-	4,968	668,514
Interest Expense	117,353	2,181	-	-	-	3,032	-	-	3,323	20,818	2,212	-	2,899	-	35,696	-	187,514
General																	
Real Estate Taxes	8,710	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,710
Property and Liability Insurance	56,006	521	1,379	1,262	1,315	823	1,155	1,535	478	2,674	810	946	1,270	1,246	-	-	71,420
Total General	64,716	521	1,379	1,262	1,315	823	1,155	1,535	478	2,674	810	946	1,270	1,246	-	-	80,130
Total Rental Housing Expenses	1,579,883	11,821	28,661	27,873	58,112	28,240	30,383	32,104	12,823	90,790	28,689	26,496	45,817	28,617	35,696	4,968	2,070,973
Other Income (Expenses)																	
Debt Relief	109,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109,500
General & Administration	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1,030,845)	-	(1,030,845)
Gain on Sale of Fixed Asset	27,186	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27,186
Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(310,975)	(310,975)
Total Other Income (Expenses)	136,686	-	-	-	-	-	-	-	-	-	-	-	-	-	(1,030,845)	(310,975)	(1,205,134)
CHANGE IN NET ASSETS	446,636	3,476	3,908	2,049	(26,751)	13,589	20,349	4,829	(900)	(37,985)	5,878	(3,303)	2,023	4,985	(949,916)	268,207	(242,926)

COMMUNITY HOUSING OF MAINE, INC.

COMBINING SCHEDULE OF REVENUE, SUPPORT AND EXPENSES - CHOM OPERATIONS

For the Year Ended June 30, 2019

	Allen Street	Arboretum Drive	Bolling Drive	Brighton	Broadway	Butler	Canaan	Cedar Street	Charles Street	Chesley Street	Church Street	Cindy Cookson House	Court St.	Dalton Street	Fairfield Street	Fairview Avenue	Sub Totals
Income																	
Rental Revenue	\$ 28,814	\$ 18,540	\$ 10,578	\$ 26,000	\$ 51,216	\$ 3,457	\$ 18,864	\$ 26,304	\$ 8,725	\$ 23,316	\$ 24,142	\$ 69,300	\$ 7,291	\$ 24,036	\$ 45,108	\$ 21,876	\$ 407,567
Vacancies	(2,113)	-	(2,406)	-	3	(4,191)	-	(5,886)	-	-	(600)	(4,305)	(1,645)	-	(715)	5	(21,853)
Housing Assistance Payments	-	-	36,624	-	-	7,559	-	-	28,307	-	26,738	-	29,285	-	-	-	128,513
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Rental Operations	26,701	18,540	44,796	26,000	51,219	6,825	18,864	20,418	37,032	23,316	50,280	64,995	34,931	24,036	44,393	21,881	514,227
Other Support and Revenues																	
Development Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Income from Investment in Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Income	362	127	657	-	668	97	48	-	985	544	1,083	757	-	1,241	399	685	7,653
Other Income	-	-	-	-	-	-	-	-	272	-	3	20	324	-	-	-	619
Historic Tax Credit Refund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE AND SUPPORT	27,063	18,667	45,453	26,000	51,887	6,922	18,912	20,418	38,289	23,860	51,366	65,772	35,255	25,277	44,792	22,566	522,499
EXPENSES																	
Administrative																	
Management Fee	600	450	600	300	600	100	600	600	600	600	900	900	600	600	600	600	9,250
Other Administrative Expense	428	-	(559)	1,000	42	238	361	3,049	-	-	65	2,597	2,391	49	2,706	-	12,367
Total Administrative	1,028	450	41	1,300	642	338	961	3,649	600	600	965	3,497	2,991	649	3,306	600	21,617
Operating																	
Fuel	3,211	-	4,489	1,423	-	614	2,749	3,223	2,665	1,629	3,588	6,913	2,235	3,757	2,918	2,543	41,957
Electricity	1,270	-	3,433	872	-	156	1,966	1,432	478	1,954	898	2,711	901	-	2,592	1,354	20,017
Water and Sewer	634	250	2,006	834	2,787	-	-	717	975	683	3,786	4,131	1,826	1,304	2,586	-	22,519
Cable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trash Removal	-	-	-	-	-	-	-	1,602	-	-	943	2,751	-	-	720	-	6,016
Total Operating	5,115	250	9,928	3,129	2,787	770	4,715	6,974	4,118	4,266	9,215	16,506	4,962	5,061	8,816	3,897	90,509
Maintenance	12,491	3,563	7,234	7,856	9,841	1,873	7,517	9,407	9,536	1,827	11,162	30,914	11,977	5,301	9,779	5,256	145,534
Depreciation	3,629	6,027	8,974	5,181	12,819	3,909	3,612	3,577	10,872	5,475	23,936	38,762	14,762	7,648	13,740	4,452	167,375
Interest Expense	2,161	4,492	427	10,214	10,540	-	-	-	-	4,533	-	-	-	-	-	4,965	37,332
General																	
Real Estate Taxes	-	-	-	3,089	9,029	-	353	-	-	-	-	-	-	-	-	-	12,471
Property and Liability Insurance	772	551	1,238	465	1,362	560	611	571	1,573	522	1,914	2,883	1,309	768	1,547	503	17,149
Total General	772	551	1,238	3,554	10,391	560	964	571	1,573	522	1,914	2,883	1,309	768	1,547	503	29,620
Tenant Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL RENTAL HOUSING EXPENSES	25,196	15,333	27,842	31,234	47,020	7,450	17,769	24,178	26,699	17,223	47,192	92,562	36,001	19,427	37,188	19,673	491,987
Other Income (Expenses)																	
Debt Relief	-	-	125,421	-	-	-	-	-	-	-	-	-	-	54,800	-	-	180,221
General Administration (Schedule 4)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gain on Sale of Fixed Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL OTHER INCOME (EXPENSES)	-	-	125,421	-	-	-	-	-	-	-	-	-	-	54,800	-	-	180,221
CHANGE IN NET ASSETS	\$ 1,867	\$ 3,334	\$ 143,032	\$ (5,234)	\$ 4,867	\$ (528)	\$ 1,143	\$ (3,760)	\$ 11,590	\$ 6,637	\$ 4,174	\$ (26,790)	\$ (746)	\$ 60,650	\$ 7,604	\$ 2,893	\$ 210,733

COMMUNITY HOUSING OF MAINE, INC.

COMBINING SCHEDULE OF REVENUE, SUPPORT AND EXPENSES - CHOM OPERATIONS
(Continued)

For the Year Ended June 30, 2019

	Brought Forward	Flagg Street	Fourth Street	George Street	Gilman Street	Grace Street	Grand Street	Hammond Street	Hampshire Street	High Street	Holly Street	Howe Street	James Street	Kenduskeag Street	Knight's Court	Lamb Street	Langley Street	Limerock Street	Lisbon Street	Main Street Fairfield	Main Street Waterville	Sub Totals
Income																						
Rental Revenue	\$ 407,567	\$ 31,038	\$ 8,847	\$ 16,380	\$ 13,219	\$ 24,192	\$ 35,472	\$ 55,620	\$ 48,300	\$ 8,793	\$ 23,787	\$ 31,800	\$ 30,715	\$ 16,524	\$ 21,090	\$ 42,000	\$ 11,341	\$ 11,604	\$ 32,676	\$ 36,840	\$ 4,232	\$ 912,037
Vacancies	(21,853)	(75)	(1,041)	-	(3,122)	-	(152)	-	-	(4,605)	-	(1,996)	(2,006)	-	(2,400)	-	-	-	(4,272)	(205)	-	(41,727)
Housing Assistance Payments	128,513	-	27,589	-	16,493	-	-	-	-	20,907	15,957	-	-	-	42,918	-	51,595	-	-	-	32,224	336,196
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Rental Operation Income	514,227	30,963	35,395	16,380	26,590	24,192	35,320	55,620	48,300	25,095	39,744	29,804	28,709	16,524	61,608	42,000	62,936	11,604	28,404	36,635	36,456	1,206,506
Other Support and Revenues																						
Development Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Income from Investments in Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-	-	77,945	-	-	-	-	-	-	-	-	-	-	-	77,945
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Income	7,653	219	414	-	-	158	-	451	-	-	86	-	-	-	1,076	-	-	144	-	213	-	10,414
Other Income	619	167	744	-	193	-	-	-	-	201	-	-	-	-	1,097	-	-	-	234	-	620	3,875
Historic Tax Credit Refund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Support and Revenues	522,499	31,349	36,553	16,380	26,783	24,350	35,320	56,071	48,300	103,241	39,830	29,804	28,709	16,524	63,781	42,000	62,936	11,748	28,638	36,848	37,076	1,298,740
EXPENSES																						
Administrative																						
Management Fee	9,250	600	600	600	600	450	600	1,200	600	400	600	600	600	600	900	600	600	450	600	600	600	21,650
Other Administrative Expense	12,367	-	162	-	8,519	-	-	-	-	155	-	-	500	-	41	1,000	21	701	4,786	1,295	-	29,547
Total Administrative	21,617	600	762	600	9,119	450	600	1,200	600	555	600	600	1,100	600	941	1,600	621	1,151	5,386	1,895	600	51,197
Operating																						
Fuel	41,957	4,955	2,164	-	4,803	2,908	1,823	5,255	3,794	1,021	-	4,142	4,212	1,927	2,510	3,169	5,709	-	5,054	6,684	4,842	106,929
Electricity	20,017	2,172	761	-	1,050	2,072	903	8,995	36	582	-	2,679	879	1,257	2,549	2,299	4,401	-	2,931	2,765	1,438	57,786
Water and Sewer	22,519	1,184	895	886	667	1,985	1,323	2,833	1,408	698	3,489	1,204	1,615	948	3,294	1,497	3,360	797	1,461	2,169	782	55,014
Cable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trash Removal	6,016	-	-	-	-	873	-	1,251	-	-	-	510	-	-	967	-	-	530	510	1,629	-	12,286
Total Operating	90,509	8,311	3,820	886	6,520	7,838	4,049	18,334	5,238	2,301	3,489	8,535	6,706	4,132	9,320	6,965	13,470	1,327	9,956	13,247	7,062	232,015
Maintenance	145,534	7,980	6,849	6,518	14,246	12,399	5,174	11,867	5,392	3,766	7,682	15,018	17,561	4,547	15,927	5,146	6,830	4,159	15,422	12,837	9,074	333,928
Depreciation	167,375	9,708	15,971	3,620	13,750	5,541	4,852	19,935	8,110	11,665	6,933	4,218	6,585	3,222	22,542	7,138	9,021	5,772	5,426	10,549	15,308	357,241
Interest Expense	37,332	-	-	3,533	-	2,389	-	8,476	13,218	-	1,088	-	-	923	-	8,223	427	2,070	-	-	-	77,679
General																						
Real Estate Taxes	12,471	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,756	-	-	-	-	-	17,227
Property and Liability Insurance	17,149	1,163	1,388	769	1,167	552	736	1,992	1,296	653	776	890	1,084	488	2,233	1,118	1,361	475	1,090	1,009	1,283	38,672
Total General	29,620	1,163	1,388	769	1,167	552	736	1,992	1,296	653	776	890	1,084	488	2,233	5,874	1,361	475	1,090	1,009	1,283	55,899
Tenant Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL RENTAL HOUSING EXPENSES	491,987	27,762	28,790	15,926	44,802	29,169	15,411	61,804	33,854	18,940	20,568	29,261	33,036	13,912	50,963	34,946	31,730	14,954	37,280	39,537	33,327	1,107,959
Other Income (Expenses)																						
Debt Relief	180,221	-	12,500	-	-	-	-	-	-	-	2,000	73,080	-	-	-	-	125,421	-	76,800	-	-	470,022
General Administration (Schedule 4)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gain on Sale of Fixed Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL OTHER INCOME (EXPENSES)	180,221	-	12,500	-	-	-	-	-	-	-	2,000	73,080	-	-	-	-	125,421	-	76,800	-	-	470,022
CHANGE IN NET ASSETS	\$ 210,733	\$ 3,587	\$ 20,263	\$ 454	\$ (18,019)	\$ (4,819)	\$ 19,909	\$ (5,733)	\$ 14,446	\$ 84,301	\$ 21,262	\$ 73,623	\$ (4,327)	\$ 2,612	\$ 12,818	\$ 7,054	\$ 156,627	\$ (3,206)	\$ 68,158	\$ (2,689)	\$ 3,749	\$ 660,803

COMMUNITY HOUSING OF MAINE, INC.

COMBINING SCHEDULE OF REVENUE, SUPPORT AND EXPENSES - CHOM OPERATIONS
(Continued)

For the Year Ended June 30, 2019

	Brought Forward	Middle Road	Mitchell Street	Moosehead Boulevard	Nye Street	Ohio Street	Otis Street	Owl's Head	Pearl Street	Pier Street	Pleasant Avenue	Pleasant Street	Plossay Shores	Plummer Street	Quail	Ralph Street	Subtotals
Income																	
Rental Revenue	\$ 912,037	17,100	\$ 51,348	\$ 15,000	\$ 55,944	\$ 7,654	\$ 31,020	\$ 48,540	\$ 14,957	\$ 7,307	\$ 16,296	\$ 22,711	\$ 21,924	\$ 20,820	\$ 44,496	\$ 34,332	\$ 1,321,486
Vacancy	(41,727)	-	(1,539)	-	(547)	(287)	-	-	(2,100)	(1,299)	(2,842)	-	(2)	-	-	3	(50,340)
Housing Assistance Payments	336,196	-	-	-	-	34,030	-	-	22,219	29,269	-	-	-	-	-	-	421,714
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Rental Operation Income	1,206,506	17,100	49,809	15,000	55,397	41,397	31,020	48,540	35,076	35,277	13,454	22,711	21,922	20,820	44,496	34,335	1,692,860
Other Support and Revenues																	
Development Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Income from Project Operations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants	77,945	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77,945
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Income	10,414	666	-	116	701	476	-	172	877	598	755	1,385	796	90	3	410	17,459
Other Income	3,875	-	-	-	-	-	-	-	-	429	-	-	-	-	-	-	4,304
Historic Tax Credit Refund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Support and Revenues	1,298,740	17,766	49,809	15,116	56,098	41,873	31,020	48,712	35,953	36,304	14,209	24,096	22,718	20,910	44,499	34,745	1,792,568
EXPENSES																	
Administrative																	
Management Fee	21,650	450	600	600	600	600	650	450	600	600	600	600	600	600	600	600	30,400
Other Administrative Expense	29,547	-	-	-	723	-	31	-	31	21	-	-	-	-	-	-	30,353
Total Administrative	51,197	450	600	600	1,323	600	681	450	631	621	600	600	600	600	600	600	60,753
Operating																	
Fuel	106,929	-	5,452	-	5,326	3,489	2,206	6,406	3,320	1,904	3,195	3,332	1,949	-	-	-	143,508
Electricity	57,786	-	3,602	-	3,945	397	279	3,339	317	598	2,085	1,604	846	-	-	-	74,798
Water and Sewer	55,014	280	3,168	1,543	1,835	1,298	1,311	-	1,069	2,478	958	512	-	788	1,239	2,266	73,759
Cable	-	-	-	-	1,312	-	-	-	-	-	-	-	-	-	-	-	1,312
Trash Removal	12,286	-	-	-	-	-	580	624	490	-	-	-	-	-	-	-	13,980
Total Operating	232,015	280	12,222	1,543	12,418	5,184	4,376	10,369	5,196	4,980	6,238	5,448	2,795	788	1,239	2,266	307,357
Maintenance	333,928	1,525	10,429	8,488	8,811	8,427	5,663	13,273	7,345	6,685	9,287	9,923	13,114	3,877	15,082	9,132	464,989
Depreciation and Amortization	357,241	4,294	5,924	4,142	9,590	8,736	5,696	8,833	8,011	15,184	8,631	6,422	4,567	3,223	8,523	7,782	466,799
Interest Expense	77,679	2,870	-	3,620	-	-	-	6,979	-	-	-	-	5,200	5,170	10,821	6,669	119,008
General																	
Real Estate Taxes	17,227	-	-	-	1,030	-	-	-	-	-	-	-	-	-	-	-	18,257
Property and Liability Insurance	38,672	488	1,345	495	1,602	1,027	911	1,146	1,299	1,336	612	623	503	533	901	1,028	52,521
Total General	55,899	488	1,345	495	2,632	1,027	911	1,146	1,299	1,336	612	623	503	533	901	1,028	70,778
Tenant Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL RENTAL HOUSING EXPENSES	1,107,959	9,907	30,520	18,888	34,774	23,974	17,327	41,050	22,482	28,806	25,368	23,016	26,779	14,191	37,166	27,477	1,489,684
Other Income (Expenses)																	
Debt Relief	470,022	-	-	-	234,593	-	-	-	-	-	-	-	-	-	-	-	704,615
General Administration (Schedule 4)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gain on Sale of Fixed Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL OTHER INCOME (EXPENSES)	470,022	-	-	-	234,593	-	-	-	-	-	-	-	-	-	-	-	704,615
CHANGE IN NET ASSETS	\$ 660,803	\$ 7,859	\$ 19,289	\$ (3,772)	\$ 255,917	\$ 17,899	\$ 13,693	\$ 7,662	\$ 13,471	\$ 7,498	\$ (11,159)	\$ 1,080	\$ (4,061)	\$ 6,719	\$ 7,333	\$ 7,268	\$ 1,007,499

COMMUNITY HOUSING OF MAINE, INC.

COMBINING SCHEDULE OF REVENUE, SUPPORT AND EXPENSES - CHOM OPERATIONS
(Continued)

For the Year Ended June 30, 2019

	Brought Forward	Randolph Drive	School Street Waterville	Silver 67	Silver 82	St. John - 253	St. John - 548	Stone Street	Summer Street	Veazie	Vinalhaven	Wall Street	West Street	Winding Way	Winthrop Street	CHOM Operations	CHOM Development	Totals
Income																		
Rental Revenue	\$ 1,321,486	\$ 14,496	\$ 9,142	\$ 3,875	\$ 8,783	\$ 20,299	\$ 10,327	\$ 13,022	\$ -	\$ 11,820	\$ 51,209	\$ 34,272	\$ -	\$ 18,579	\$ 8,446	\$ -	\$ -	\$ 1,525,756
Vacancy	(50,340)	-	(1,877)	-	(1,774)	(4,059)	-	-	-	-	(1,143)	-	-	(2,395)	-	-	-	(61,588)
Housing Assistance Payments	421,714	-	24,458	25,837	22,225	20,060	44,657	20,770	-	-	-	-	-	33,333	24,962	-	-	638,016
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	25,992	-	-	-	-	25,992
Total Rental Operation Income	1,692,860	14,496	31,723	29,712	29,234	36,300	54,984	33,792	-	11,820	50,066	34,272	25,992	49,517	33,408	-	-	2,128,176
Other Support and Revenues																		
Development Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,352,045	3,352,045
Income from Project Operations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100,339	-	100,339
Grants	77,945	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,218	15,000	97,163
Department of Veteran Affairs Per Diem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101,755	-	101,755
Donations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,923	-	8,923
Interest Income	17,459	108	665	-	521	127	143	647	35	144	466	456	810	589	369	2,206	6	24,751
Other Income	4,304	-	-	371	314	-	153	183	70	-	1,649	-	-	-	-	7,830	-	14,874
Historic Tax Credit Refund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159,150	159,150
TOTAL REVENUE AND SUPPORT	1,792,568	14,604	32,388	30,083	30,069	36,427	55,280	34,622	105	11,964	52,181	34,728	26,802	50,106	33,777	225,271	3,526,201	5,987,176
EXPENSES																		
Administrative																		
Management Fee	30,400	600	600	600	600	600	600	600	100	600	900	600	600	600	600	-	-	38,600
Other Administrative Expense	30,353	-	205	-	1,021	30	-	100	-	-	1,226	-	200	-	-	-	3	33,138
Total Administrative	60,753	600	805	600	1,621	630	600	700	100	600	2,126	600	800	600	600	-	3	71,738
Operating																		
Fuel	143,508	-	2,386	3,209	6,110	828	1,787	2,759	-	(359)	6,215	2,239	4,583	4,718	1,632	-	-	179,615
Electricity	74,798	-	642	599	783	303	5	638	37	-	3,094	2,911	2,108	4,454	1,931	-	-	92,303
Water and Sewer	73,759	2,242	750	748	731	3,312	1,668	1,052	152	586	4,625	2,470	-	1,180	1,400	-	-	94,675
Cable	1,312	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,312
Trash Removal	13,980	-	1,027	-	-	-	-	-	-	-	1,840	897	-	-	-	-	-	17,744
Total Operating	307,357	2,242	4,805	4,556	7,624	4,443	3,460	4,449	189	227	15,774	8,517	6,691	10,352	4,963	-	-	385,649
Maintenance	464,989	8,591	6,230	12,709	7,441	15,687	6,572	4,319	-	3,825	8,104	11,145	18,647	13,614	3,877	440	2	586,192
Depreciation and Amortization	466,799	4,034	16,181	13,252	15,895	8,723	17,320	9,487	1,144	4,102	37,847	5,200	9,381	11,160	13,644	-	4,968	639,137
Interest Expense	119,008	2,344	-	-	-	3,177	-	-	1,058	3,578	20,559	2,382	-	2,981	-	45,690	-	200,777
General																		
Real Estate Taxes	18,257	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18,257
Property and Liability Insurance	52,521	534	1,414	1,295	1,349	863	1,152	1,577	555	490	2,736	831	973	1,290	1,278	-	-	68,858
Total General	70,778	534	1,414	1,295	1,349	863	1,152	1,577	555	490	2,736	831	973	1,290	1,278	-	-	87,115
TOTAL RENTAL HOUSING EXPENSES	1,489,684	18,345	29,435	32,412	33,930	33,523	29,104	20,532	3,046	12,822	87,146	28,675	36,492	39,997	24,362	46,130	4,973	1,970,608
Other Income (Expenses)																		
Debt Relief	704,615	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	704,615
General & Administration	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(996,942)	-	(996,942)
Gain on Sale of Fixed Asset	-	-	-	-	-	-	-	-	36,595	-	-	-	-	-	-	-	-	36,595
Other Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(156,312)	(500)	(156,812)
Sub-Grantee Costs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(101,755)	-	(101,755)
Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(350,502)	(350,502)
TOTAL OTHER INCOME (EXPENSES)	704,615	-	-	-	-	-	-	-	36,595	-	-	-	-	-	-	(1,255,009)	(351,002)	(864,801)
CHANGE IN NET ASSETS	\$ 1,007,499	\$ (3,741)	\$ 2,953	\$ (2,329)	\$ (3,861)	\$ 2,904	\$ 26,176	\$ 14,090	\$ 33,654	\$ (858)	\$ (34,965)	\$ 6,053	\$ (9,690)	\$ 10,109	\$ 9,415	\$ (1,075,868)	\$ 3,170,226	\$ 3,151,767

COMMUNITY HOUSING OF MAINE, INC.

SCHEDULES OF RECEIPTS AND DISBURSEMENTS /
DEVELOPMENT OPERATING FUND - CHOM OPERATIONS

For the Years Ended June 30, 2020 and 2019

	2020	2019
SOURCE OF FUNDS		
Rental Operations		
Revenues		
Tenant Rent	\$ 2,335,321	\$ 2,072,550
Interest Income	8,206	905
Other Revenue	1,817,103	1,291,411
Total Rental Operations Receipts	4,160,630	3,364,866
EXPENSES		
Administrative	106,960	44,449
Operating	374,666	382,554
Maintenance	702,365	668,777
Interest	180,674	200,748
General Services Administration	1,330,244	1,582,175
General	88,234	89,003
Total Rental Operations Disbursements	2,783,143	2,967,706
Net Cash Provided by Rental Operations Before Amortization of Mortgages	1,377,487	397,160
Amortization of Mortgages	(516,464)	(184,607)
Net Cash Provided by Rental Operations After Debt Service	861,023	212,553
OTHER RECEIPTS		
Transfers from Restricted Cash		
Reserves and Escrows (Schedule 4)	150,871	580,703
Loan Proceeds	1,123,473	1,318,114
Proceeds from Sale of Property and Equipment	110,259	141,604
Cash Transfer from Northfield Green Project (old)	-	191,228
Transfer from Tenant Security Deposit Account	-	138
Reimbursements from Related Projects	-	385,245
OTHER DISBURSEMENTS OR TRANSFERS		
Transfers to Restricted Cash		
Reserves and Escrows (Schedule 4)	(494,178)	(263,642)
Purchases and Rehabilitation of Fixed Assets	(1,048,629)	(1,880,884)
Loan Repayments - Other	-	(52,777)
Transfer to Tenant Security Deposit Account	(2,009)	-
Distributions to Related Projects	(159,150)	(159,150)
Net Increase (Decrease) in Development Fund Cash	541,660	473,132
Development Fund Cash Balance at Beginning of Year	870,629	397,497
Development Fund Cash Balance at End of Year	\$ 1,412,289	\$ 870,629

COMMUNITY HOUSING OF MAINE, INC.

SCHEDULE OF CASH IN FINANCIAL INSTITUTIONS - CHOM OPERATIONS

June 30, 2020

Account Name	Account Number	Financial Institution	Account Type	Interest Rate	Maturity Date	Signatory Control	Balances
Development Operations	4529-8538	Charles Schwab	Sweep/CD	0.30%	N/A	Sole	\$ 1,121,678
Development Operations Account	02-9185908	TD Bank	Checking	-	N/A	Sole	36,432
Entity Unrestricted - Replacement Fund	24-1090828	TD Bank	Money Market	0.20%	N/A	Sole	246,588
Entity Unrestricted - Hampshire St	4021134778	Bangor Savings Bank	Checking	-	N/A	Sole	7,591
Total Development Operations Cash							<u>\$ 1,412,289</u>
Tenant Security Deposit Account	720765968	TD Bank	Money Market	0.10%	N/A	Sole	<u>\$ 152,514</u>

NOTE: As was done in prior years, the above schedule excludes replacement reserves, rehabilitation escrows and operating deficit escrows held by Federated Investors and MaineHousing.

COMMUNITY HOUSING OF MAINE, INC.
SCHEDULE OF RESTRICTED CASH RESERVES AND ESCROWS
CHOM OPERATIONS
For the Year Ended June 30, 2020

DESCRIPTION OF FUND	Balance Beginning of Year	Transfers From Operations Account	Interest Earned	Transfers to Operations Account	Balance End of Year	Estimated Required Balance	Excess/ (Deficiency)
<u>Reserves for Rehabilitation</u>							
NFG Letter of Credit	\$ 6,070	\$ -	\$ -	\$ -	\$ 6,070	\$ 6,070	\$ -
Hammond Street - MSHA	44,780	-	-	44,780	-	-	-
Third Street	-	322,400	-	-	322,400	322,400	-
Total Reserves for Rehabilitation	50,850	322,400	-	44,780	328,470	328,470	-
<u>Replacement Reserves</u>							
Allen Street	14,670	1,463	201	-	16,334	16,323	11
Arboretum	7,131	2,376	105	-	9,612	9,604	8
Bolling & Langley	33,354	5,388	461	23,186	16,017	16,009	8
Broadway	34,298	6,072	477	6,641	34,206	34,191	15
Butler	7,264	1,836	105	-	9,205	9,205	-
Canaan Street	2,255	-	30	-	2,285	2,285	-
Charles Street	48,897	5,064	669	-	54,630	54,623	7
Chesley Street	25,993	2,784	347	676	28,448	28,443	5
Cindy Cookson House	37,144	3,864	505	3,569	37,944	37,932	12
Court Street	54,854	8,604	763	-	64,221	64,212	9
Dalton Street	61,119	5,376	832	-	67,327	67,324	3
Fairfield Street	19,209	4,224	273	-	23,706	23,696	10
Fairview Avenue	33,663	2,795	457	329	36,586	36,584	2
Flagg Street	10,269	4,344	155	-	14,768	14,765	3
Fourth Street	22,304	5,916	321	-	28,541	28,536	5
Grace Street	6,118	1,896	89	4,942	3,161	3,157	4
Hammond Street	24,242	6,996	345	2,815	28,768	28,757	11
Hammond Street - 308	5,220	600	69	-	5,889	5,889	-
Holly Street	4,687	2,064	70	550	6,271	6,265	6
Limerock	7,825	2,148	100	2,826	7,247	7,235	12
Main Street - Fairfield	11,183	3,227	158	1,009	13,559	13,550	9
Middle Road	25,763	4,212	350	2,302	28,023	28,014	9
Moosehead Boulevard	4,662	1,728	69	-	6,459	6,457	2

COMMUNITY HOUSING OF MAINE, INC.
SCHEDULE OF RESTRICTED CASH RESERVES AND ESCROWS
CHOM OPERATIONS
(Continued)
For the Year Ended June 30, 2020

DESCRIPTION OF FUND	Balance Beginning of Year	Transfers From Operations Account	Interest Earned	Transfers to Operations Account	Balance End of Year	Estimated Required Balance	Excess/ (Deficiency)
<u>Replacement Reserves, continued</u>							
Ohio Street	23,964	3,888	332	606	27,578	27,579	(1)
Owl's Head	7,229	2,364	105	2,182	7,516	7,513	3
Pearl Street	42,805	3,972	583	-	47,360	47,356	4
Pier Street	31,242	6,408	439	605	37,484	37,479	5
Pleasant Avenue	36,746	4,332	502	1,896	39,684	39,678	6
Pleasant Street	67,313	6,456	915	16,702	57,982	57,980	2
Plossay Shores	38,928	2,869	527	-	42,324	42,313	11
Plummer Street	3,096	960	36	3,226	866	857	9
Ralph Street	21,079	3,636	294	1,052	23,957	23,952	5
Randolph Drive	5,691	1,284	81	-	7,056	7,042	14
School St. Ellsworth	55,579	9,456	777	-	65,812	65,802	10
School St. Waterville	34,396	6,360	477	600	40,633	40,632	1
Silver Street	16,814	5,496	247	-	22,557	22,554	3
253 St. John Street	6,849	2,544	93	1,998	7,488	7,476	12
548 St John Street	7,468	1,524	106	-	9,098	9,097	1
Stone Street	32,536	4,224	446	5,624	31,582	31,572	10
Veazie	7,396	1,332	103	1,155	7,676	7,670	6
Vinalhaven	23,418	3,036	301	7,607	19,148	19,143	5
Wall Street	21,911	2,340	295	4,350	20,196	20,185	11
West Street	39,902	6,204	547	1,973	44,680	44,674	6
Winding Way	29,414	4,620	366	7,670	26,730	26,729	1
Winthrop Street	12,795	5,496	194	-	18,485	18,479	6
Various Properties	6,318	-	3	-	6,321	5,107	1,214
Total Replacement Reserves	1,075,013	171,778	14,720	106,091	1,155,420	1,153,925	1,495
<u>Operating Deficit Escrow</u>							
Allen Street	3,104	-	41	-	3,145	3,145	-
Total Restricted Cash	\$ 1,128,967	\$ 494,178	\$ 14,761	\$ 150,871	\$ 1,487,035	\$ 1,485,540	\$ 1,495

COMMUNITY HOUSING OF MAINE, INC.
CONSOLIDATED SCHEDULE OF FINANCIAL POSITION - UNAUDITED
June 30, 2020

ASSETS																
CURRENT ASSETS	CHOM	AFFILIATED PROJECTS														TOTAL
	OPERATIONS	HOUSING BY DESIGN	HARBOR LIGHTS	ROCKY COAST	STEVENS GREEN	DAVIS ISLAND	REED STREET	SEMINARY HOUSING	CAMPBELL CREEK	CHILDREN'S HOSPITAL	DANFORTH ON HIGH	VILLAGE CENTRE	PARISH HOUSE	NFG HOUSING	CENTRAL COMMONS	
Cash																
Development Operations Accounts	\$ 1,412,289	\$ -	\$ 14,948	\$ 6,529	\$ 6,283	\$ 5,293	\$ 61,542	\$ 5,530	\$ 73,407	\$ 4,430	\$ 34,923	\$ 29,717	\$ 12,269	\$ 922,898	\$ 39,007	\$ -
Restricted Reserves and Escrows	1,487,035	-	20,155	84,879	157,213	27,822	78,407	206,983	322,610	284,130	323,087	326,176	16,189	875,236	-	-
Total Cash	2,899,324	-	35,103	91,408	163,496	33,115	139,949	212,513	396,017	288,560	358,010	355,893	28,458	1,798,134	39,007	-
Accounts Receivable																
Accounts Receivable - Tenants	13,252	-	-	242	5,529	6,474	3,736	682	1,523	12,199	2,386	2,379	-	4,794	-	-
Accounts Receivable - HUD/RD	-	-	-	32	-	-	4,164	3,627	48,022	5,053	1,067	6,134	-	11,537	-	-
Due from Affiliates	192,907	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(192,907)
Other	81,009	-	161	-	3,859	2,128	570	22,386	628	920	300	2,338	-	-	-	-
Total Receivables	287,168	-	161	274	9,388	8,602	8,470	26,695	50,173	18,172	3,753	10,851	-	16,331	-	(192,907)
Prepaid Expenses																
Insurance	19,144	-	1,054	188	2,753	11,200	3,055	4,661	5,076	6,361	4,671	9,837	899	20,189	-	-
Other	3,128	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Prepaid Expenses	22,272	-	1,054	188	2,753	11,200	3,055	4,661	5,076	6,361	4,671	9,837	899	20,189	-	-
Total Current Assets	3,208,764	-	36,318	91,870	175,637	52,917	151,474	243,869	451,266	313,093	366,434	376,581	29,357	1,834,654	39,007	(192,907)
DEPOSITS HELD IN TRUST																
Tenant Security Deposits	152,514	-	1,206	502	13,300	11,144	13,555	13,372	14,381	11,912	11,864	27,788	4,451	78,924	-	-
PROPERTY AND EQUIPMENT																
Land	2,720,035	-	80,000	115,435	111,500	551,500	526,069	25,000	276,943	164,000	233,500	17,822	500	1,407,552	-	-
Land Improvements	166,526	-	10,000	-	600,235	860,398	6,922	200,072	198,035	758,694	215,514	642,996	20,592	-	-	-
Buildings	25,381,192	-	553,080	957,948	3,203,319	4,060,261	4,707,581	5,477,427	3,968,505	9,112,992	4,685,689	8,269,357	1,994,370	30,624,173	-	(614,386)
Construction in Progress	643,869	-	-	-	-	-	-	-	-	-	-	-	-	-	6,569,305	-
Furniture and Equipment	364,931	-	10,910	4,325	79,657	56,018	28,041	108,360	95,940	177,184	110,711	282,838	19,537	282,064	-	-
Total	29,276,553	-	653,990	1,077,708	3,994,711	5,528,177	5,268,613	5,810,859	4,539,423	10,212,870	5,245,414	9,213,013	2,034,999	32,313,789	6,569,305	(614,386)
Less Accumulated Depreciation	6,988,946	-	233,905	332,156	1,850,213	1,810,826	1,389,251	1,307,811	777,219	1,987,794	894,182	890,663	130,696	1,305,570	-	-
Net Property and Equipment	22,287,607	-	420,085	745,552	2,144,498	3,717,351	3,879,362	4,503,048	3,762,204	8,225,076	4,351,232	8,322,350	1,904,303	31,008,219	6,569,305	(614,386)
OTHER ASSETS																
Accounts Receivable - Other (Non-current)	32,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Note Receivable	3,674,172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3,674,172)
Investment in Affiliates	-	3,045,886	-	-	-	-	-	-	-	-	-	-	-	-	-	(3,045,886)
Development Fee Receivable	1,876,903	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1,876,903)
Other Assets	-	-	-	-	43	2,757	2,788	10,307	9,842	23,703	7,935	43,513	-	160,072	-	-
Total Other Assets	5,583,075	3,045,886	-	-	43	2,757	2,788	10,307	9,842	23,703	7,935	43,513	-	160,072	-	(8,596,961)
TOTAL ASSETS	\$ 31,231,960	\$ 3,045,886	\$ 457,609	\$ 837,924	\$ 2,333,478	\$ 3,784,169	\$ 4,047,179	\$ 4,770,596	\$ 4,237,693	\$ 8,573,784	\$ 4,737,465	\$ 8,770,232	\$ 1,938,111	\$ 33,081,869	\$ 6,608,312	\$ (9,404,254)

COMMUNITY HOUSING OF MAINE, INC.
CONSOLIDATED SCHEDULE OF FINANCIAL POSITION - UNAUDITED
June 30, 2020

LIABILITIES AND NET ASSETS

CHOM OPERATIONS	AFFILIATED PROJECTS														ELIMINATIONS	TOTAL
	HOUSING BY DESIGN	HARBOR LIGHTS	ROCKY COAST	STEVENS GREEN	DAVIS ISLAND	REED STREET	SEMINARY HOUSING	CAMPBELL CREEK	CHILDREN'S HOSPITAL	DANFORTH ON HIGH	VILLAGE CENTRE	PARISH HOUSE	NFG HOUSING	CENTRAL COMMONS		
CURRENT LIABILITIES																
Accounts Payable - Operations	\$ 251,909	\$ -	\$ 6,403	\$ 6,061	\$ 584	\$ 3,971	\$ 11,023	\$ 1,908	\$ 238	\$ 1,976	\$ 1,106	\$ 1,255	\$ 2,525	\$ 38,879	\$ -	\$ 327,838
Accounts Payable - Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	465,412
Due to Affiliates	-	1,000	1,439	1,979	437	491	428	615	557	10,464	2,798	1,456	3,623	64,626	102,994	(192,907)
Accrued Interest	14,818	-	-	-	582	577	1,116	-	2,754	1,725	1,379	2,750	4,699	238,711	-	269,111
Other Accrued Expenses	-	-	179	502	16,325	26,635	37,841	20,897	35,922	19,487	29,854	19,891	-	14,217	348,804	-
Prepaid Rent	-	-	37	606	8,214	1,889	7,941	3,618	528	6,291	8,109	14,887	-	6,477	-	58,597
Construction Loan Payable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,816,002	-
Current Portion Long-term Debt - Bridge Loans	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Current Portion Long-term Debt	193,321	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Current Liabilities	460,048	1,000	8,058	9,148	26,142	33,563	58,349	27,038	39,999	39,943	43,246	40,239	10,847	362,910	4,733,212	5,700,835
DEPOSITS LIABILITY																
Tenant Security Deposits	152,825	-	1,206	487	13,299	11,131	13,539	13,357	14,363	11,899	11,850	27,753	4,493	78,891	-	355,093
LONG TERM LIABILITIES																
Notes Payable - MaineHousing	1,361,105	-	100,000	306,072	2,571,748	620,998	1,082,217	818,035	3,130,526	1,021,249	3,699,608	1,894,060	-	21,348,900	175,000	38,129,518
Notes Payable - Other	1,836,903	-	-	2,879	-	-	51,118	-	-	403,795	-	50,940	1,026,772	-	500,000	(3,674,172)
Less: Debt Issuance Costs	(144)	-	-	-	(2,796)	(6,409)	(11,027)	(803)	(17,390)	(13,800)	(15,538)	(28,383)	-	(369,099)	-	(465,389)
Deferred Interest Payable	-	-	-	-	-	386,036	584,584	-	97,852	187,492	-	-	-	-	-	1,255,964
Development Fee Payable	-	-	-	-	-	206,424	-	-	130,806	-	-	-	-	1,539,673	-	-
Total Notes Payable	3,197,864	-	100,000	308,951	2,568,952	1,207,049	1,706,892	817,232	3,341,794	1,598,736	3,684,070	1,916,617	1,026,772	22,519,474	675,000	39,118,328
Refundable Advances	18,453,242	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18,453,242
Total	21,651,106	-	100,000	308,951	2,568,952	1,207,049	1,706,892	817,232	3,341,794	1,598,736	3,684,070	1,916,617	1,026,772	22,519,474	675,000	57,571,570
Less Current Portion of Long-term Debt	193,321	-	-	-	-	-	-	-	-	-	-	-	-	-	-	193,321
Total Long-term Liabilities	21,457,785	-	100,000	308,951	2,568,952	1,207,049	1,706,892	817,232	3,341,794	1,598,736	3,684,070	1,916,617	1,026,772	22,519,474	675,000	57,378,249
TOTAL LIABILITIES	22,070,658	1,000	109,264	318,586	2,608,393	1,251,743	1,778,780	857,627	3,396,156	1,650,578	3,739,166	1,984,609	1,042,112	22,961,275	5,408,212	63,434,177
NET ASSETS																
Without Donor Restrictions	9,114,873	3,044,886	348,345	519,338	(274,915)	2,532,426	2,268,399	3,912,969	841,537	6,923,206	998,299	6,785,623	895,999	10,120,594	1,200,100	45,571,407
With Donor Restrictions	46,429	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46,429
Total Net Assets	9,161,302	3,044,886	348,345	519,338	(274,915)	2,532,426	2,268,399	3,912,969	841,537	6,923,206	998,299	6,785,623	895,999	10,120,594	1,200,100	45,617,836
TOTAL LIABILITIES AND NET ASSETS	\$ 31,231,960	\$ 3,045,886	\$ 457,609	\$ 837,924	\$ 2,333,478	\$ 3,784,169	\$ 4,047,179	\$ 4,770,596	\$ 4,237,693	\$ 8,573,784	\$ 4,737,465	\$ 8,770,232	\$ 1,938,111	\$ 33,081,869	\$ 6,608,312	\$ 109,052,013

COMMUNITY HOUSING OF MAINE, INC.
CONSOLIDATED SCHEDULE OF FINANCIAL POSITION - UNAUDITED

June 30, 2019

ASSETS

	CHOM OPERATIONS	AFFILIATED PROJECTS													ELIMINATIONS	TOTAL
		HOUSING BY DESIGN	HARBOR LIGHTS	ROCKY COAST	STEVENS GREEN	DAVIS ISLAND	REED STREET	SEMINARY HOUSING	CAMPBELL CREEK	CHILDREN'S HOSPITAL	DANFORTH ON HIGH	VILLAGE CENTRE	PARISH HOUSE	NFG HOUSING	CENTRAL COMMONS	
CURRENT ASSETS																
Cash																
Development Operations Accounts	\$ 870,629	\$ -	\$ 8,591	\$ 480	\$ 7,596	\$ 1,174	\$ 55,539	\$ 3,835	\$ 99,234	\$ 18,476	\$ 47,336	\$ 9,391	\$ 7,409	\$ 1,288,274	\$ -	\$ 2,417,964
Restricted Reserves and Escrows	1,128,967	-	17,355	70,454	147,004	48,755	81,707	187,712	317,107	277,156	313,932	328,885	18,050	773,279	-	3,710,363
Total Cash	1,999,596	-	25,946	70,934	154,600	49,929	137,246	191,547	416,341	295,632	361,268	338,276	25,459	2,061,553	-	6,128,327
Accounts Receivable																
Accounts Receivable - Tenants	57,757	-	41	475	5,760	15,664	5,956	2,916	4,148	10,346	3,027	147	96	4,013	-	110,346
Accounts Receivable - HUD /RD	-	-	-	22,507	-	-	4,364	3,352	14,706	6,847	1,249	7,375	-	19,256	-	79,656
Due from Affiliates	196,061	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	93,225	-	330	-	936	606	679	22,701	1,653	990	297	2,079	-	-	(196,061)	123,496
Total Receivables	347,043	-	371	22,982	6,696	16,270	10,999	28,969	20,507	18,183	4,573	9,601	96	23,269	-	313,498
Prepaid Expenses																
Insurance	18,492	-	772	194	2,662	8,245	1,911	4,457	4,543	5,567	4,166	10,149	890	15,587	-	77,635
Other	3,128	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,128
Total Prepaid Expenses	21,620	-	772	194	2,662	8,245	1,911	4,457	4,543	5,567	4,166	10,149	890	15,587	-	80,763
Total Current Assets	2,368,259	-	27,089	94,110	163,958	74,444	150,156	224,973	441,391	319,382	370,007	358,026	26,445	2,100,409	-	6,522,588
DEPOSITS HELD IN TRUST																
Tenant Security Deposits	149,364	-	1,450	497	15,167	8,572	15,013	13,160	15,372	12,703	13,583	25,007	4,449	77,531	-	351,868
PROPERTY AND EQUIPMENT																
Land	2,729,534	-	80,000	115,435	111,500	551,500	526,069	25,000	276,943	164,000	233,500	17,822	500	1,407,552	-	6,239,355
Land Improvements	166,526	-	10,000	-	600,235	860,398	6,922	200,072	198,035	758,694	215,514	642,996	20,592	-	-	3,679,984
Buildings	24,679,996	-	553,080	941,734	3,203,319	4,060,261	4,707,581	5,477,427	3,968,505	9,112,992	4,685,689	8,265,319	1,994,370	30,250,592	-	101,235,361
Construction in Progress	196,402	-	-	-	-	-	-	-	-	-	-	-	-	-	963,100	1,159,502
Furniture and Equipment	368,801	-	10,910	4,325	75,949	56,018	24,074	106,936	95,940	177,184	110,711	282,838	19,537	278,799	-	1,612,022
Total	28,141,259	-	653,990	1,061,494	3,991,003	5,528,177	5,264,646	5,809,435	4,539,423	10,212,870	5,245,414	9,208,975	2,034,999	31,936,943	963,100	113,926,224
Less Accumulated Depreciation	6,381,276	-	219,717	306,046	1,730,094	1,662,959	1,270,646	1,150,047	653,826	1,702,012	753,022	623,276	72,722	503,172	-	17,028,815
Net Property and Equipment	21,759,983	-	434,273	755,448	2,260,909	3,865,218	3,994,000	4,659,388	3,885,597	8,510,858	4,492,392	8,585,699	1,962,277	31,433,771	963,100	96,897,409
OTHER ASSETS																
Note Receivable	3,674,172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3,674,172)
Investment in Affiliates	-	2,886,736	-	-	-	-	-	-	-	-	-	-	-	-	-	(2,886,736)
Development Fees Receivable	2,991,238	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2,991,238)
Other Assets	-	-	-	-	610	3,745	3,566	12,025	10,935	26,666	8,868	47,297	-	169,888	-	283,600
Total Other Assets	6,665,410	2,886,736	-	-	610	3,745	3,566	12,025	10,935	26,666	8,868	47,297	-	169,888	-	283,600
TOTAL ASSETS	\$ 30,943,016	\$ 2,886,736	\$ 462,812	\$ 850,055	\$ 2,440,644	\$ 3,951,979	\$ 4,162,735	\$ 4,909,546	\$ 4,353,295	\$ 8,869,609	\$ 4,884,850	\$ 9,016,029	\$ 1,993,171	\$ 33,781,599	\$ 963,100	\$ 104,055,465

COMMUNITY HOUSING OF MAINE, INC.
CONSOLIDATED SCHEDULE OF FINANCIAL POSITION - UNAUDITED
June 30, 2019

LIABILITIES AND NET ASSETS

	CHOM OPERATIONS	HOUSING BY DESIGN	HARBOR LIGHTS	ROCKY COAST	STEVENS GREEN	DAVIS ISLAND	REED STREET	SEMINARY HOUSING	CAMPBELL CREEK	CHILDREN'S HOSPITAL	DANFORTH ON HIGH	VILLAGE CENTRE	PARISH HOUSE	NFG HOUSING	CENTRAL COMMONS	ELIMINATIONS	TOTAL
CURRENT LIABILITIES																	
Accounts Payable - Operations	\$ 66,379	\$ -	\$ 6,278	\$ 8,750	\$ 1,915	\$ 5,222	\$ 12,466	\$ 3,583	\$ 186	\$ 2,945	\$ 622	\$ 1,161	\$ 2,706	\$ 38,619	\$ -	\$ -	\$ 150,832
Accounts Payable - Development	-	-	-	-	-	-	-	-	-	-	-	-	-	1,802,870	52,035	-	1,854,905
Due to Affiliates	-	1,000	-	-	-	-	-	-	-	-	2,284	558	-	61,780	130,439	(196,061)	-
Accrued Interest	12,975	-	-	-	605	592	1,116	-	935	1,755	1,379	2,750	3,341	159,453	-	-	184,901
Other Accrued Expenses	-	-	296	2,053	12,525	23,698	32,314	7,353	23,983	30,078	45,296	16,440	325	5,423	5,626	-	205,410
Prepaid Rent	-	-	226	1,330	3,347	2,019	5,775	5,162	-	6,627	5,053	5,622	-	4,944	-	-	40,105
Construction Loan Payable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Current Portion Long-term Debt - Bridge Loans	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Current Portion Long-term Debt	130,819	-	-	-	4,576	2,734	-	-	11,309	5,648	5,006	-	-	2,366,699	-	-	2,526,791
Total Current Liabilities	210,173	1,000	6,800	12,133	22,968	34,265	51,671	16,098	36,413	47,053	59,640	26,531	6,372	4,439,788	188,100	(196,061)	4,962,944
DEPOSITS LIABILITY																	
Tenant Security Deposits	151,684	-	1,205	487	15,166	8,561	14,994	13,144	13,492	12,687	13,566	25,348	4,446	77,112	-	-	351,892
LONG TERM LIABILITIES																	
Notes Payable - MaineHousing	1,497,971	-	100,000	308,951	2,576,323	623,733	1,082,217	-	1,440,000	1,026,898	3,704,614	1,945,000	-	20,588,059	175,000	-	35,068,766
Notes Payable - Other	2,144,533	-	-	-	-	-	-	-	1,699,729	403,795	-	-	1,171,922	2,924,172	-	(3,674,172)	4,669,979
MaineHousing Tax Credit Exchange Funds	-	-	-	-	-	-	-	934,897	-	-	-	-	-	-	-	-	934,897
Less: Debt Issuance Costs	(173)	-	-	-	(2,981)	(6,765)	(11,621)	(936)	(18,115)	(14,400)	(16,199)	(29,454)	-	(362,257)	-	-	(462,901)
Deferred Interest Payable	-	-	-	-	-	345,199	520,609	-	84,223	161,561	-	-	-	-	-	-	1,111,592
Unreimbursed Development Costs	-	-	-	-	-	-	51,118	-	-	-	-	-	-	-	-	(51,118)	-
Development Fee Payable	-	-	-	-	-	206,424	-	-	130,806	-	-	-	-	2,654,008	-	(2,991,238)	-
Total Notes Payable	3,642,331	-	100,000	308,951	2,573,342	1,168,591	1,642,323	933,961	3,336,643	1,577,854	3,688,415	1,915,546	1,171,922	25,803,982	175,000	(6,716,528)	41,322,333
Refundable Advances	17,506,269	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17,506,269
Total	21,148,600	-	100,000	308,951	2,573,342	1,168,591	1,642,323	933,961	3,336,643	1,577,854	3,688,415	1,915,546	1,171,922	25,803,982	175,000	(6,716,528)	58,828,602
Less Current Portion of Long-term Debt	130,819	-	-	-	4,576	2,734	-	-	11,309	5,648	5,006	-	-	2,366,699	-	-	2,526,791
Total Long-term Liabilities	21,017,781	-	100,000	308,951	2,568,766	1,165,857	1,642,323	933,961	3,325,334	1,572,206	3,683,409	1,915,546	1,171,922	23,437,283	175,000	(6,716,528)	56,301,811
TOTAL LIABILITIES	21,379,638	1,000	108,005	321,571	2,606,900	1,208,683	1,708,988	963,203	3,375,239	1,631,946	3,756,615	1,967,425	1,182,740	27,954,183	363,100	(6,912,589)	61,616,647
NET ASSETS																	
Without Donor Restrictions	9,516,949	2,885,736	(195,993)	52,684	(166,256)	2,743,296	2,453,747	3,946,343	978,056	7,237,663	1,128,235	7,048,604	810,431	5,827,416	600,000	(3,501,122)	41,365,789
With Donor Restrictions	46,429	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46,429
HUD Capital Advances	-	-	550,800	475,800	-	-	-	-	-	-	-	-	-	-	-	-	1,026,600
Total Net Assets	9,563,378	2,885,736	354,807	528,484	(166,256)	2,743,296	2,453,747	3,946,343	978,056	7,237,663	1,128,235	7,048,604	810,431	5,827,416	600,000	(3,501,122)	42,438,818
TOTAL LIABILITIES AND NET ASSETS	\$ 30,943,016	\$ 2,886,736	\$ 462,812	\$ 850,055	\$ 2,440,644	\$ 3,951,979	\$ 4,162,735	\$ 4,909,546	\$ 4,353,295	\$ 8,869,609	\$ 4,884,850	\$ 9,016,029	\$ 1,993,171	\$ 33,781,599	\$ 963,100	\$ (10,413,711)	\$ 104,055,465

COMMUNITY HOUSING OF MAINE, INC.
CONSOLIDATED SCHEDULE OF REVENUE, SUPPORT, EXPENSES AND CHANGE IN NET ASSETS - UNAUDITED
For the Year Ended June 30, 2020

	CHOM OPERATIONS	HOUSING BY DESIGN	HARBOR LIGHTS	ROCKY COAST	STEVENS GREEN	DAVIS ISLAND	REED STREET	SEMINARY HOUSING	AFFILIATED PROJECTS CAMPBELL CREEK	CHILDREN'S HOSPITAL	DANFORTH ON HIGH	VILLAGE CENTRE	PARISH HOUSE	NFG HOUSING	CENTRAL COMMONS	ELIMINATIONS	TOTAL
REVENUE AND SUPPORT																	
Rental Operations																	
Tenant Rent	\$ 1,671,630	\$ -	\$ 15,600	\$ 19,042	\$ 226,031	\$ 221,479	\$ 124,673	\$ 111,925	\$ 98,349	\$ 219,801	\$ 94,760	\$ 193,935	\$ 56,419	\$ 913,392	\$ -	\$ -	\$ 3,967,036
Vacancy	(86,822)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(86,822)
Housing Assistance Payments	706,008	-	29,780	33,272	-	-	152,395	104,751	167,294	117,834	184,041	211,717	-	2,125,763	-	-	3,832,855
Miscellaneous	-	-	-	-	-	-	-	-	-	-	-	-	-	808	-	-	808
Total Rental Operations	2,290,816	-	45,380	52,314	226,031	221,479	277,068	216,676	265,643	337,635	278,801	405,652	56,419	3,039,963	-	-	7,713,877
OTHER SUPPORT AND REVENUE																	
Development Fees	125,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125,000
Income from Project Investments	100,017	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(100,017)	-
Grants	301,350	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	301,350
Donations	6,249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,249
Interest Income	22,967	-	-	767	2,300	982	1,759	3,971	4,839	5,573	5,777	6,734	10	21,113	-	-	76,792
Other Income	27,632	-	644	12,682	3,792	6,679	8,419	604	4,342	9,088	4,525	7,353	-	21,533	-	-	107,253
Historic Tax Credit Refund	159,150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159,150
Tax Credit Exchange Fund Income	-	-	-	-	-	-	-	116,862	-	-	-	-	-	-	-	-	116,862
Interest Credit Subsidy	-	-	-	-	-	-	-	-	22,433	-	-	-	-	-	-	-	22,433
TOTAL REVENUE AND SUPPORT	3,033,181	-	46,024	65,763	232,123	229,140	287,246	338,113	297,257	352,296	289,103	419,739	56,429	3,082,609	-	(100,017)	8,629,006
EXPENSES																	
Rental Housing Expenses																	
Administrative																	
Management Fees	40,600	-	4,020	4,143	13,590	15,849	16,860	13,104	27,671	23,428	16,848	28,514	5,642	151,925	-	-	362,194
Other Administrative Expenses	32,130	-	9,599	14,288	38,777	48,978	37,838	46,096	47,511	59,168	53,154	39,147	7,132	137,587	-	-	571,405
Total Administrative Expenses	72,730	-	13,619	18,431	52,367	64,827	54,698	59,200	75,182	82,596	70,002	67,661	12,774	289,512	-	-	933,599
Operating																	
Fuel	151,217	-	3,536	4,812	30,364	27,541	34,719	10,431	-	16,537	7,678	5,024	6,049	69,795	-	-	367,703
Electricity	95,129	-	3,903	4,041	5,823	8,767	7,273	21,142	10,608	15,557	10,090	39,392	5,261	141,033	-	-	368,019
Water and Sewer	103,414	-	2,378	7,540	17,861	28,230	11,724	16,154	25,271	11,868	10,238	20,249	2,630	63,170	-	-	320,727
Cable	1,291	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,291
Trash Removal	21,006	-	1,446	-	5,390	2,839	6,119	7,376	4,519	9,992	7,514	3,579	952	-	-	-	70,732
Miscellaneous	-	-	-	-	-	-	3,793	-	-	-	-	-	-	-	-	-	3,793
Total Operating Expenses	372,057	-	11,263	16,393	59,438	67,377	63,628	55,103	40,398	53,954	35,520	68,244	14,892	273,998	-	-	1,132,265
Maintenance	690,028	-	7,495	9,456	68,976	74,860	49,123	53,844	98,317	74,695	59,643	118,630	11,800	309,909	-	-	1,626,776
Depreciation and Amortization	668,514	-	14,188	26,110	120,686	148,855	119,383	159,482	124,486	288,745	142,093	271,173	53,100	813,809	-	-	2,950,624
Interest Expense	187,514	-	2,041	-	7,300	48,198	77,959	133	54,022	47,400	17,075	34,071	15,358	1,096,906	-	-	1,587,977
General																	
Property and Miscellaneous Taxes	8,710	-	263	429	15,766	16,118	39,473	15,334	21,758	61,491	48,226	32,159	14,569	277,793	-	-	552,089
Property and Miscellaneous Insurance	71,420	-	3,522	4,090	8,903	10,038	8,936	12,580	10,140	21,034	12,793	19,317	7,518	82,253	-	-	272,544
Total General Expenses	80,130	-	3,785	4,519	24,669	26,156	48,409	27,914	31,898	82,525	61,019	51,476	22,087	360,046	-	-	824,633
Tenant Services	-	-	-	-	-	8,437	9,344	7,944	-	10,024	-	-	-	67,151	-	-	102,900
Total Rental Housing Expenses	2,070,973	-	52,391	74,909	333,436	438,710	422,544	363,620	424,303	639,939	385,352	611,255	130,011	3,211,331	-	-	9,158,774
Other Income (Expenses)																	
Debt Relief	109,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109,500
General Administration (Schedule 4)	(1,030,845)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1,030,845)
Other Expense	-	-	(95)	-	-	-	-	-	-	(17,160)	(7,930)	(20,793)	-	(7,635)	-	-	(53,613)
Asset/Incentive Management Fees	-	-	-	-	(7,346)	(1,300)	(33,034)	(6,894)	(9,473)	(7,000)	(20,018)	(7,200)	-	(7,500)	-	60,892	(38,873)
Gain on Sale of Fixed Assets	27,186	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27,186
Sub-Grantee Costs	(310,975)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(310,975)
Development Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Income (Expenses)	(1,205,134)	-	(95)	-	(7,346)	(1,300)	(33,034)	(6,894)	(9,473)	(24,160)	(27,948)	(27,993)	-	(15,135)	-	60,892	(1,297,620)
Change in Net Assets	(242,926)	-	(6,462)	(9,146)	(108,659)	(210,870)	(168,332)	(32,401)	(136,519)	(311,803)	(124,197)	(219,509)	(73,582)	(143,857)	-	(39,125)	(1,827,388)
Net Assets - Beginning of Year	9,563,378	2,885,736	354,807	528,484	(166,256)	2,743,296	2,453,747	3,946,343	978,056	7,237,663	1,128,235	7,048,604	810,431	5,827,416	600,000	(3,501,122)	42,438,818
Capital Contributions (Net of Syndication Costs)	-	159,150	-	-	-	-	-	-	-	-	-	-	159,150	4,437,035	600,100	(159,150)	5,196,285
Transfers/Distributions	(159,150)	-	-	-	-	-	(17,016)	(973)	-	(2,654)	(5,739)	(43,472)	-	-	-	39,125	(189,879)
Net Assets - End of Year	\$ 9,161,302	\$ 3,044,886	\$ 348,345	\$ 519,338	\$ (274,915)	\$ 2,532,426	\$ 2,268,399	\$ 3,912,969	\$ 841,537	\$ 6,923,206	\$ 998,299	\$ 6,785,623	\$ 895,999	\$ 10,120,594	\$ 1,200,100	\$ (3,660,272)	\$ 45,617,836

COMMUNITY HOUSING OF MAINE, INC.
CONSOLIDATED SCHEDULE OF REVENUE, SUPPORT, EXPENSES AND CHANGE IN NET ASSETS - UNAUDITED
For the Year Ended June 30, 2019

REVENUE AND SUPPORT	CHOM OPERATIONS	AFFILIATED PROJECTS															TOTAL
		HOUSING BY DESIGN	HARBOR LIGHTS	ROCKY COAST	STEVENS GREEN	DAVIS ISLAND	REED STREET	SEMINARY HOUSING	CAMPBELL CREEK	CHILDREN'S HOSPITAL	DANFORTH ON HIGH	VILLAGE CENTRE	PARISH HOUSE	NFG HOUSING	CENTRAL COMMONS	ELIMINATIONS	
Rental Operations																	
Tenant Rent	\$ 1,525,756	\$ -	\$ 15,223	\$ 18,816	\$ 229,244	\$ 210,338	\$ 137,086	\$ 82,848	\$ 95,592	\$ 213,116	\$ 94,060	\$ 160,116	\$ 51,722	\$ 442,500	\$ -	\$ -	\$ 3,276,417
Vacancy	(61,588)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(61,588)
Housing Assistance Payments	638,016	-	27,317	33,783	-	-	128,448	112,550	173,633	124,925	177,608	209,722	-	1,041,326	-	-	2,667,328
Rental Assistance Payments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Department of Veteran Affairs Per Diem	25,992	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25,992
Total Rental Operations	2,128,176	-	42,540	52,599	229,244	210,338	265,534	195,398	269,225	338,041	271,668	369,838	51,722	1,483,826	-	-	5,908,149
OTHER SUPPORT AND REVENUE																	
Development Fees	3,352,045	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,352,045
Income from Project Investments	100,339	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(100,339)	97,163
Grants (Restated)	97,163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101,755
Department of Veteran Affairs Per Diem	101,755	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,923
Donations	8,923	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54,438
Interest Income	24,751	-	8	827	1,550	764	1,140	2,473	2,741	3,455	3,625	3,991	10	9,103	-	-	83,414
Other Income	14,674	-	682	14,634	2,879	14,552	3,206	1,819	6,931	5,217	2,480	-	-	13,347	-	-	159,150
Historic Tax Credit Refund	159,150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116,862
Tax Credit Exchange Fund Income	-	-	-	-	-	-	-	116,862	-	-	-	-	-	-	-	-	22,433
Interest Credit Subsidy	-	-	-	-	-	-	-	-	22,433	-	-	-	-	-	-	-	-
TOTAL REVENUE AND SUPPORT	5,987,176	-	43,230	68,060	233,673	225,654	269,880	316,552	301,330	346,713	278,086	376,309	51,732	1,506,276	-	(100,339)	9,904,332
EXPENSES																	
Rental Housing Expenses																	
Administrative																	
Management Fees	38,600	-	3,240	4,947	14,040	13,800	16,065	11,546	27,090	23,360	16,584	25,372	3,757	72,906	-	-	271,307
Other Administrative Expenses	33,138	-	13,706	15,052	33,425	65,114	23,433	59,949	56,252	48,124	42,582	62,312	3,200	66,882	-	-	523,169
Total Administrative Expenses	71,738	-	16,946	19,999	47,465	78,914	39,498	71,495	83,342	71,484	59,166	87,684	6,957	139,788	-	-	794,476
Operating																	
Fuel	179,615	-	3,381	4,438	24,029	28,585	30,444	11,908	-	17,932	8,737	4,329	5,097	22,231	-	-	340,726
Electricity	92,303	-	3,433	4,209	5,587	8,583	6,985	18,072	6,879	9,792	7,844	4,633	67,867	-	-	-	254,774
Water and Sewer	94,675	-	2,486	8,448	16,177	26,726	10,634	9,540	24,230	11,919	11,104	18,540	2,900	40,343	-	-	277,722
Cable	1,312	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,312
Trash Removal	17,744	-	1,268	-	6,475	4,434	6,443	5,589	3,322	8,459	6,256	2,883	891	-	-	-	63,764
Miscellaneous	-	-	-	-	-	-	3,642	-	-	-	-	-	-	-	-	-	3,642
Total Operating Expenses	385,649	-	10,568	17,095	52,268	68,328	58,148	45,109	34,431	56,897	35,889	33,596	13,521	130,441	-	-	941,940
Maintenance	586,192	-	12,502	11,409	59,300	60,882	56,592	49,783	57,865	67,541	56,404	105,584	10,822	143,719	-	-	1,278,595
Depreciation and Amortization	639,137	-	14,576	24,370	123,675	148,911	120,197	159,046	124,002	288,361	141,085	270,959	53,100	242,794	-	-	2,350,213
Interest Expense	200,777	-	-	-	7,567	46,540	75,157	133	53,530	47,000	17,342	34,071	22,729	571,190	-	-	1,076,036
General																	
Property and Miscellaneous Taxes	18,257	-	1,136	6	15,258	15,304	33,813	15,000	21,410	59,803	45,458	31,999	11,866	132,649	-	-	401,959
Property and Miscellaneous Insurance	68,658	-	-	1,643	8,532	6,269	8,662	4,763	7,396	13,035	7,169	15,957	3,060	53,648	-	-	198,992
Total General Expenses	87,115	-	1,136	1,649	23,790	21,573	42,475	19,763	28,806	72,838	52,627	47,956	14,926	186,297	-	-	600,951
Tenant Services	-	-	-	-	-	-	8,940	-	-	-	-	-	-	32,427	-	-	41,367
Total Rental Housing Expenses	1,970,608	-	55,728	74,522	314,065	425,148	401,007	345,329	381,976	604,121	362,513	579,850	122,055	1,446,856	-	-	7,083,578
Other Income (Expenses)																	
Debt Relief	704,615	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	704,615
General Administration (Schedule 4)	(996,942)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(996,942)
Other Expense	(156,812)	-	-	-	-	-	-	-	-	(5,400)	(810)	(6,068)	-	(5,000)	-	-	(174,090)
Asset Management Fee	-	-	-	-	(26,560)	(1,300)	(29,262)	-	(10,298)	(7,000)	(30,243)	(7,200)	-	-	-	84,165	(27,698)
Gain on Sale of Fixed Assets	36,595	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36,595
Sub-Grantee Costs	(101,755)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(101,755)
Development Expense	(350,502)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(350,502)
Total Other Income (Expenses)	(864,801)	-	-	-	(26,560)	(1,300)	(29,262)	-	(10,298)	(12,400)	(31,053)	(13,268)	-	(5,000)	-	84,165	(909,777)
Change in Net Assets	3,151,767	-	(12,498)	(6,462)	(106,952)	(200,794)	(160,389)	(28,777)	(90,944)	(269,808)	(115,480)	(216,809)	(70,323)	54,620	-	(16,174)	1,910,977
Net Assets - Beginning of Year	6,570,761	2,726,586	367,305	534,946	(55,745)	2,944,090	2,617,188	3,975,120	1,069,000	7,522,559	1,254,532	7,283,384	565,292	3,035,844	-	(3,341,972)	37,068,890
Capital Contributions (Net of Syndication Costs)	-	159,150	-	-	-	-	-	-	-	-	-	-	315,462	2,138,915	600,000	(159,150)	3,054,377
Transfers/Distributions	(159,150)	-	-	-	(3,559)	-	(3,052)	-	-	(15,088)	(10,817)	(17,971)	-	598,037	-	16,174	404,574
Net Assets - End of Year	\$ 9,563,378	\$ 2,885,736	\$ 354,807	\$ 528,484	\$ (166,256)	\$ 2,743,296	\$ 2,453,747	\$ 3,946,343	\$ 978,056	\$ 7,237,663	\$ 1,128,235	\$ 7,048,604	\$ 810,431	\$ 5,827,416	\$ 600,000	\$ (3,501,122)	\$ 42,438,818

Technical Capacity

Community Housing of Maine (CHOM) Development Corporation was formed in 2003 and is the managing General Partner in eleven (11) limited partnerships. Each partnership was formed for the purpose of owning affordable rental housing created, in part, by an allocation of Low-Income Housing Tax Credits. Please refer to the attached CHOM Development Corporation Resume for additional information.

Portland Housing Development Corporation (PHDC) has over 20 years of experience in real estate development, sustainable design, community planning, finance, and construction. They have collectively developed nearly 2,000 affordable homes in their career. PHDC will co-own the proposed buildings with Community Housing of Maine. Please refer to the attached PHDC Resume for additional information.

CWS Architects was founded in 1992 and has an extensive portfolio of multifamily housing, historic preservation, commercial and industrial buildings mostly concentrated in Southern and Central Maine. With numerous awards and over 75 residential developments with over 3,200 units completed, CWS is one of Northern New England's most respected residential apartment design firms. Notable local developments include the Passive House certified Village Centre Apartments in Brewer, 409 Cumberland, Oak Street Lofts (LEED Silver) and Elm Terrace (LEED Platinum) and the recently completed 57 unit Solterra (58 Boyd St Apts), all located in Portland.

Ryan Senatore Architecture has designed several important multifamily residential projects in Southern and Central Maine, including the nine-story, 139-unit, concrete and steel framed high-rise apartment building known as the Hiawatha (for Redfern Properties). RSA's residential clients include private developers as well as public housing authorities, and completed projects include both new construction and adaptive reuse of existing historic structures.

Acorn Engineering specializes in providing urban redevelopment, civil/site design, environmental services, municipal consulting and construction administration. Together, Acorn Engineering, Inc. and Ryan Senatore Architecture have successfully designed and permitted more than 20 level II/III projects in Portland during the past 5 years, including four for Redfern Properties: Munjoy Heights, East Bayside Lofts, The Hiawatha, and 70 Anderson.

ALA is a process-driven, landscape architecture and urban design firm committed to thoughtful, creative intervention at the intersection of environment, economics, art, and culture. ALA has worked on a number of important projects throughout Maine and the U.S. Locally, ALA has been the prime design consultant for the redevelopment of the 500-acre Scarborough Downs property in addition to numerous public and private development projects across Maine. ALA's clients include private developers, housing authorities, and municipalities.

CHOM Development Corporation Resume

CHOM Development Corporation was formed in 2003 and is the managing General Partner in eleven (11) limited partnerships. Each partnership was formed for the purpose of owning affordable rental housing created, in part, by an allocation of Low Income Housing Tax Credits.

Stevens Green



2004 / Stevens Green Associates, L.P.

4% bond financing and tax credits / 26 family units, 24,871 Sq. Ft., 5 Lovejoy Street, Rockland, Maine

New construction, \$4.1 million total development cost

Delivered on time and slightly under budget / Benchmark as General Contractor by Select Bid

Initial occupancy December 2005

Architect: Ben Walter, CWS Architects

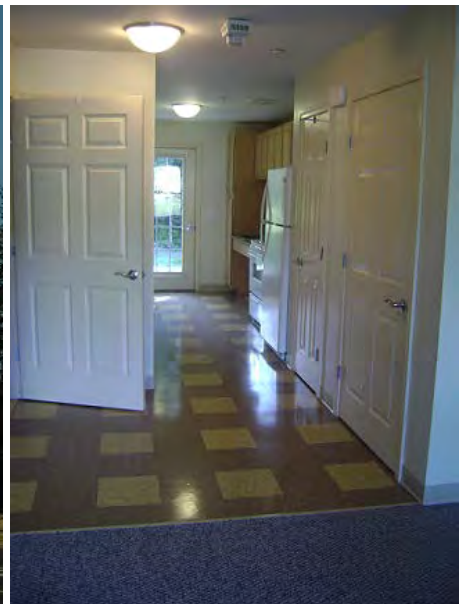
Construction Lender: Camden National Bank

Syndicator: Michael Associates, Ltd.

Property Manager: Preservation Management, Inc.

Project Manager: Erin Cooperrider for CHOM Development Corporation

Townhouses at Davis Island



2006 / Davis Island Housing Partners, L.P.

9% tax credits / 26 family units, 27,376 Sq. Ft., 45 US Route 1, Edgecomb, Maine

New construction, \$5.5 million total development cost

Delivered early and on budget / Portland Builders as General Contractor by Select Bid

Initial occupancy October 2007

Architect: Ben Walter, CWS Architects

Construction Lender: Camden National Bank

Syndicator: Boston Capital Corporation

Property Manager: Preservation Management, Inc.

Project Manager: Erin Cooperrider for CHOM Development Corporation

Meets MaineHousing's green design requirements

Clearwater Bend



2007 / Reed Street Neighborhood Housing, L.P.
9% tax credits / 23 family units, 26,190 Sq. Ft., 27 Reed Street, Westbrook, Maine
New construction, \$5.5 million total development cost
Delivered early and under budget / Benchmark as Construction Manager-at-Risk
Initial occupancy July 2008
Architect: Ben Walter, CWS Architects
Construction Lender: Camden National Bank
Syndicator: Boston Capital Corporation
Property Manager: Preservation Management, Inc.
Project Manager: Erin Cooperrider for CHOM Development Corporation
Meets MaineHousing's green design requirements

Maine Hall





2009 / Seminary Housing Partners, L.P.

9% tax credits / state and federal historic tax credits / 28 senior units, 25,350 Sq. Ft., 288 Union Street, Bangor, Maine

Acquisition and rehabilitation of historic brick building with new construction addition

\$6 million total development cost

Delivered on time and on budget / Nickerson O'Day as Construction Manager-at-Risk

Initial occupancy August 2011

Architect: Ben Walter, CWS Architects

Construction Lender: People's United Bank

Syndicator: Boston Capital Corporation

Property Manager: Preservation Management, Inc.

Project Manager: Erin Cooperrider for CHOM Development Corporation

Certified by the U.S. Green Building Council (USGBC) and achieved Leadership in Energy and Environmental Design (LEED) Silver Certification

Elm Terrace



2010 / Children's Hospital Housing Partners, L.P.

9% tax credits / state and federal historic tax credits / 38 family units, 42,864 Sq. Ft., 68 High Street, Portland, Maine

Acquisition and rehabilitation of historic brick building with new construction addition

\$10.5 million total development cost

Delivered on time and on budget / Wright-Ryan as Construction Manager-at-Risk

Initial occupancy February 2013

Architect: Ben Walter, CWS Architects

Construction Lender: TD Bank

Syndicator: Boston Capital Corporation

Property Manager: Preservation Management, Inc.

Project Manager: Erin Cooperrider for CHOM Development Corporation

Certified by the U.S. Green Building Council (USGBC) and achieved Leadership in Energy and Environmental Design (LEED) Platinum Certification

Danforth on High





2011 / Danforth on High, L.P.

4% bond deal / 30 senior units, 23,450 Sq. Ft., 81 Danforth Street, Portland, Maine

New construction, \$5.6 million total development cost

Delivered on time and under budget / Hebert Construction as General Contractor by Select Bid

Initial occupancy July 2013

Architect: David Lloyd, Archetype

Construction Lender: Gorham Savings Bank

Syndicator: Boston Capital Corporation

Property Manager: Preservation Management, Inc.

Project Manager: Erin Cooperrider for CHOM Development Corporation

Meets MaineHousing's green design requirements

Campbell Creek Village (formerly Harbor Pines and West Harbor Pines)



2012 / Campbell Creek Housing Partners, L.P.

4% bond financing and tax credits / USDA Rural Development Multifamily Revitalization Program

16 family units and 20 senior units, 31,165 Sq. Ft., Andrea Lane, Boothbay Harbor, Maine

Acquisition and occupied rehabilitation; \$ 4.8 million total development cost

Delivered early and on budget / Great Falls Construction as General Contractor by Open Bid

Initial Occupancy September 2012 (occupied renovation)

Architect: Ben Walter, CWS Architects

Construction Lender: Maine State Housing Authority

Syndicator: Northern New England Housing Investment Fund

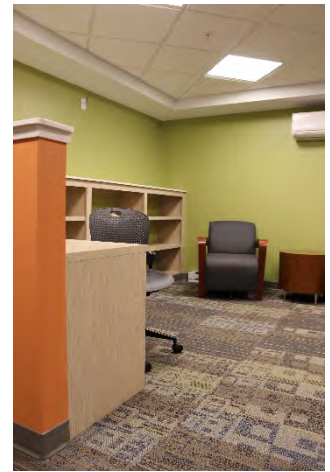
Property Manager: Preservation Management, Inc.

Project Manager: Erin Cooperrider for CHOM Development Corporation

Meets MaineHousing's green design requirements

Village Centre Family Apartments





2015 / Village Centre Housing Partners, L.P.
9% tax credits / 48 family units, 54,886 Sq. Ft., 266 Center Street, Brewer, Maine
New construction, \$9.5 million total development budget
Delivered on time and on budget / Wright-Ryan as Construction Manager-at-Risk
Initial occupancy April 2016
Architect: Ben Walter, CWS Architects
Construction Lender: TD Bank
Syndicator: Northern New England Housing Investment Fund
Architect: Ben Walter, CWS Architects
Property Manager: Preservation Management, Inc.
Project Manager: Erin Cooperrider for CHOM Development Corporation
Certified by the Passive House Institute US (PHIUS) achieving PHIUS+ 2015
Passive House certification.

Parish House



2016 / Parish House Associates, L.P.

State and federal historic tax credits / 6 units, 6,561 Sq. Ft., 27 Kennebec St., Bar Harbor, Maine

Acquisition and rehabilitation of historic brick building

\$2.03 million development cost

Delivered on time and on budget / E. L. Shea as Construction Manager-at-Risk

Initial occupancy August 2017

Architect: George Lavigne, CWS Architects

Construction Lender: Camden National Bank

Investment Limited Partner: Camden National Bank

Property Manager: Community Housing of Maine

Project Manager: Erin Cooperrider for CHOM Development Corporation

Northfield Green



2017 / NFG Housing Partners, L.P.

4% tax credits / 201 units, 198,898 Sq. Ft., 145 Allen Ave., Portland, Maine

Occupied rehabilitation; \$30 million development cost

Anticipated on time and on budget / Zachau Construction as Construction Manager-at-Risk

Initial occupancy December 2017 (occupied rehabilitation)

Architect: Ben Walter, CWS Architects

Construction Lender: TD Bank

Syndicator: Boston Capital Corporation

Property Manager: Preservation Management, Inc.

Project Manager: Erin Cooperrider for CHOM Development Corporation

Central Commons



2018 / Central Commons Housing Partners, L.P.
4% tax credits / state and federal historic tax credits / 29 senior units, 25,000 Sq. Ft., 6 Beech St.,
Hallowell, Maine
Acquisition and rehabilitation of historic brick building
\$7.9 million development cost
On time and on budget / Wright-Ryan as Construction Manager-at-Risk
Initial occupancy in June 2020
Architect: Ryan Senatore Architects
Construction Lender: Bangor Savings Bank and Maine State Housing Authority
Syndicator: Evernorth (formerly Northern New England Housing Investment Fund (NNEHIF))
Property Manager: Preservation Management, Inc.
Project Manager: Bree LaCasse for CHOM Development Corporation



Firm Profile

Development Experience

Established in 1983, Portland Housing Development Corporation (PHDC) is the real estate development arm of the Portland Housing Authority (PHA). PHDC is a 501(c)(4) non-profit organization that provides real estate development services for the preservation and expansion of affordable housing opportunities in Portland, Maine. PHDC creates permanently affordable housing for households in need and ensures the agency's portfolio remains viable for the long-term. It is governed by a seven-member volunteer board of directors.

PHDC staff have over 20 years of experience in real estate development, sustainable design, community planning, finance and construction. They have collectively developed nearly 2,000 affordable homes in their careers. PHDC utilizes private and public financing to renovate PHA's aging multifamily housing stock and create new units of attractive, affordable and workforce housing for Portland residents. Our in-house development staff are practiced in environmentally responsible building techniques, smart growth planning and community revitalization. PHDC staff are skilled in securing and assembling project financing from a broad range of local, state and federal sources. With a strong track record of on-time and on-budget projects, PHDC has the ability to reasonably project hard, soft and operating costs onto an array of project types.

PHDC's new construction and preservation projects provide residents with quality, energy-efficient homes in growing Portland neighborhoods and areas of opportunity. These projects help foster sustainable and diverse and vibrant communities near transit, schools, services, and jobs. PHDC's efforts, in concert with public and private partnerships, encourage community revitalization, create essential affordable housing opportunities, and contribute to a better built environment for future generations.

Development Approach

As a non-profit affordable housing developer, PHDC is guided by the following principals:

- Provide high-quality, safe, healthy and energy-efficient homes to residents.

- Provide attractive, desirable and marketable homes that instill a sense of pride in residents and neighbors.
- Provide homes that integrate with and add value and amenities to the surrounding neighborhood.

PHDC projects offer a continuum of permanent housing types and sizes to meet identified community needs. These include rental housing projects for families, seniors and persons with disabilities; supportive housing with services; and homeownership opportunities. PHDC also strives to accommodate economic diversity and mixed-incomes within our properties. Our portfolio accommodates a range of incomes groups – from extremely low-income families to middle-income households, and everything in between.

Our approach to multifamily design and development focus on achieving superior sustainability, livability, and community engagement in all our projects. We accomplish this through:

- Engaging residents, neighborhood and other local stakeholders to identify user values, community needs, project goals, constraints and opportunities.
- Completing master planning and a site analysis to determine a property's best use and complements the surrounding community character.
- Promoting smart growth principals, including concentrating on infill, low-impact and compact projects.
- Incorporating Passive House, green building practices and sustainable material usage to reduce energy and water utilization, conserve resources, minimize operating costs, and improve tenant health and wellbeing.
- Analyzing the 'first costs' and long-term lifecycle costs of each design decision to optimize a property's financial and environmental sustainability.
- Value engineering projects to maximize building performance and control costs.
- Including accessibility and universal design features that improve property visitability and adaptation to the changing needs and lifestyles of residents.
- Encouraging use of mass transit and alternative transportation options while minimizing land used for parking.
- Connecting residents to nature and open space through creative design.
- Utilizing placemaking principals that provide better health, food security, arts and community connectivity.

Property Management and Voucher Services

In addition to development activities, our agency manages long-term rental housing and rental assistance to more 6,500 residents, nearly 10% of the City's population. Through Low-Income Public Housing (LIPH) and the Housing Choice Voucher (HCV) programs, PHA and its affiliates serve low-income families, seniors, persons with disabilities and many more. This includes property management of nearly 1,000 units of LIPH and market-rate apartments, as well as the administration of 1,800 housing vouchers. PHA believes that providing safe, quality, affordable housing offers its residents the stability they need and the opportunity for success they deserve.

PHA employs an experienced Property Management and Compliance team with extensive training in programs including the Low Income Housing Tax Credit (LIHTC), LIPH, HCV, and Project-Based Section 8 subsidies. Our agency has a proven track record of compliance with HUD and annual audits.

On-site Property Management staff communicate with the Director of Property Management on a regular basis to formally review the status and condition of the project, to review outstanding issues and provide detailed reports on continuing operations of the property. Property Management personnel have experience preparing and monitoring annual budgets; resolving resident complaints; marketing and leasing vacant units; reviewing and approving reasonable accommodations requests; implementing risk management and crime preventative safety measures; performing site and unit inspections; coordinating maintenance activities and unit turnover work; and ensuring compliance with all federal, state and local regulations. PHA's Maintenance department provides 24-hour maintenance services, including routine, emergency, and preventative maintenance repairs and replacement.

Resident Services

Our agency's commitment to meeting resident needs led to the creation of the Resident Services department. Resident Services has a direct role in assessing community and resident needs and organizing to address those needs. Resident Services staff process referrals and connect residents with services and resources. They develop and operate programs that enable residents to gain educational, financial and self-sufficiency skills. Resident Services build collaborative relationships with area providers and solicit resources. Our long-term community partners include Shalom House, Opportunity Alliance, Head Start, Greater Portland Health, Sweetser, Good Shepard Food Bank, USM Nursing Program, and Boys & Girls Club. The Resident Services department also encourages and facilitates tenant organizations at our properties.

Development Awards and Recognition

- Bayside Anchor - 2018 PHIUS Award for Best Affordable Housing from Passive House Institute US (PHIUS)
- Bayside Anchor - 2017 Citation Award for Design from AIA Maine
- Portland Housing Authority - 2016 Mike Yandell Award from Avesta Housing
- Bayside Anchor – 2013 Lowering The Cost Of Housing Award from Enterprise Communities and Deutsche Bank
- Front Street Re-Development – 2017 Housing for Everyone Award and \$125,000 from the TD Charitable Foundation

Bayside Anchor



PHDC's first new construction project, Bayside Anchor, models our approach to sustainability, affordability and innovation in affordable housing development. Completed in 2016, the project provides 45 affordable, energy-efficient homes in Portland, Maine. Utilizing cost-effective technologies, the property was built to Passive House standards and received PHIUS+ Certification. As a result, Bayside Anchor won the 2013 "Lowering The Cost Of Housing" national competition by Enterprise Communities and Deutsche Bank; the 2018 PHIUS award for Best Affordable Housing; and a 2017 Citation Award for Design from AIA Maine. Additionally, Bayside Anchor serves as a service hub for low-income residents in the East Bayside neighborhood. The building includes a Community Police Station, Head Start classroom, artist-commissioned murals and property management offices. As a social catalyst for East Bayside, the project earns its name as a stabilizing "anchor" for the community.

Solterra (58 Boyd Street)



During the 1960s, more than 200 structures in Bayside were demolished as part of Urban Renewal and “slum clearance”. The historical street grid and existing properties were razed to make way for Franklin Arterial.

A generation later, the City and the community have re-embraced the urbanism previously destroyed. Solterra at 58 Boyd Street, a 55-unit infill development, is across the street and follows PHDC’s Bayside Anchor project. The mixed-income project offers 44 affordable and 11 market-rate apartments. Twenty-eight (28) units benefit from project-based vouchers and five units are reserved for homeless households. Rents are 11% to 64% below market, placing it in a strong competitive position within the market. The project provides the neighborhood with much-needed resident services and affordability, as well as new commercial space for Cultivating Community, a local Food Security, nutrition and farming organization.

Solterra employs the Passive House principles of plentiful fresh air, passive solar design, superinsulation and airtightness, used in conjunction with highly efficient energy recovery ventilation, to dramatically reduce energy demand and simplify overly complex and expensive multifamily mechanical systems. Solterra’s design meets and significantly exceeds the City’s Green Building Ordinance. The team’s design professionals (CWS Architects) are leaders in the Passive House ultra-low-energy building movement.

Construction was complete in October 2020 and we are currently leasing units.

Public Housing Re-Positioning - Section 18 and RAD

PHDC is an integral part of PHA's Strategic Vision Plan ("Plan") to redevelop its aging Public Housing stock through HUD's Rental Assistance Demonstration (RAD) and/or Section 18 Demolition-Disposition programs. The Agency is approaching the conversion of all or some of its Public Housing portfolio to HUD's Project-Based Voucher Platform. The Agency is guided by its mission and long-term goals set forth within the Plan.

With RAD and Section 18, our Agency aims to expand its suite of affordable housing and services, improve residents' quality of life, enhance safety, build community, and promote success for the people we serve and the neighborhood where they reside. Much of the public housing stock is at the end of its useful life. Steps need to be taken to ensure the long-term viability of our portfolio. Furthermore, we view the underutilized land where housing units are located as a resource for the addition of new units. New inventory will help alleviate the affordable housing crisis the City of Portland faces.

Appropriate planning allows the Agency to take advantage of available federal, state, City and private resources to create development and management opportunities that enhance the diversification of programs and revenues, improve integration of our properties into the city neighborhoods, and mitigate the stigmatization of public housing in the community.

Conformity with Land Use Ordinance

The following outline is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526 as well as the City of Portland Technical Manual, Chapter 14 Standards for Local Site Location of Development Review.

OVERVIEW

The proposed redevelopment of the existing Mercy Hospital complex, including the CHOM Senior and Family buildings along Winter Street, has been designed to conform to City standards where possible as well as improve upon existing non-conformities. This project conforms with the majority of the applicable standards of Portland's Land Use Ordinance Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The site is bounded by Winter, Spring and State Streets. State Street is classified as a minor arterial with an average annual daily traffic volume of approximately 15,550 vehicles per day. Spring Street is classified as a local road with an average annual daily traffic volume of approximately 4,820 vehicles per day (Maine DOT 2017). The project design provides 68 on-site parking spaces. Residents are expected to also use other modes of travel (i.e. walking, bicycle, transit, etc) other than automobiles. As a result, a very insignificant increase in motorized traffic is expected on either State and/or Spring Street.

2. Access and Circulation:

a. Site Access and Circulation:

This project conforms with the majority of design standards of Section 14-526 as demonstrated in the following narrative.

- (i) The development will provide safe access and internal circulation for both pedestrians and vehicles as seen on the Site Plan.
- (ii) The proposed entrances have been located to provide ample site distance from oncoming traffic on Spring Street.
- (iii) The site does not feature drive up services.

b. Loading and Servicing:

- (i) It is anticipated that deliveries will temporarily load/unload within the proposed parking area off Spring Street.

c. Sidewalks:

- (i) A brick sidewalk exists along both State Street, Spring Street, and Winter Street and will be rebuilt to City standards as part of the project if disturbed.
- (ii) The existing sidewalk not disturbed as part of the project is not in need of rebuilding.



- (iii) The main entrances to the building will be from the proposed parking area. Pedestrian access to the site will be provided by sidewalks and within parking areas. Please refer to the Site Plan, Sheet C-10, for more information.

3. Public Transit Access:

- a. Existing Metro Bus Stop on Spring Street is located directly across the street from the project site. As a result, no transit facility is required for the project.
- b. Not applicable. See a above.
- c. Not applicable. See a above.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) See attached Section S: Traffic and Parking Analysis and Section T: Traffic Demand Management strategies.
- (ii) See attached Section T: Traffic Demand Management strategies.
- (iii) The amount of parking does not exceed the minimum requirement by more than 10%.
- (iv) The parking space dimensions are in conformance with the Technical Standards. The parking aisle dimensions are not in conformance with the Technical Standards. See attached Section F: Request for Waivers for additional information (reduction from 24' to 22').
- (v) The driveway and parking areas proposed are to be constructed with pavers, bituminous pavement & brick.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The site will be served by two bicycle hitches within the shared courtyard near the redeveloped Mercy hospital new building entrance and additional bicycle storage within each of the two proposed buildings along Winter Street, for a minimum total of 23 bicycle parking spaces within the CHOM Senior building and 17 bicycle parking spaces within the CHOM Family building.

c. Motorcycles and Scooter Parking:

- (i) There are no areas designated for motorcycles or scooters at this time; however, adequate room exists for the storage of these motor vehicles.

d. Snow Storage:

- (i) The Owner will have snow removed from the site when necessary.
- (ii) The Owner will have snow removed from the site when necessary to provide minimum parking requirements and pedestrian circulation.



5. Transportation Demand Management (TDM):

- a. See attached Section T: Traffic Demand Management strategies.
- b. See attached Section T: Traffic Demand Management strategies.
- c. The TDM shall comply with the City of Portland TDM standards as described in Section 1 of the Technical Manual.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. Not applicable.
- b. Not applicable.

2. Landscaping and Landscape Preservation:

a. Landscape Preservation.

(i) The few existing trees and vegetation on site are of low value or dead. The project proposes to install new street trees, trees within the proposed parking area and various plantings along the proposed buildings and within the internal parking area. Please refer to the Landscaping Plan for specific information.

(ii) See attached Section F: Request for Waivers.

(iii) It is not anticipated that the project will necessitate any tree protection.

(iv) See attached Section F: Request for Waivers.

(v) Not applicable.

b. Site Landscaping.

(i) Landscaped Buffers:

- a. The existing loading and servicing areas, exterior dumpsters, storage areas are screened from public sidewalks, streets and adjacent properties by the existing building and retaining walls. The proposed pad mounted transformer will be screen by a combination of fencing and/or landscaping.
- b. The project includes a total of approximately 1,006 lf of frontage improvements along Winter, Spring and State Streets All development subject to required zoning setbacks shall include a minimum of six (6) shrubs per forty-five (45) linear feet of all frontages as measured along the property line, which equates to 134 shrubs. Please refer to the Landscaping Plan for additional information.
- c. Not applicable.
- d. Not applicable.



(ii) Parking Lot Landscaping:

- a. Per Section 4.6 of the Portland Maine Technical Manual, two trees are required (or one (1) tree and three (3) shrubs) per five (5) parking spaces. The project proposes 51 space, which require 20 trees to be installed in the parking area. The project proposes to install 21 trees and additional shrubs and trees planted along the parking and courtyard areas.
- b. There is no proposed area with greater than 40 parking spaces without interrupted pavement.
- c. The project parking area is proposed as a “woonerf” or living street, which incorporates trees, shrubs and plantings within the area. The proposed condition of the woonerf is to provide a flush surface across the area to provide accessible routes and promote pedestrian flow through the space. As such, no curbing is proposed, however the “landscaped islands” provide separation from the parking stalls and incorporates stormwater collection leading to a proprietary modular wetland water quality treatment system.
- d. Not applicable.
- e. See attached Section F: Request for Waivers.

(iii) Street Trees:

- a. Street trees are to be provided every 30 to 45 feet along the Winter Street frontage. A total of approximately 400 ft of frontage improvements along Winter Street are included within this project, which equates to a minimum of nine street trees. The project proposes twelve street trees. The Spring Street frontage currently has no existing street trees, with new street trees proposed at the entrance to the parking area. The landscaped area along State Street in front of the existing building proposes to add and improve the existing landscaping features. Please refer to the Landscaping Plan for additional information.
- b. Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) The site drainage will not be directed to flow or pond onto adjacent lots. The drainage patterns will be altered to intercept the roof runoff as well as the parking area runoff, with the addition of stormwater management practices to treat and attenuate the flows.
- (ii) Any stormwater that flows onto adjacent lots will not exceed the pre-development flows.
- (iii) The runoff from the site into the City property will not increase from the pre-development condition.
- (iv) Not applicable.



- b. A site-specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic standards of MEDEP Chapter 500. Please refer to sections J and K, the Stormwater Management and Erosion & Sedimentation Control Plans, respectively, for more information.
- c. The project is not located in a watershed of an urban impaired stream as listed by the MEDEP.
- d. Not applicable.
- e. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project will be serviced by a public wastewater system.
- f. The development will provide for adequate and sanitary disposal of sewage in accordance with Section 2 of the Technical Manual.

(c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans:
 - a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
 - b. Not applicable.
2. Public Safety and Fire Prevention:
 - a. The site has been designed to promote safe and inviting public access.
 - b. Adequate emergency access has been provided within the parking area, emergency access lane off Winter Street, and along Winter Street, Spring Street and State Street.
 - c. One existing hydrant is located in front of the building on State Street, two existing hydrants are located on Spring Street and one existing hydrant is located on Winter Street, approximately 44 feet from the southwest property corner.
3. Availability and Adequate Capacity of Public Utilities:
 - a. Ability to Serve letters have been sent to the respective utility companies to determine adequate capacity for the project. Responses will be submitted upon receipt.
 - b. The electrical service will be wired underground through coordination with CMP, including relocating portions of the existing Winter Street overhead power lines to go underground along the Winter Street parcel frontage.
 - c. The new sewer and stormwater infrastructure will meet the provisions of the Technical Manual.
 - d. The project will be served by connection to the public sewer system within Winter Street, Spring Street (existing connection) and State Street (existing connection).
 - e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. The stormwater management system is designed to meet the standards of Chapter 500.
 - f. Temporary storage and timely removals of all trash and recyclable materials will be provided.



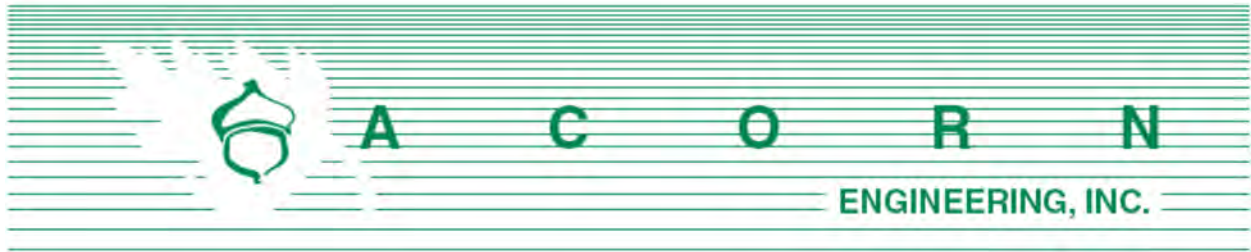
(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:
 - a. See attached Section O: Architectural Design Narrative
 - b. See attached Section O: Architectural Design Narrative
 - c. See attached Section O: Architectural Design Narrative
2. Shadows:
 - a. See attached Section O: Architectural Design Narrative
3. Snow and Ice Loading:
 - a. The structures will not distribute snow and ice onto adjacent properties.
4. View Corridors:
 - a. See attached Section O: Architectural Design Narrative
5. Historic Resources:
 - a. The development is located in the West End historic district and therefore will conform to the standards set in Appendix 8 of the Portland Maine Design Manual. The building has yet to go through the historic preservation approval process.
 - b. The development is located within the West End Historic District. Development will be compatible with the character-defining elements of the district in the immediate vicinity.
 - c. There are no known archaeological resources on the site.
6. Exterior Lighting:
 - a. Site Lighting.
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual. A photometric plan will be provided under separation cover.
 - (ii) Any lighting that may adversely impact the abutting residential properties will feature house-side shielding.
 - b. Architectural and Specialty Lighting.
 - (i) Any architectural or specialty lighting shall be designed to any specific details or attributes only and shall meet the standards of Section 12 of the Technical Manual. Final architectural or specialty light will be submitted under separate cover.



- (ii) Up-lighting for landscape features and public art shall be designed by a lighting professional and shall be scaled and placed to minimize the visibility and installed in accordance with the standards contained in Section 12 of the Technical Manual. A photometric plan will be provided under separation cover.
- c. Street Lighting.
 - (i) Streetlighting will conform to specific lighting district requirements, as specified in Section 10 of the Technical Manual. As there are existing street lights on the opposite side of the street, no additional street lights are proposed at this time.
- 7. Noise and Vibration:
 - a. The HVAC system will meet the applicable state and federal emissions requirements and will be enclosed within a roof “penthouse.” See Architectural Plans for additional information.
- 8. Signage and Wayfinding:
 - a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
 - (i) The project is located in the West End Historic District.
 - (ii) See attached Section O: Architectural Design Narrative
 - (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
- 9. Zoning Related Design Standards:
 - a. The project has been designed to meet the standards set forth in the B3 zone and West End Historic District. Please refer to the Site Plan for more information on the Space & Bulk Standards





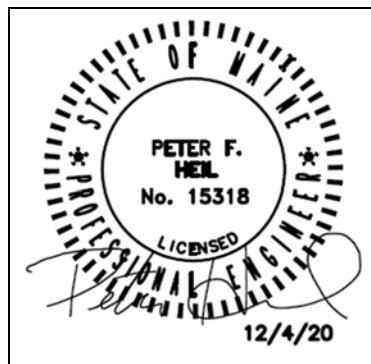
STORMWATER MANAGEMENT **REPORT**

Prepared For:

**NewHeight Redfern, LLC
217 Commercial Street, Suite 205
Portland, ME 04101**

Prepared By:

**Acorn Engineering, Inc.
PO Box 3372
Portland, Maine 04104**



December 2020



INTRODUCTION

Acorn Engineering, Inc. has been retained by NewHeight Redfern, LLC to provide civil engineering services for the proposed work located at 120 and 148 State Street, Portland, ME 04101. The site is currently comprised of the existing Mercy Hospital complex, including the Morrison House, with surface parking, landscaping, and a loading dock area. The project proposes to redevelop the existing lot into a mixed-use development, consisting of redevelopment of the existing hospital building and Morrison House and proposes two (2) new residential buildings with exterior parking. The two (2) new residential buildings will be submitted under a separate Site Plan application. The existing hospital building will be redeveloped to include 167 residential units, and the Morrison House to include 8 residential units, with associated common areas, office, and fitness area, as well as self-storage, commercial/retail space, and a medical clinic.

A stormwater analysis was prepared to demonstrate that the project will meet the following requirements of the City of Portland (the City):

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (F) Level III Site Plan Review.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management.

The property consists of approximately 2.48 acres of land in Portland's West End neighborhood. The site is currently comprised of approximately 2.19 impervious area. The proposed project will decrease the impervious area by approximately 1,214 sf (0.028 acres) and includes redevelopment of non-roof impervious area greater than 5,000 sf.

EXISTING CONDITIONS

The proposed project site is located on 120 and 148 State Street, bounded by State Street, Spring Street and Winter Street. A Boundary & Topographic Survey has been prepared by Owen Haskell, Inc., dated August 4, 2020.

The existing property is covered by approximately 93% impervious surfaces including the existing Mercy Hospital, Morrison House, pavement, and concrete. The existing site has relatively flat slopes, with an approximate 13 foot retaining wall from the parking lot along Winter Street to the loading dock area off State Street.

The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting and existing impervious surfaces, a field inventory of significant natural features was not undertaken. The project is not located within a watershed classified as an Urban Impaired Stream.



PROPOSED DEVELOPMENT

The project proposes to redevelop the existing hospital building and Morrison House with future residential buildings along Winter Street with a parking lot and courtyard area in the internal area of the site. Pedestrian access to the site shall be provided off all three adjacent streets. The development will be served by Portland Water District, Department of Public Works (sewer/storm), Unitil (natural gas), CMP (electric), Charter (cable), and Fairpoint (telephone).

The proposed project will decrease the impervious area by approximately 1,214 sf (0.028 acres) and includes redevelopment of non-roof impervious area greater than 5,000 sf, which triggers the City's water quality requirement. Water quality treatment will be provided by collecting the runoff through a new storm drain system which leads to a proprietary modular wetland system prior to discharging into the combined sewer within Spring Street. The project has been designed to meet Chapter 500 General Standards.

BASIC STANDARDS – EROSION & SEDIMENT CONTROL

The development shall provide erosion and sediment control, inspection and maintenance, and housekeeping standards as specified in the attached Exhibit K: Erosion and Sediment Control Report and that the grading and construction activity will not impede or otherwise alter drainageways so as to have an unreasonable adverse impact on an adjacent downslope parcel.

GENERAL STANDARDS - WATER QUALITY

The development shall provide water quality treatment in accordance with the DEP Chapter 500 General Standards for no less than 50% of the redeveloped impervious area. Water quality treatment will be provided through the use of proprietary modular wetland system, which is an approved system per Appendix B of the Maine Stormwater BMP Manual. Filtration BMPs have been shown to be very effective at removing a wide range of pollutants from stormwater runoff.

The treatment of the impervious & disturbed areas are as follows:

Table 1 – Impervious Area Treatment Table				
Existing Impervious Area (SF)	Total Proposed Impervious Area (SF)	Redeveloped Impervious Area (SF)	Proposed Impervious Area with Treatment (SF)	Overall New Imp. Area Treated
96,680	95,446	42,427	28,862	68.0%

As shown above, the project anticipates meeting and exceeding the required treatment for 50% of the redeveloped impervious surfaces as ample stormwater treatment is being provided.



SOILS

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County

The area within and surrounding the project includes soils types listed in the table below.

Table 2 – Hydrologic Soil Group	
Soils Type	HSG
Hinkley Loamy Sand, 3-8% slopes	A

The HSG for the soils, listed above, show soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained sands, with a high rate of water transmission. Implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance to provide proper stabilization of the site.

Conclusion

The proposed development was designed to meet the requirements implemented by the MDEP under the Stormwater Management Statute (38 M.R.S.A. § 420-D) as well as the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards. The proposed project as designed is not anticipated to cause flooding or erosion problems within the subject site, abutters' sites, nor within the right-of-way.

Attachments

Attachment A: Soils Map

Attachment B: Redevelopment Exhibit



Hydrologic Soil Group—Cumberland County and Part of Oxford County, Maine



**Natural Resources
Conservation Service**

Web Soil Survey
National Cooperative Soil Survey
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MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

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 17, Jun 5, 2020

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
HIB	Hinckley loamy sand, 3 to 8 percent slopes	A	8.5	100.0%
Totals for Area of Interest			8.5	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.

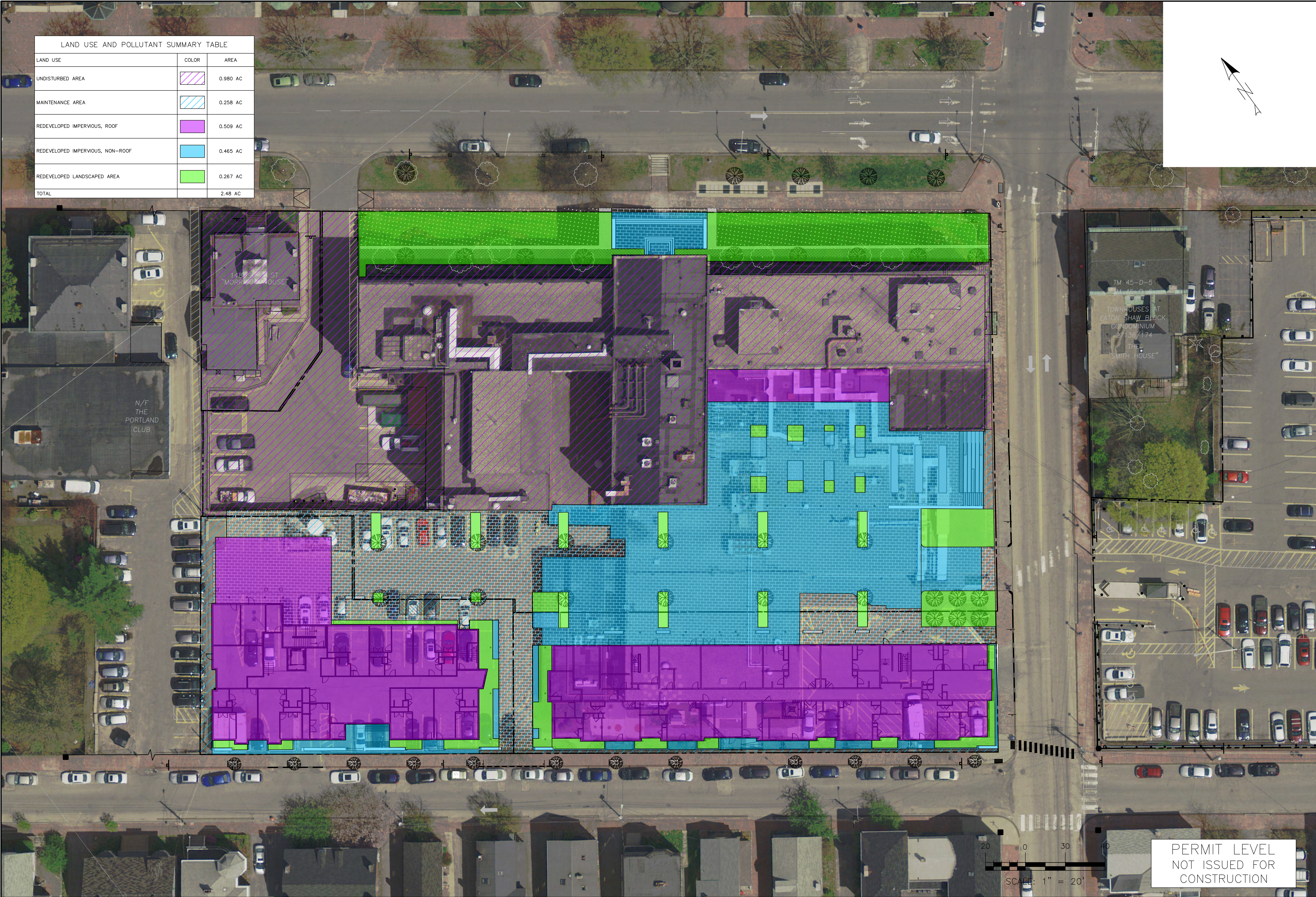
Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over 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



LAND USE AND POLLUTANT SUMMARY TABLE		
LAND USE	COLOR	AREA
UNDISTURBED AREA		0.980 AC
MAINTENANCE AREA		0.258 AC
REDEVELOPED IMPERVIOUS, ROOF		0.509 AC
REDEVELOPED IMPERVIOUS, NON-ROOF		0.465 AC
REDEVELOPED LANDSCAPED AREA		0.267 AC
TOTAL		2.48 AC

ISSUED FOR
CHOM CITY REVIEW

BY
DATE
12/4/26

REDEVELOPMENT EXHIBIT

PROJECT NAME/
ADDRESS
MERCY HOSPITAL REDEVELOPMENT

CLIENT/OWNER OF RECORD
NEWHEIGHT REDFERN, LLC
217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101

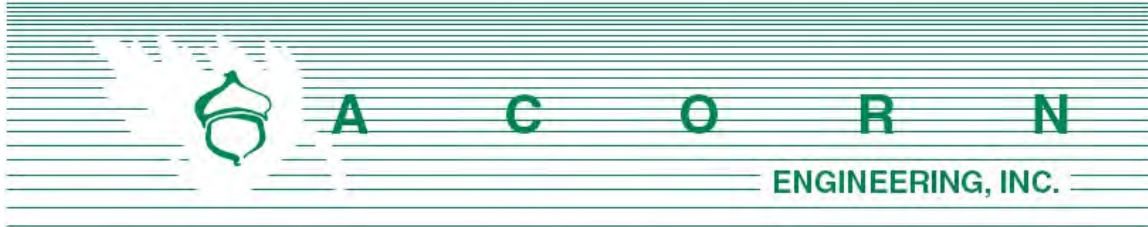
ACORN ENGINEERING, INC.
ENGINEERING, INC.

THIS PLAN SHALL NOT BE ASSURED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE: 1140_CIVIL
JN: 1140
SCALE: AS NOTED
DESIGNED BY: PFH
DRAWN BY: KRB
CHECKED BY: WHS

PETER F. HEIL
No. 15318
LICENSED
12/4/20

DRAWING NO.
EXHIBIT



EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

NewHeight Redfern, LLC
217 Commercial Street, Suite 205
Portland, ME 04101

Prepared By:

Acorn Engineering, Inc.
P.O. Box 3372
Portland, Maine 04104



September 2020



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1.0 INTRODUCTION

Acorn Engineering, Inc. has been retained by NewHeight Redfern, LLC to provide civil engineering services for the proposed work located at 120 and 148 State Street, Portland, ME 04101. The site is currently comprised of the existing Mercy Hospital complex, including the Morrison House, with surface parking, landscaping, and a loading dock area. The project proposes to redevelop the existing lot into a mixed-use development, consisting of redevelopment of the existing hospital and Morrison House buildings and proposes two (2) new residential buildings with exterior parking. The two (2) new residential buildings will be submitted under a separate Site Plan application. The existing hospital building will be redeveloped to include 167 residential units and the Morrison House to include 8 residential units, with associated common areas, office, and fitness area, as well as self-storage, commercial/retail space, and a medical clinic.

The following Erosion and Sedimentation Control Report was developed in accordance with the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1) and the City of Portland Code of Ordinance, Chapter 14, Article V, Section 14-526, as well as the City of Portland Technical Manual. This narrative also meets the standards required in the 2016 Maine DEP's Erosion & Sediment Control BMP's Manual.

2.0 EXISTING CONDITIONS

The proposed project includes a boundary and topographic survey that has been prepared by Owen Haskell, Inc. dated August 4, 2020.

2.1 Existing Soils

Per the attached USDA NRCS Web Soil Survey, the site is mapped with Hinckley loamy sand, 3-8% slopes with a Hydrologic Soil Group A.

2.2 Existing Erosion Problems

The existing site surface is largely impervious and does not show signs of erosion within the property.

2.3 Critical Areas

There were no critical areas identified.

2.4 Protected Natural Resource

There are no known protected natural resources on site.



2.5 Previous Construction Activity (5 years)

Acorn Engineering, Inc. is not aware of any construction related activities or timber harvesting within the project limits within the past 5 years.

2.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any significant timber harvesting within the past five years.

3.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

As part of the project, the following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.

3.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project's construction period:

- 3.1.1 Construction activities will be performed in a manner to prevent impact to trees and shrubs within and adjacent to the property that are to remain.
- 3.1.2 Siltation fence, erosion control berm, and/or filter socks shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The sediment barrier shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.
- 3.1.3 Hay mulch including hydro seeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.



- 3.1.4 Winter Street and Spring Street shall be swept to control mud and dust as necessary.
- 3.1.5 If a silt fence is used, silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14-gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be “toed” into the ground.
- 3.1.6 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used, including in any areas where there has been site disturbance, but unworked areas > 7 days. Application rates for seeding are provided at the end of this report.
- 3.1.7 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.
- 3.1.8 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.

3.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project.

- 3.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4” of loam, limed, fertilized, seeded, and mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 3.1 of this report.
- 3.2.2 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.

4.0 EROSION AND SEDIMENTATION CONTROL PLAN

The Erosion and Sedimentation Control Plan is included within the plan set.

5.0 DETAILS AND SPECIFICATIONS

Erosion Control Details and Specification are included in the plan set.



6.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

Winter Construction consists of earthwork disturbance between the dates of November 1 and 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 shall be protected with overwinter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap or gravel base on a road shall be considered open.

The contractor shall limit the work area to areas that work will occur in during the subsequent 15 days and so that it can be mulched one day prior to a snow event. The contractor shall stabilize work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

6.1 Sediment Barriers

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

6.2 Mulching

All areas shall be considered to be denuded until 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 accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4-inch thickness. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall 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 or adequately anchored so that ground surface is not visible through the mulch. Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, tracking or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch. After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

6.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.



6.4 Seeding

Between the dates of October 15th and April 1st, loam or seed shall 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 not 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 placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs/1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

6.5 Over winter stabilization of disturbed soils

By September 15th, all disturbed soils on areas having a slope less than 15% shall be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions shall be taken to stabilize the soil for late fall and winter:

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1st, then mulch the area for over-winter protection.
- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes 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.
- Stabilize the soil with mulch – By November 15th, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.



6.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded and mulched by September 1st. A slope is considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1st, then one of the following actions shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.
- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1st. Proper installation includes the contractor 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 contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.



7.0 INSPECTION AND MAINTENANCE

The Contractor has a responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards. Contractor to inspect after a rainfall event, and at least monthly and shall use the City's ESC inspection form.

8.0 IMPLEMENTATION SCHEDULE

The following implementation sequence is intended to maximize the effectiveness of the above described erosion control measures. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install perimeter silt fence or erosion control berm and construction entrance.
2. Install all other erosion control devices as necessary throughout the remainder of this schedule.
3. Pave any areas that were disturbed during construction.
4. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
5. Once the site is stabilized and 90% catch of vegetation has been obtained, remove all temporary erosion control measures.
6. Touch up areas without a vigorous catch of grass with loam and seed.
7. Execute proper maintenance of all temporary and permanent erosion control measures throughout the project.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed area to those areas in which work is expected to be undertaken during the following 30 days.

The contractor shall revegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within seven (7) days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.



9.0 CONCLUSION

The above erosion control narrative is intended to minimize the development impact by implementing temporary and permanent erosion control measures. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.

10.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan
- Housekeeping Plan



TEMPORARY SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.57	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.92	Apr-1 to Jul-1
Sudangrass	0.92	May-15 to Aug-15
Perennial	0.92	Aug-15 to Sep-15

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.



PERMANENT SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.
Kentucky Bluegrass	0.46
Creeping Red Fescue	0.46
Perennial Ryegrass	0.11
Total	1.03

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1st. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.



HOUSEKEEPING PLAN

The following housekeeping plan has is developed in accordance with Maine DEP Chapter 500 Stormwater Management standards. For additional information, reference Appendix C of Chapter 500.

1. **Spill prevention.** Controls must be used to prevent pollutants from construction and waste materials stored on site to enter stormwater, which includes storage practices to minimize exposure of the materials to stormwater. The site contractor or operator must develop, and implement as necessary, appropriate spill prevention, containment, and response planning measures.

NOTE: Any spill or release of toxic or hazardous substances must be reported to the Department. For oil spills, call 1-800-482-0777 which is available 24 hours a day. For spills of toxic or hazardous material, call 1-800-452-4664 which is available 24 hours a day. For more information, visit the Department's website at: <http://www.maine.gov/dep/spills/emergspillresp/>

2. **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. Any project proposing infiltration of stormwater must provide adequate pre-treatment of stormwater prior to discharge of stormwater to the infiltration area, or provide for treatment within the infiltration area, in order to prevent the accumulation of fines, reduction in infiltration rate, and consequent flooding and destabilization.

See Chapter 500 Appendix D for license by rule standards for infiltration of stormwater.

NOTE: Lack of appropriate pollutant removal best management practices (BMPs) may result in violations of the groundwater quality standard established by 38 M.R.S.A. §465-C(1).

3. **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, but other water additives may be considered as needed. A stabilized construction entrance (SCE) should be included to minimize tracking of mud and sediment. If off-site tracking occurs, public roads should be swept immediately and no less than once a week and prior to significant storm events. Operations during dry months, that experience fugitive dust problems, should wet down unpaved access roads once a week or more frequently as needed with a water additive to suppress fugitive sediment and dust.



NOTE: Dewatering a stream without a permit from the Department may violate state water quality standards and the *Natural Resources Protection Act*.

4. **Debris and other materials.** Minimize the exposure of construction debris, building and landscaping materials, trash, fertilizers, pesticides, herbicides, detergents, sanitary waste and other materials to precipitation and stormwater runoff. These materials must be prevented from becoming a pollutant source.

NOTE: To prevent these materials from becoming a source of pollutants, construction and post-construction activities related to a project may be required to comply with applicable provision of rules related to solid, universal, and hazardous waste, including, but not limited to, the Maine solid waste and hazardous waste management rules; Maine hazardous waste management rules; Maine oil conveyance and storage rules; and Maine pesticide requirements.

5. **Excavation de-watering.** Excavation de-watering is the removal of water from trenches, foundations, 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 removed from the ponded area, either through gravity or pumping, 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 sedimentation basin. Avoid allowing the water to flow over disturbed areas of the site. Equivalent measures may be taken if approved by the Department.

NOTE: Dewatering controls are discussed in the “Maine Erosion and Sediment Control BMPs, Maine Department of Environmental Protection.”

6. **Authorized Non-stormwater discharges.** Identify and prevent contamination by non-stormwater discharges. Where allowed non-stormwater discharges exist, they must be identified and steps should be taken to ensure the implementation of appropriate pollution prevention measures for the non-stormwater component(s) of the discharge. Authorized non-stormwater discharges are:

- (a) Discharges from firefighting activity;
- (b) Fire hydrant flushings;
- (c) Vehicle washwater if detergents are not used and washing is limited to the exterior of vehicles (engine, undercarriage and transmission washing is prohibited);
- (d) Dust control runoff in accordance with permit conditions and Section 3, above;
- (e) Routine external building washdown, not including surface paint removal, that does not involve detergents;



- (f) Pavement washwater (where spills/leaks of toxic or hazardous materials have not occurred, unless all spilled material had been removed) if detergents are not used;
- (g) Uncontaminated air conditioning or compressor condensate;
- (h) Uncontaminated groundwater or spring water;
- (i) Foundation or footer drain-water where flows are not contaminated;
- (j) Uncontaminated excavation dewatering (see requirements in Section 5, above);
- (k) Potable water sources including waterline flushings; and
- (l) Landscape irrigation.

7. Unauthorized non-stormwater discharges. The Department's approval under Chapter 500 does not authorize a discharge that is mixed with a source of non-stormwater, other than those discharges in compliance with Section 6, above. Specifically, the Department's approval does not authorize discharges of the following:

- (a) Wastewater from the washout or cleanout of concrete, stucco, paint, form release oils, curing compounds or other construction materials;
- (b) Fuels, oils or other pollutants used in vehicle and equipment operation and maintenance;
- (c) Soaps, solvents, or detergents used in vehicle and equipment washing; and
- (d) Toxic or hazardous substances from a spill or other release.

(8) Additional requirements. Additional requirements may be applied on a site-specific basis.



Hydrologic Soil Group—Cumberland County and Part of Oxford County, Maine



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

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 17, Jun 5, 2020

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
HIB	Hinckley loamy sand, 3 to 8 percent slopes	A	8.5	100.0%
Totals for Area of Interest			8.5	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.

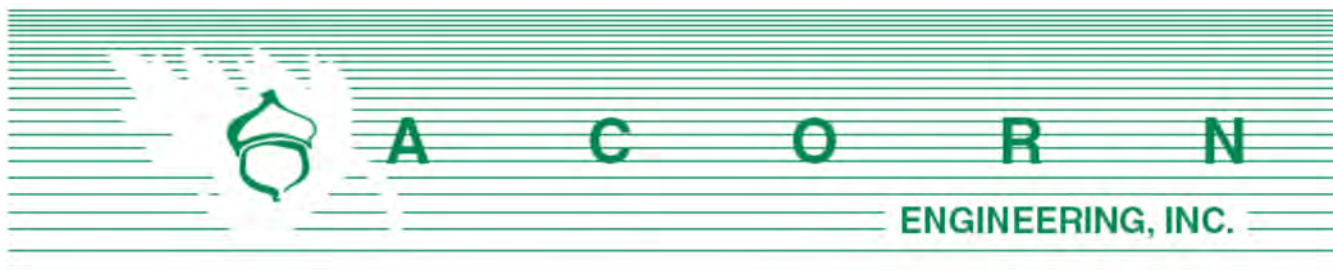
If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



Chief Robert Thompson
 City of Portland Fire Department
 380 Congress St.
 Portland, ME 04101

December 4, 2020

Subject: 120 State Street (73 & 91 Winter Street)
 Mercy Redevelopment – CHOM Senior & Family Building Lots
 Fire Department Checklist

On behalf of Community Housing of Maine (CHOM), the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of Applicant:

Community Housing of Maine
 brian@chomhousing.org
 bree@chomhousing.org
 (207) 879-0347

2. Name address, telephone number of Architects:

CHOM Family
 Ryan Senatore Architecture
 Ryan Senatore
ryan@senatorearchitecture.com
 (207) 650-6414

CHOM Senior
 CWS Architects
 Maggie Stanley
mstanley@cwsarch.com
 (207) 774-4441

3. Proposed uses of any structures [NFPA and IBC classification]
 Please refer to attached code review

4. Square footage of all structures

The existing parking lot, landscaping & brick patio area are to be removed to facilitate the proposed structures with the following floor areas:

CHOM Family		
1 st Floor	10,418	sf
2 nd -4 th Floor	10,593	sf
Total	42,197	sf

CHOM Senior		
1 st Floor	8,015	sf
2 nd -4 th Floor	10,295	sf
5 th Floor	7,100	sf
Total	46,000	sf

5. Elevation of all structures

Based upon the average grade plane defined by the IBC, the CHOM Family building will be 45 feet and the CHOM Senior building will be 53 feet at the maximum height. For additional information, please refer to the building elevations provided by the Architects.

6. Proposed fire protection of all structures

The building shall have NFPA 13 fire protection system (wet) and standpipes in the stairwells to comply with NFPA 14 and Local Authority.

7. Hydrant locations

One existing hydrant is located in front of the building on State Street, two existing hydrants are located on Spring Street and one existing hydrant is located on Winter Street, approximately 44 feet from the southwest property corner. Once received, hydrant flow data from the Portland Water District may be made available to the Fire Department upon request.

8. Water main size and location

There are existing mains located on Winter Street, Spring Street, and State Street. The two (2) new residential buildings (Buildings A-1 and A-2) along Winter Street are proposing to tap two different 6" fire water service lines and two different 2" domestic water service lines for a total of four different connections off of the existing main on Winter Street.

9. Access to all structures [min. 2 sides]

Access to the proposed structure is provided directly on the northeast along State Street, southeast along Spring Street and southwest within the proposed parking area.

10. The Architect has provided code summaries (attached).



NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The portion of the parcel to be developed has frontage along both State Street, Spring Street and Winter Street, with the following public street widths available:

- State Street (Northeast): 99 feet
- Spring Street (Southeast): 50 feet
- Winter Street (Southwest): 40 feet

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 feet of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 feet from a Fire Department access road.

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Response: Not applicable, the proposed parking area will have two-way access off Spring Street, with an emergency access lane accessed from Winter Street. The fire access lane shall have a minimum clear width of 16 ft without obstructions. The fire access lane has been designed to allow a ladder truck to circulate from Winter Street into the interior parking drive aisle and vice versa. The curb along Winter Street will be an angled mountable curb as used elsewhere throughout the City.

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Response: As outlined in #9 above, the parcel's geometry allows for at least two sides of access along public streets (State Street and Spring Street), as well as access to the other two side of the building within the parking and loading dock areas. In addition, the building has an existing a sprinkler system.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Response: The proposed development provides for safe and efficient access along the public street for emergency vehicles.



3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Response: The existing buildings have exterior doors within 50' of a Fire Department access route, along both State Street and Spring Street. Access is also provided from the parking lot and loading dock areas.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Response: There are no proposed overhead obstructions between the street and proposed building, meeting the required 9-foot clearance height minimum.

3.4.6. Elevators shall be sized to accommodate an 80 x 24-inch stretcher.

Response: See Section O: Architectural Design Narrative

3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Response: The applicant will work with the City's Public Works Division to assign street addresses and numbering to meet City Standards.

Thank you for your review. Please let me know if you have any additional questions or comments.

Sincerely,



William H. Savage, P.E.
Principal
Acorn Engineering, Inc.



Code Review					11/13/2020
CHOM Family Residences, Winter Street, Portland, Maine					
		IBC 2015		NFPA 101 2009	
4 floors above grade	502.1				
Sprinklers		NFPA 13R		NFPA 13R	
Fire Alarm		Monitored Fire Alarm Required		Monitored Fire Alarm Required	
Smoke and CO Detectors		Smoke and CO detectors required		Smoke and CO detectors required	
Deferred and Design/Build Submittals will include: Emergency Lighting, Sprinklers, Fire Alarms, Standpipes, CO and Smoke Detectors.					
Occupant Load	T 1004.1.1			7.3.1.2	
		Floor 1 = 9443 sf Residential (200 gsf/oc) = 48		Floor 1 = 9443 sf Residential (200 gsf/oc) = 48	
		Floor 1 = 1120 sf Community room (15gsf/oc) = 75		Floor 1 = 1120 sf Community room (15gsf/oc) = 75	
		Floor 2 = 10,563 sf Residential (200 gsf/oc) = 53		Floor 2 = 10,563 sf Residential (200 gsf/oc) = 53	
		Floor 3 = 10,563 sf Residential (200 gsf/oc) = 53		Floor 3 = 10,563 sf Residential (200 gsf/oc) = 53	
		Floor 4 = 10,563 sf Residential (200 gsf/oc) = 53		Floor 4 = 10,563 sf Residential (200 gsf/oc) = 53	
		Total Building Occupant Load = 282		Total Building Occupant Load = 282	
Use Group(s)					
	310.1	Apartments (R2)		30.1	Apartment Building
Constr. Type	T 503	5A - non-combustible protected			V (111) combustible protected
Building Height	T 504.3	Sprinkler NFPA13R = 60' max.			
Number of Stories	T 504.4	R2 = 4 Stories with sprinkler			

Building Area		T 506.2	Sprinkler 13R = 12,000 sf max per floor			
Building Elements 1A		T 601	1 hr Structural Frame	30.1.6	Apartments -No Minimum Construction requirements	
		T 602	0 hr Bearing Walls Exterior (sep. dist >= 30')			
		T 602	1 hr Bearing Walls Exterior (sep. dist <30')			
		T 601	1 hr Bearing Walls Interior			
		T 601	0 hr Non-Bearing Walls Interior			
		T 602	0hr Non-Bearing Walls Exterior (sep. dist >= 30')			
		T 602	1 hr Non-Bearing Walls Exterior (sep. dist <10')			
		705.5	Exterior Wall with >10' sep. needs rating only from inside			
		T 601	1 hr Floor Construction			
		T 601	1 hr Roof Construction			
		705.5	Exterior Wall with >10' sep. needs rating only from inside			
Separations						
		708	2 hr Mechanical Shaft > 4 stories			
		1022.1	2 hr Stair Shaft > 4 stories			
		709.1	1 hr Between Dwelling Units	30.3.7.2	1/2 hr vertical and horizontal sep. between dwellings	
		1018.1	1/2 hr Corridor	30.2.4.4.7	1 hr corridor	
		508.2.5	1 hr Boiler Room	T 31.3.2.1.1	0 hr Boiler Room w/sprinklers	
		508.2.5	1 hr Trash Room	T 31.3.2.1.1	0 hr Trash Room w/sprinklers	
		508.2.5	1 hr Storage Room	T 31.3.2.1.1	1 hr Storage Room w/sprinklers	
		508.2.5	1 hr Laundry Room	T 31.3.2.1.1	0 hr Laundry Room w/sprinklers	
		715.4	90 minute Stairwell Doors (2hr shaft)			
		715.4	20 minute Apartment Entry Doors (1/2 hr corridor wall)	30.3.6.2.1	20 minute Apartment Entry Doors	
Distances and Exits						
		1017.2	250' Travel Distance to exits with Sprinklers	30.2.6.2.3	200' Travel distance from apt. door to exit	
		1006.2.1	125' Common Path of Travel for R use	30.2.5.3.2	50' Common Path of Travel	
		1020.4	50' Dead End	30.2.5.4	50' Dead End	
				30.2.6.1.2	125' Travel Distance within Dwelling to Corridor	

		1009.2.1	Elevator as Means of Egress - Not required as building is not			
			4 stories ABOVE the level of exit discharge			
Unprotected Openings	T 705.8	15% when exterior wall sep. dist. is 3'>5'				
	T 705.8	25% when exterior wall sep. dist. is 5'>10'				
	T 705.8	45% when exterior wall sep. dist. is 10'>15'				
	T 705.8	75% when exterior wall sep. dist. is 15'>20'				
	T 705.8	Unlimited when exterior wall sep. dist. is 25'>30'				
	T 705.8	Unlimited when exterior wall sep. dist. is >30'				
Parapets	705.11 (ex 6)	Parapets are NOT required when the wall is allowed 25% or more				
		Unprotected openings				
Egress Windows	1030.1	NOT Required at the building has two means of egress				
Elevator Lobbies	3006.2	NOT required as building is not a High-rise and is sprinkled				
Egress Stairs	1009.1	Occ. Load >50 = 44" min width				
	1003.3	Handrails can protrude into stair 4.5" max	7.2.2.2.1.2	Handrails can protrude into stair 4.5" max		
	1005.2	Door Swings may not reduce egress width by > 1/2				
	1009.2	80" min headroom	7.2.2.2.1.1(a)	6'-8" min. headroom		
	1009.3	7" max. riser	7.2.2.2.1.1(a)	8" max. riser		
	1009.3	11" min Tread depth	7.2.2.2.1.1(a)	9" min. tread		
	1009.6	12' max. total rise between floors or landings	7.2.2.2.1.1(a)	12' max. height between landings		
Ramps	1010.2	1:12 (8%) Max slope	7.2.5.2(a)	1:8 max. slope		
	1010.6	60" long landings at top and bottom				
	1010.6	2% max slope of landings	7.2.5.2(a)	1:48 max. cross slope		
	1010.8	>6" rise must have handrails on both sides of ramp				
Egress Corridors	1018.2	44" min. when Occ. > 50				
	1018.2	24" min. at service corridors to mechanical equipment				
Sound	1207.2	STC > 50 at walls and floors/ceilings				

			1207.3	IIC > 50 at walls and floors/ceilings		
Energy IECC 2009		T 402.1.1		0.35 Fenestration U-Factor		
Zone 6				R-49 Ceiling		
Residential				R-20 or 13+5c Framed wall		
				R-30 Floor		
				R-19 or 15c Basement wall		
				R-10 to 4ft Slab		
Accessibility			IBC 2015 Chapter 11 - 2% of units to be ANSI TYPE-A, rest are TYPE-B			
			Fair Housing Act Applies			
			Maine Human Rights Act Applies			

CHOM Winter St Senior Apartments					CWS Architects
Portland, ME					4-Dec-20
Code Analysis					
	IBC 2015		NFPA 101 - 2018		
Category	Reference	Code Requirements	Reference	Code Requirements	Proposed
Special Provisions	510.2	Horizontal Building Separation Allowance			
		Type 1A Construction below 3 HR Horizontal Assembly with 2 hour shafts and stairs, 5 Level Type 5A Construction allowed above			First Floor Podium: Provide 3H Fire Proofing of Primary Structural Frame and 3H Rated Assembly separating first level from the Type 5A building above. Upper 5 Floors: Provide 1&2 HR Rating of Exterior Bearing Walls via membrane protection
Use Group	310.4	R-2 Apartments	6.1.8.1.5	Residential - New Apartment Building, Re: 30.1.1.2	57 Apartments
	303.4	A-3 Assembly (Separated)	6.1.2	Assembly	1 Hour Separated Occupancy
	311.3	S-2 Parking Garage (Separated)	6.1.13	Parking	1 Hour Separated Occupancy
Building Construction	Table 601				
	Ground Level	Type 1A - Non-Combustible Protected		Type 1 (332)	Protected Steel Frame & Concrete Deck
	Upper Five Levels	Type 5A - Combustible Protected		Type V (111)	New Protected Wood Frame structure
Height & Area Limitations					
Max allowable height	Tables 504.3/504.4	1+4 Stories (Section 510.2) / 70' above 3-hour second floor deck			48'-6" Above rated floor deck 62'-11" Above grade plane
Max allowable area	Table 506.2	36,000 SF (VA, R-2, SM)			6402 SF 5th 10030 SF 4th
Frontage Increase		57% frontage = 32% increase (15,360)			10030 SF 3rd 10030 SF 2nd 7725 SF ground
		51,360 Total			44,217 SF total
IBC Stories					5
IBC Stories above grade plane	Story Above Grade Plane is defined by IBC as any story having its finished floor entirely above the grade plane or in which the finished surface of the floor next above is more than 6' above grade plane or more than 12' above the finished ground level at any point.				5
	1002/202 - Level of Exit Discharge is defined by IBC as the story at the point at which an exit terminates and exit discharge begins.				Ground floor discharge
NFPA Stories	Story is defined by NFPA as the portion of a building located between the upper surface of a floor and the upper surface of the floor or roof next above.				5
NFPA Stories in Height	Stories in Height is defined by NFPA the story count starting with the level of exit discharge and ending with the highest Level of exit discharge is defined by NFPA as the story that is either (1) the lowest story from which not less than 50				5 Ground floor discharge
Fire Ratings	508.3/508.4	Separated occupancies: Assembly Use (A-3); Retail Space (M); Parking (S-2) 1-Hour	6.1.14.4	Separated Occupancy: Apartment Building (6.1.8.1.5); Mercantile (6.1.10); Storage Occupancy (6.1.13)	1 Hour Separation
			6.1.14.1.3	Small assembly use permitted non-separated from Residential Occupancy	
	Table 601 and 602	Fire Resistance Rating Requirements for Building Elements: See IBC Code Calculations	8.2.1.2	Fire Resistance Ratings for Type 1 (332) and Type V (111) Construction (hours)	Exterior bearing walls on south, west and north sides rated from inside only per IBC 705.5. Exterior non-bearing walls on east side rated on both inside and exterior side per IBC Table 602 and Fire Separation Distance between 5-10'
	705.5	Fire resistance Ratings - rated for exposure from interior only if Fire Separation Distance is greater than 10' and both sides if less than 10'			Both conditions exist: Assemblies shall be rated as required.
	Table 1020.1	Exit access corridors - 1/2 hour fire partitions (with sprinkler system)	30.3.6.1.2	Exit access corridors - 1/2 hour	1/2 hour (1 hour protected wood frame provided)
			30.3.6.2	Exit access corridor doors - 20-minute self-closing & latching	20 minute doors, spring hinges
			30.2.2.1.2	Exit Enclosures: 1 Hour (Sprinklered)	1 hour
	1023.2	Fire Enclosure of 6 story Vertical Exit Enclosures - 2 hour fire barriers	30.3.1.1.4/ 7.1.3.2.1 / 30.2.2.1.2	Vertical Exit Enclosures: 1 Hour (Sprinklered)	2 hour
	713.4	6 story Shafts & Elevator Hoistways - 2 hr			2 hour

	708.3	Dwelling Unit Separation Walls 1/2 hour (sprinklered)	30.3.7.2	Dwelling Unit Separation Walls - 1/2 hour	1 hour
	711.2.4.3	Dwelling Unit Separation Floor/Ceiling 1/2 hour (sprinklered)	30.3.7.2	Dwelling Unit Separation Floors - 1/2 hour	1 hour
	Table 509	Boiler Rooms over 10 HP - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Boiler Rooms - 1 Hour and sprinkler	1 Hour and Sprinklered
	Table 509	Laundry Rooms over 100 s.f. - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Laundries over 100 s.f. - 1 hour and sprinklers with smoke partitions	1 Hour and Sprinklered
			T 30.3.2.1.1	Storage rooms outside of dwelling units - 1 hour or sprinklers with smoke partitions	Sprinklered
	Table 509	Waste Collection Rooms over 100 s.f. - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Trash collection rooms* - 1 hour and sprinklers	1 Hour and Sprinklered
				*Trash collection room is included in parking area	
Opening Protectives	Table 716.5	2 hour rated fire barriers - 90 min.			90 min
	Table 716.5	1 hour rated fire barriers - 60 min.			60 min.
	Table 716.5	2 Hour Shafts & Exits - 90 min.			90 min.
	Table 716.5	1 Hour Shafts & Exits (Barriers) 60 min.			60 min.
	Table 716.5	1 hour rated Exit access corridors (fire partitions) - 20 min.			20 min.
	Table 716.5	1/2 hour rated Exit access corridors (fire partitions) - 20 min.	30.3.6.2	Exit access corridor doors - 20-minute self-closing & latching	20 min.
	Table 716.5	Other 1 Hour Partitions - 45 min.			45 min.
Allowable area of unprotected openings	Table 705.8				
		Between 5-10' - Unprotected 10% Max, Protected 25% Max			
		* NFPA 13 Sprinkler System Required			
		Between 10-15' - Unprotected 15% Max, Protected 45% Max			
		Between 10-15' - Unprotected 15% Max, Protected 45% Max			
		Between 15-20' - Unprotected 25% Max, Protected 75% Max			
Fire Rated Vision Panels	Table 716.5	20 min. opening = Max Tested			As required
	Table 716.5	3/4 hour opening = Max Tested			As required
	Table 716.5	1 hour opening = 100 sq in			
	Table 716.5	1-1/2 hour opening = 100 sq in			As required
Interior Flame Spread Index	Table 803.11	Required vertical exits and passageways - C	30.3.3.2	In exit enclosures - Class A	As required
	Table 803.11	Corridors providing exit access - C	30.3.3.2	Lobbies and corridors - Class A or B	As required
	Table 803.11	Rooms or enclosed spaces - C	30.3.3.2	Other Spaces - Class A, B or C	As required
			30.3.3.3	Exit enclosures and corridor floors - Class I or II	As required
Occupant Load	T 1004.1.2	Residential Occupancy = 1/200 GSF	T7.3.1.2	Residential Apartment occupant load = 1/200 SF	
	T 1004.1.2	Accessory storage areas, mechanical equipment room = 1/300 GSF	T7.3.1.2	Storage areas, mechanical equipment rooms = 1/500 GSF	
	T 1004.1.2	Assembly, unconcentrated = 1/15 NSF	T7.3.1.2	Assembly, Less Concentrated = 1/15 NSF	
	T 1004.1.2	Parking Garages = 1/200 GSF	T7.3.1.2	Storage occupancies = 1/500 GSF	
	T 1004.1.2	Mercantile areas = 1/60 GSF	T7.3.1.2	Mercantile areas = 30/150/300 depending on usage	
	Assembly	1st Floor Community Room 624/15 = 42		1st Floor Community Room 624/15 = 42	
	Assembly	5th Floor Exterior Patio 340/15 = 23		5th Floor Exterior Patio 340/15 = 23	
Means of Egress	Office	1st Floor Office 183/100 = 2		1st Floor Office 183/100 = 2	
	Storage	1st Floor Waste Mgt 227/300 = 1		1st Floor Waste mgt 227/500 = 1	
	Storage	1st Floor Bike Storage 261/300 = 1		1st Floor Bike storage 261/500 = 1	
	Storage	1st Floor Closet 38/300 = 1		1st Floor Closet 38/500 = 1	
	Residential	1st floor 3804 SF / 200 = 19		1st floor 3804 / 200 = 19	
	Residential	2nd floor 7634 SF / 200 = 39		2nd floor 7634 / 200 = 39	
	Residential	3rd floor 7634 SF / 200 = 39		3rd floor 7634 / 200 = 39	
	Residential	4th floor 7634 SF / 200 = 39		4th floor 7634 / 200 = 39	
	Residential	5th Floor 4042 SF / 200 = 21		5th Floor 4042 SF / 200 = 21	
	Mechanical	1st Floor mechanical rm 473/ 300 = 2		1st Floor mechanical rm 473/500 = 1	
		Total Building Occupancy = 229		Total Building Occupancy = 228	
	1006				
	1009	2 Accessible Means of Egress Required			(1) Stair (1) Elevator
	T 1020.2	Egress width per occupant @ stairways = 0.3" x 39 = 12"	T7.3.3.1	Egress width per occupant @ stairways = 0.3" x 39 = 12"	(2) two stairs @ 50.5" = 101"
	T 1005.3.2	Egress width capacity per occupant @ doors and corridors = .15 x 89 (max) = 13.35"	T7.3.3.1	Egress width capacity = 0.2" per occupant @ level components & ramps .2 x 89(max) = 17.8"	(Typ.) 36" Doors = 34" net clear opening. And 57.75 Egress corridor width
	1010.1.1	Minimum door opening width = 32"	7.2.1.2.4	Minimum door opening width = 32"	36"
	T 1017.2	Length of travel distance < 250' (sprinklered)	30.2.6.4	Max travel from non-unit areas to exit = 250' (sprinklered)	60'-0"
	1020.4	Dead ends < 50' w/ NFPA 13	30.2.5.4.2	Dead ends = 50' max (sprinklered)	33'-0"
	1016.2.1	Common path of travel < 75'	30.2.5.3.2	Common path of travel = 50' max. (sprinklered)	42'-0"
	T 1020.2	Minimum corridor width = 44"	7.3.4.1	Minimum corridor width = 36"	57.75" corridor
	T 1006.3.1	Number of exits <500 occupants = 2	30.2.4	Minimum number of exits = 2	2 Min.
			30.2.6.2	Max travel within unit = 125'	35'-0"
			30.2.6.3.2	Max travel from unit entrance to exit = 200' (Sprinklered)	72'
	1013.1 (exc.	Exit Signs are required except at main	7.10.1.2	Exit Signs are required except at obvious main	Provided

Emergency Lighting	1013.1 (exc. #2)	Exit Signs are required except at approved main exterior exit doors	7.10.1.2	Exit Signs are required except at obvious main exterior exit doors	Provided
	1008	Emergency lighting is required except in dwelling units	30.2.9	Emergency lighting is required	Provided
Fire Suppression Systems	903.2.8	Sprinkler Required: 13,13R or 13D	30.3.5.1	NFPA 13 Sprinklers Required	NFPA 13 Provided
Standpipes	905.3.1	Standpipe Required: Class I Standpipe Permitted (vs. Class III)			Class III Standpipe Provided
	905.4	Hose connections shall be provided in every required exit stairway			
Fire Alarm Systems	907.2.7	Fire Alarm System is Not Required in Mercantile Use <500 persons			
	907.2.9	Full Fire Alarm System is Required S-2: No Fire Alarm Requirements	30.3.4.1.1	Full Fire Alarm System Required	Provided
Smoke Detectors	907.2.11.2	Smoke Detectors Required in units	30.3.4.5	Required in and outside every sleeping area	Provided
Extinguishment requirements	906	Portable fire extinguishers shall be installed as per NFPA 10	30.3.5.13	Not Required	Provided
Elevators	Section	Summary Discription			
Construction	713	Constructed per 703.2.1: 2 Hour if 4 stories or more			
Lobby	3006 (Formerly 708.14)	Elevator Lobby separation from corridor not required per 3006.2			
	Table 716.5	2 Hour Shaft Openings: 1 1/2 Hour			
Means of Egress	1003.7	Elevators may be used as a Means of Egress in accordance with 1009.4			
Accessibility	1009.1	Accessible means of egress required from all accessible spaces.			
	1009.2.1	Four or more stories above a level of exit discharge, at least one accessible means of egress shall be an elevator per 1007.4			
	1009.3	One stair is used as an Accessible Means of Egress (Stair B)			
Car Size	3002.4	Ambulance Stretcher sizing required.			
Standby Power	1009.4	Standby Power is Required because building height and Elevator is used as one Accessible Means of Egress.			
Fire Service	3007 / 403.6.1	Not Required			
Emergency Operations	3003.2	Phase I Recall and Phase II in-car operation required			

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Portland Dept. of Public Works -
Water Resources
212 Canco Road
Portland, Maine 04103



Bradley Roland, P.E.
Water Resources Division
Department of Public Works
212 Canco Road
Portland, ME 04103

Date: _____

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 120 State Street (73 & 91 Winter Street)

Chart Block Lot Number: 45/C/7

Proposed Use: Residential

Previous Use: N/A

Existing Sanitary Flows: 0 GPD

Existing Process Flows: 0 GPD

Description and location of City sewer that is to
receive the proposed building sewer lateral.

Winter Street (12" Brick combined)

Site Category | Commercial (see part 4 below)
Industrial (complete part 5 below)
Governmental
Residential
Other (specify)

☐
☐
☐
☒
☐

Clearly, indicate the proposed connections, on the submitted plans.

2. Please, Submit Contact Information.

City Planner's Name: Caitlin Cameron Phone: 207-874-8901

Owner/Developer Name: Community Housing of Maine

Owner/Developer Address: 1 City Center, 4th Floor, Portland, ME 04101

Phone: 207-879-0347 Fax: _____ E-mail: brian@chimhousing.org

Engineering Consultant Name: Acorn Engineering

Engineering Consultant Address: 65 Hanover Street, Portland, ME 04010

Phone: 207-775-2655 Fax: _____ E-mail: pheil@acorn-engineering.com

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 14,130* GPD

Peaking Factor/ Peak Times: Diurnal

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"
"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)

Handbook of Subsurface Wastewater Disposal in Maine

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

*Flows included as part of the separate recently submitted Mercy redevelopment Level III Site Plan application

CHOM Senior: (58) 1-bedroom units x 120 gpd/unit = 6,960 gpd

CHOM Family: ((17) 1-bdrm x 120 gpd/unit) + ((15) 2-bdrm x 180 gpd/unit) + ((9) 3-bdrm x 270 gpd/unit) = 7,170 gpd

Total: 6,960 gpd + 7,170 gpd = 14,130 gpd

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: N/A
Size of External Grease Interceptor: _____
Retention Time: _____
Peaking Factor/ Peak Times: _____

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

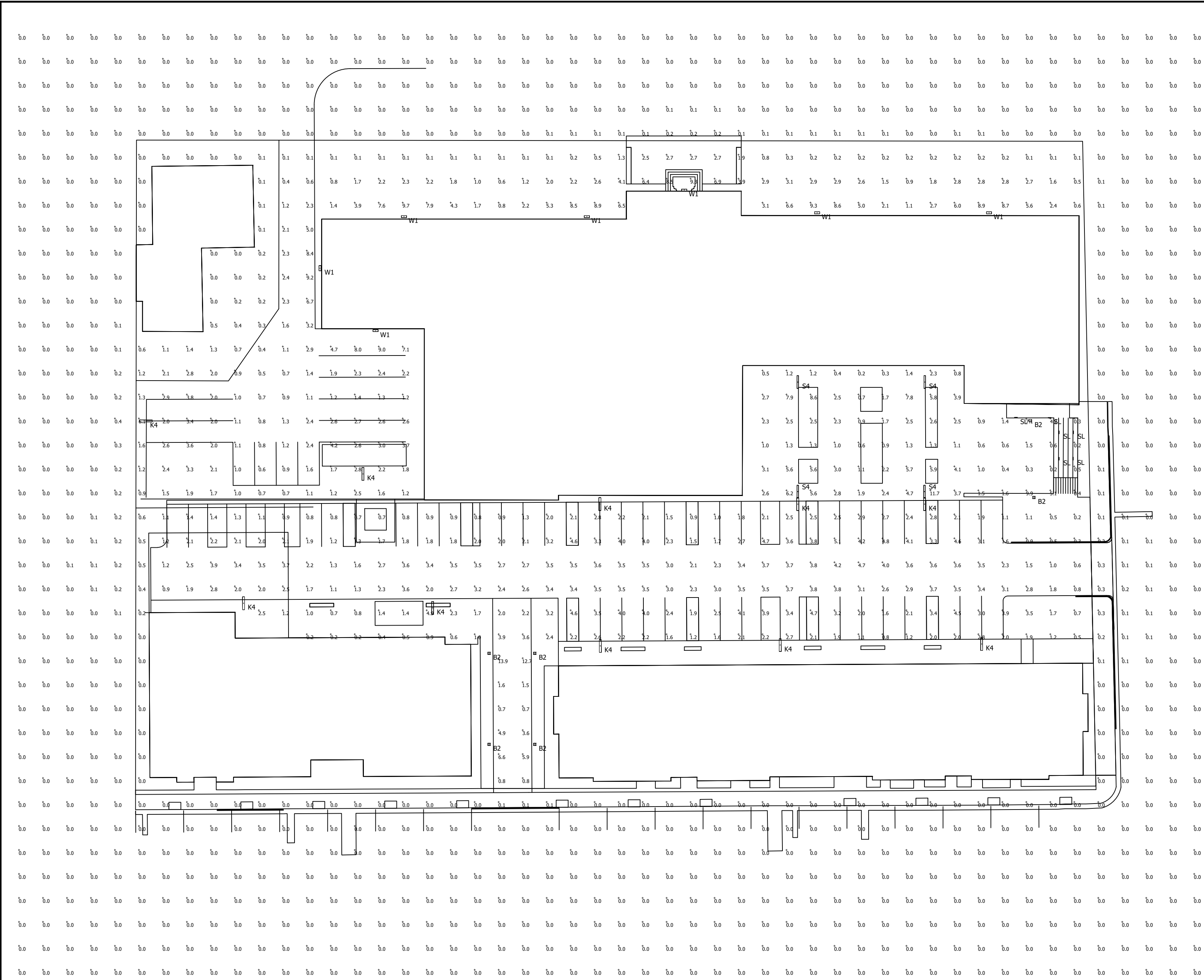
Estimated Industrial Process Wastewater Flows Generated: N/A GPD
Do you currently hold Federal or State discharge permits? Yes _____ No _____
Is the process wastewater termed categorical under CFR 40? Yes _____ No _____
OSHA Standard Industrial Code (SIC): _____ (<http://www.osha.gov/oshstats/sicser.html>)
Peaking Factor/Peak Process Times: _____

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided, or attached, as a separate sheet.

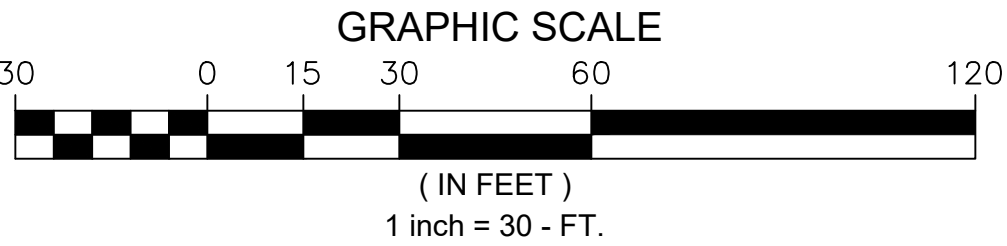
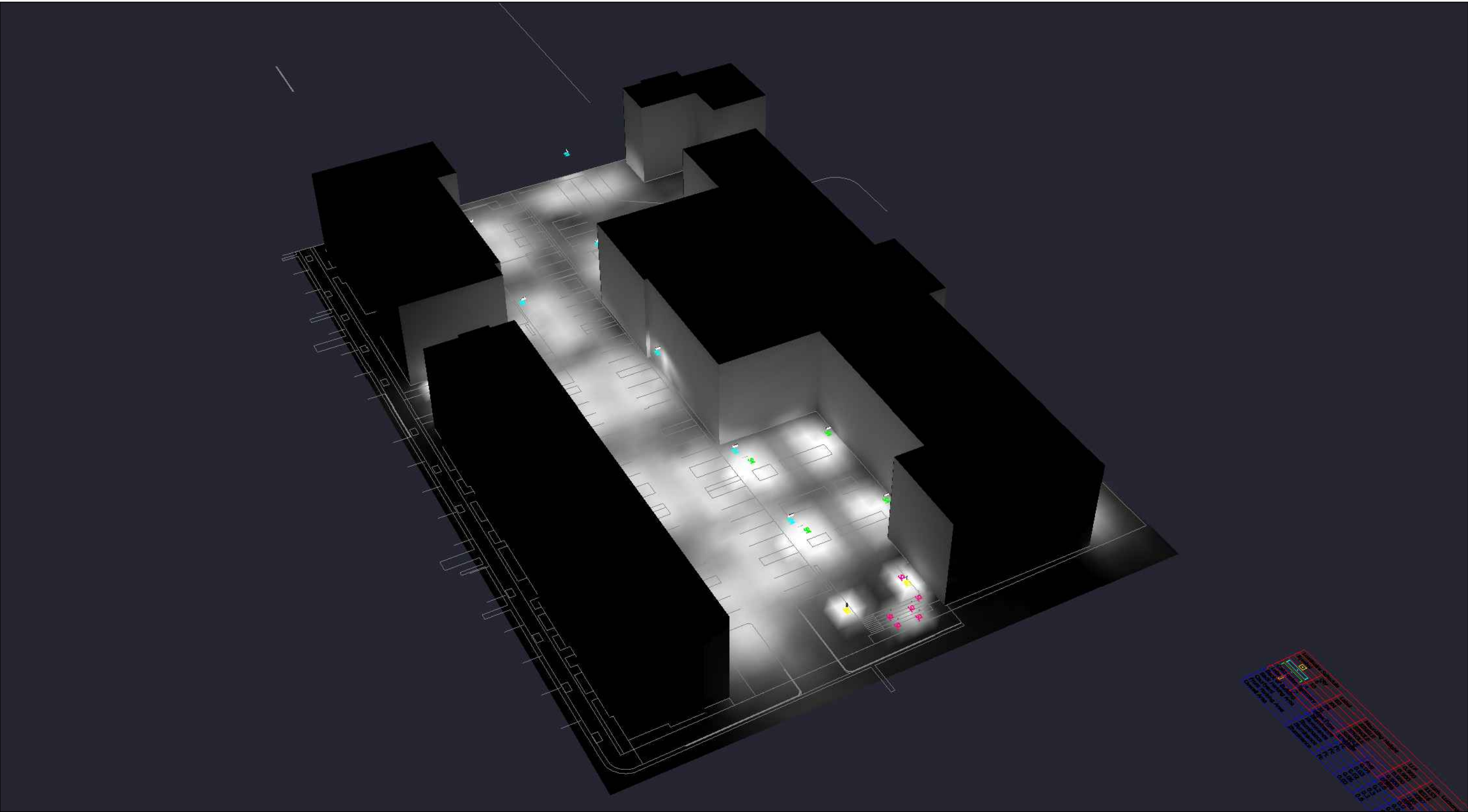
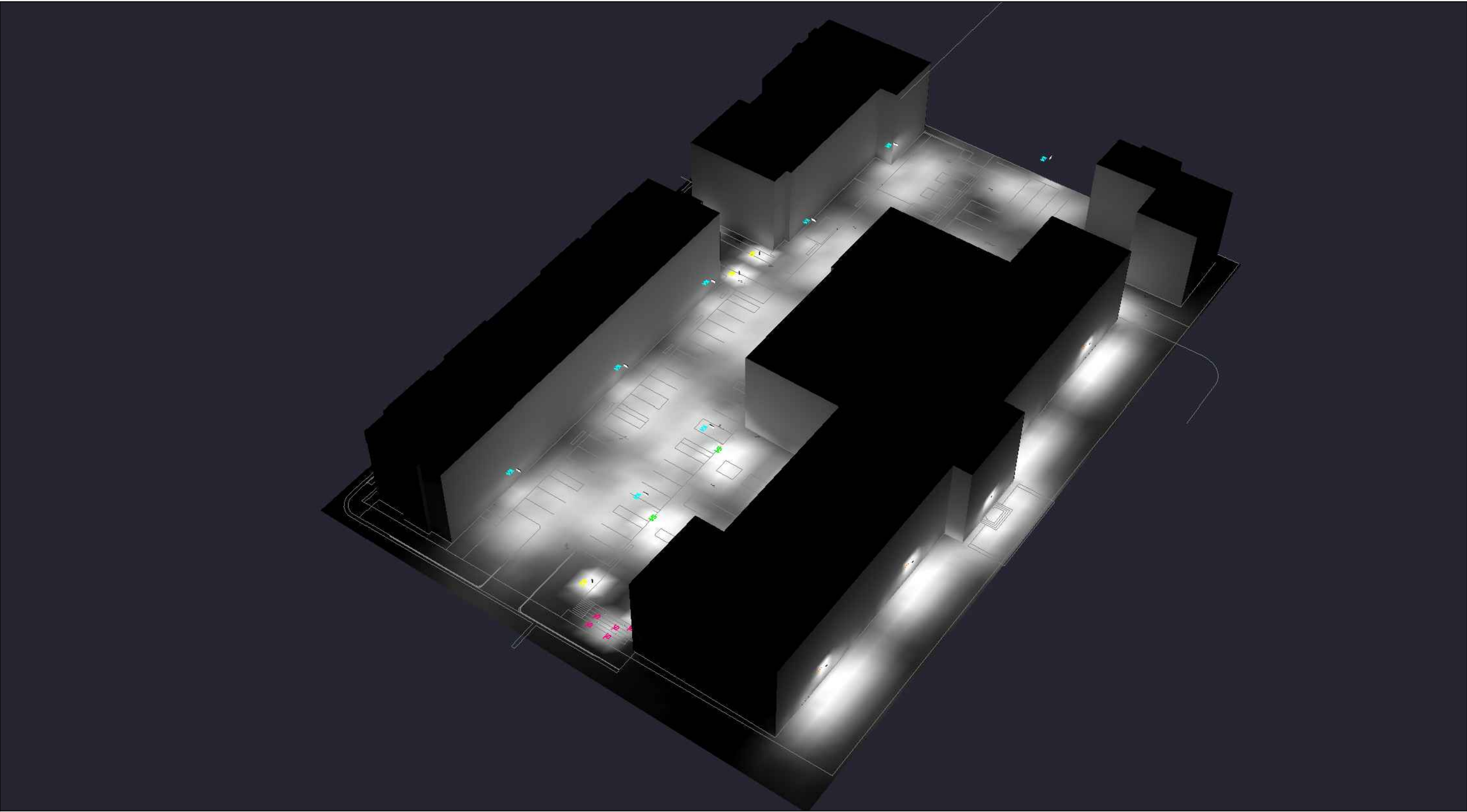
Lighting

Please find attached the photometric plan and cut sheets.



Luminaire Schedule							
Symbol	Qty	Label	Mounting Height	LLF	Lum. Lumens	Lum. Watts	Description
	6	B2	2' - 6" AFG	0.900	2153	30	KB6-Y3-2030
	10	K4	20' - 0" AFG	0.900	8516	90	K5X-T4-MO-9030
	4	S4	10' - 0" AFG	0.900	4297	45	K4X-T4-MO-5030
	6	SL	0' - 9" AFG	0.900	195	10.4	EL807_9L4K_KIT
	7	W1	12' - 0" AFG	0.900	6782	55	WDM-D-48L-55-3K7-2-UNV-WH

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Back of Building	Illuminance	Fc	2.74	9.7	0.1	27.40	97.00
Back Parking Area	Illuminance	Fc	2.46	9.2	0.1	24.60	92.00
Courtyard	Illuminance	Fc	2.91	11.7	0.2	14.55	58.50
Front Parking Area	Illuminance	Fc	2.57	5.1	0.6	4.28	8.50
Overall Area	Illuminance	Fc	0.73	13.9	0.0	N.A.	N.A.



1. THIS LIGHTING DESIGN IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO HUBBELL LIGHTING. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.

2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.

3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

TITLE:

MERCY
PORTLAND, ME
SITE PHOTOMETRIC PLAN

REVISED FROM DRAWING NUMBER(S):

R1: 09/21/20
R2: 09/28/20

Hubbell Lighting, Inc.
701 MILLENNIUM BLVD.
GREENVILLE, SC 29607

DN BY:
DHK

REV BY:
DHK

QUOTE:
N/A

DATE:
09/18/20

DATE:
09/21/20

DRAWING / DESIGN NO.:
2026981R2

CHK BY:
N/A

SCALE:
AS NOTED



Date: Sep 30, 2020

Swaney Lighting
PO Box 1597
Scarborough ME 04070
Phone: (207) 883-7100
Fax: (207) 885-9606

Job Name
MERCY SITE DESIGN/BUILD
SLA20-46553
ME

Bid Date
Sep 29, 2020

Submittal Date
Sep 30, 2020



Transmittal

Swaney Lighting

PO Box 1597

Scarborough ME 04070

Phone: (207) 883-7100

From: Therese "TC" Freeman X-103

Project **MERCY SITE DESIGN/BUILD**

Quote# SLA20-46553

Location ME

Contact:

ATTACHED WE ARE SENDING YOU 1 COPY OF THE FOLLOWING ITEM:

- | | | |
|-----------------------------------|--|--------|
| ☐ Drawings | ☐ Specifications | Other: |
| ☐ Prints | ☐ Information | |
| ☐ Plans | ☒ Submittals | |

THESE ARE TRANSMITTED FOR:

- | | | |
|--|---|---------------------------------|
| ☐ Prior Approval | ☐ Resubmittal for Approval | ☐ Record |
| ☒ Approval | ☐ Corrections | Bids due on: |
| ☐ Approval as Submitted | ☐ Your Use | Other: |
| ☐ Approval as Noted | ☐ Review and Comment | |

Type	MFG	Part
B2	Architectural Area Lighting	KB6-Y3-2030-**-STND_MNT-BOLTS AHEAD-WIRED120-277V
	Item Note: SPECIFY FINISH	
K4	Architectural Area Lighting	K51-T4-MO-9030-WIRED120-277V- PS520-188-**-
	Item Note: SPECIFY FINISH	
S4	Architectural Area Lighting	K41-T4-MO-5030-WIRED120-277V- PS410-125-**-
	Item Note: SPECIFY FINISH	
SL	KIM	EL807/9L4KUV/**
	Item Note: SPECIFY FINISH	
W1	KIM	WDM/D/48L-55/3K7/2/UNV/**
	Item Note: SPECIFY FINISH	


Kick™ – KB6 Bollard

TYPE

FEATURES

- Sensor and wireless operation
- Field rotatable optics and housing
- Customizable side panels
- 120-277, 347 and 480VAC input
- IDA Dark Sky Approved with clear lenses and 3000K
- True IES distributions
- 3000K, 4000K, 5000K CCT
- Uniformly diffused lens
- 20kV/10kA surge protection
- Integral thermal protection
- IP66



3000K and warmer CCTs only

DIMENSIONS

MODEL	KB6
OVERALL HEIGHT	42" / 1067mm
OVERALL LENGTH	6" / 152mm
OVERALL WIDTH	6" / 152mm
WINDOW HEIGHT	19.9" / 51cm
WINDOW WIDTH	4" / 10cm
WEIGHT	30 lbs./13.6kg

* Housing and optical distribution are independently field rotate-able in 90° increments. Default factory orientations shown above.



FRONT



LEFT



BACK



RIGHT

DISTRIBUTION OUTPUT*

Street Side

House Side

SHIELDING SIDE

A

B

C

D

ORDERING INFORMATION

1	2	3	4	5	6	7
Model	Distribution	Shielding	Light Engine	Controls	Voltage	Fixture Finish

1. MODEL
KB6 6" Square x 42 OAH bollard
2. DISTRIBUTION

Y2 IES Type II, clear lens
Y3 IES Type III, clear lens
 Y4 IES Type IV, clear lens
 Y5 IES Type V, clear lens
 YD Symmetric distribution, diffused lens

3. SHIELDING

Optional, may choose from 1 to 3 sides closed from options A, B, C, D or you may choose HSS option.

A Short side closed
 B Side 90° counterclockwise from short side closed
 C Side 180° counterclockwise from short side closed
 D Side 270° counterclockwise from short side closed
 HSS House side shield²

4. LIGHT ENGINE

2050 5000K CCT, 29 watts

2040 4000K CCT, 29 watts

2030 3000K CCT, 29 watts

1050 5000K CCT, 14 watts

1040 4000K CCT, 14 watts

1030 3000K CCT, 14 watts

560nm monochromatic amber and or custom lumen package available by request. ¹

5. CONTROL

May choose one

SC-MW Motion Sensor

WIR wiScape Connectivity

BPC Button Type Photocell

6. VOLTAGE
120-277VAC input or may choose one.

347 347VAC input

480 480VAC input

7. FIXTURE FINISH**Specify Std. finish**

AGN Antique Green
 BL Black
 BLT Matte Black
 CRT Corten
 DB Dark Bronze
 DGN Dark Green
 GT Graphite
 LG Light Grey
 MAL Matte Aluminum
 MDB Bronze Metallic
 MG Medium Grey
 TT Titanium
 WH Arctic White
 WDB Weathered Bronze
 VBU Verde Blue

Premium Color

SHK Shamrock
 SPP Salt and Pepper
 SFM Seafoam
 WCP Weathered Copper
 RAL RAL 4 digit Color
 CUSTOM Custom Color

¹ Contact factory² House side shield assembles to optical lens and is independent of outer housing.

ARCHITECTURAL AREA LIGHTING
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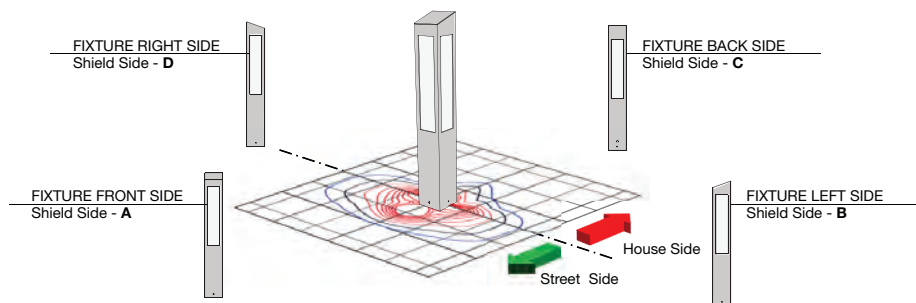
JOB

TYPE

NOTES

Kick™ – KB6 Bollard

TYPE



LUMINAIRE PERFORMANCE

Configuration				Distribution	Optional Shielding		Ordering Code														
Watts	Output	Closed Sides	IES Type		Shielding	Equivalent*	Bright White (5000K)				Neutral White (4000K)				Warm White (3000K)						
							Delivered Lumens	Efficacy (Lm/W)	BUG Rating		Delivered Lumens	Efficacy (Lm/W)	BUG Rating		Delivered Lumens	Efficacy (Lm/W)	BUG Rating				
									B	U			G	B			U	G	B	U	G
							2050				2040				2030						
30	Asymmetric	(none)	Type II	Y2	(none)	-	2451	82	1	0	2	2302	77	1	0	1	2289	76	1	0	1
			TYPE III	Y3	(none)	-	2305	77	1	0	1	2165	72	1	0	1	2153	72	1	0	1
			TYPE IV	Y4	(none)	-	2257	75	1	0	2	2120	71	1	0	2	2108	70	1	0	2
			Type II	Y2	C	HSS	2271	76	1	0	2	2221	74	1	0	1	2199	73	1	0	2
		1 Side	TYPE III	Y3	C	HSS	2107	70	1	0	1	2066	69	1	0	1	2041	68	1	0	1
			TYPE IV	Y4	C	HSS	2107	70	1	0	2	2061	69	1	0	2	2041	68	1	0	2
			-	Y5	C	A / B / D	1699	57	1	0	1	1662	55	1	0	1	1645	55	1	0	1
				YD	C	A / B / D	679	23	0	3	1	685	23	0	3	1	634	21	0	3	1
		2 Sides (adjacent)	Y5	BC	AB / CD / AD	1175	39	1	0	1	1149	38	1	0	1	1138	38	1	0	1	
			YD	BC	AB / CD / AD	457	15	0	3	1	461	15	0	3	1	427	14	0	3	1	
		3 Sides (adjacent)	Y5	BCD	ABC / ABD / ACD	581	19	0	0	1	568	19	0	0	1	581	19	0	0	1	
			YD	BCD	ABC / ABD / ACD	111	4	0	0	1	112	4	0	0	1	104	3	0	0	1	
	Symmetric	(none)	TYPE V	Y5	(none)	-	2163	72	2	0	1	2188	73	2	0	1	1978	66	2	0	1
				YD	(none)	-	927	31	0	3	1	935	31	0	3	1	866	29	0	3	4
		2 Sides (op-posing)	-	Y5	AC	BD	1110	37	1	0	1	1085	36	1	0	1	1075	36	1	0	1
				YD	AC	BD	456	15.2	0	3	1	460	15	0	3	1	426	14	0	3	1
							1050				1040				1030						
15	Asymmetric	(none)	Type II	Y2	(none)	-	1323	95	1	0	1	1294	92	1	0	1	1281	92	1	0	1
			TYPE III	Y3	(none)	-	1233	88	1	0	1	1204	86	1	0	1	1192	85	1	0	1
			TYPE IV	Y4	(none)	-	1222	87	0	0	1	1195	85	0	0	1	1183	85	0	0	1
			Type II	Y2	C	HSS	1226	88	1	0	1	1199	86	1	0	1	1187	85	1	0	1
		1 Side	TYPE III	Y3	C	HSS	1128	81	0	0	1	1103	79	0	0	1	1092	78	0	0	1
			TYPE IV	Y4	C	HSS	1141	82	0	0	1	1116	80	0	0	1	1105	79	0	0	1
			-	Y5	C	A / B / D	926	66	1	0	1	906	65	1	0	1	897	64	1	0	1
				YD	C	A / B / D	373	27	0	3	1	373	27	0	3	1	350	25	0	3	1
		2 Sides (adjacent)	Y5	BC	AB / CD / AD	640	46	0	0	1	626	45	0	0	1	620	44	0	0	1	
			YD	BC	AB / CD / AD	251	18	0	3	1	251	18	0	3	1	236	17	0	3	1	
		3 Sides (adjacent)	Y5	BCD	ABC / ABD / ACD	317	23	0	0	1	310	22	0	0	1	307	22	0	0	1	
			YD	BCD	ABC / ABD / ACD	61	4	0	0	1	61	4	0	0	1	57	4	0	0	1	
	Symmetric	(none)	TYPE V	Y5	(none)	-	1179	84	1	0	1	1189	85	1	0	1	1098	78	1	0	1
				YD	(none)	-	509	36	0	3	1	509	36	0	3	1	478	34	0	3	1
		2 Sides (op-posita)	-	Y5	AC	BD	612	44	1	0	1	599	43	1	0	1	593	42	1	0	1
				YD	AC	BD	248	18	0	3	1	248	18	0	3	1	233	17	0	3	1

* - Values are representative of the Distribution + Shielding Ordering Code combination, IES file may need to be rotated to match an equivalent shielding configuration.

ELECTRICAL CHARACTERISTICS

Ordering Code	LED Current (mA)	System Wattage (W)	Input				Min. Power Factor	Max THD (%)	Dimming Range (V)	Source/Sink Current (mA)	Inrush Current Peak			
			Amps AC								HZ	(A)		T@50% (µs)
			120	277	347	480						120	277	120
10XX	350mA	15	0.12	0.05	0.04	0.03	50/60	0.9	20	0-10	1	15		N/A
20XX	700mA	30	0.25	0.11	0.09	0.06	50/60	0.9	20	0-10	1	21	49	160



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JOB _____
TYPE _____
NOTES _____

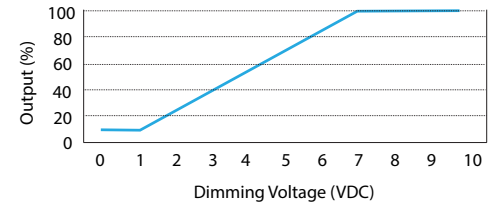
| 2 |

**Kick™ – KB6 Bollard**

TYPE

TM-21 LIFETIME CALCULATION

Ambient Environment °C	Projected Lumen Maintenance (Khrs)					Reported L70
	25	50	60	75	100	
25	98%	95%	94%	93%	90%	70khrs.
40	96%	95%	94%	93%	90%	

DIMMING CURVE

Note: Fixture does not dim to off, fixture dims to 10% minimum output.

ISOLINE TEMPLATES 5' grid spacing.

Equivalent (rotated) configurations are shown in italics.

Shielding	Asymmetric Distribution					Symmetric Distribution	
	Type II	Type III	Type IV	Type V	Diffused Lens	Type V	Diffused Lens
(none)							
1 Side C or HSS							
2 Sides adjacent CD, AB, BC or AD							
2 Sides opposing AC or BD							
3 Sides BCC, ABC, or ACD							

- 0.5 FC
- 1 FC
- 2 FC
- 3 FC
- 4 FC
- 5 FC
- 6 FC
- 7 FC
- 8 FC


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 JOB _____
 TYPE _____
 NOTES _____

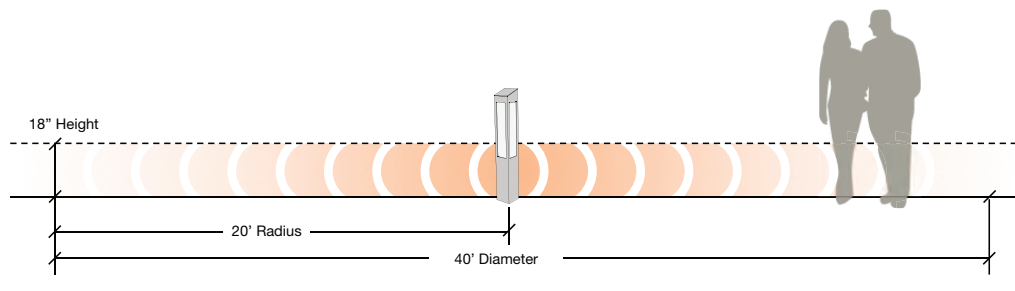


Kick™ – KB6 Bollard

TYPE

SENSOR COVERAGE

Motion Sensor uses microwave sensing technology that reacts to physical changes in within the coverage area. Careful consideration must be given to objects or activity that may trigger the sensor unintentionally.

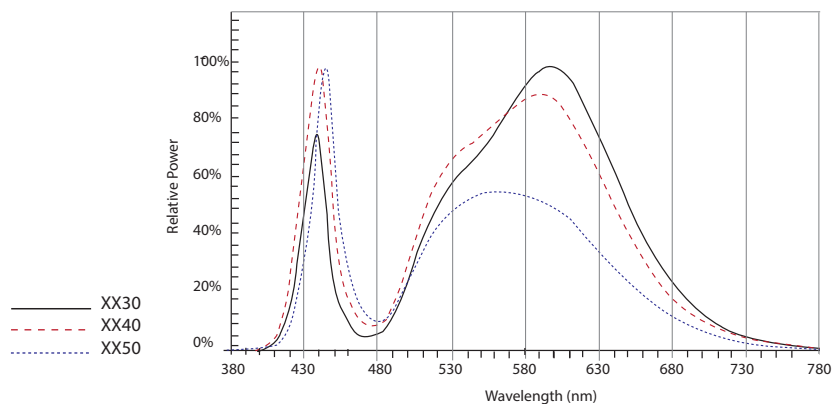


COLOR CHARACTERISTICS

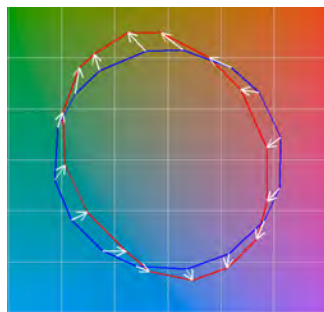
Value	Ordering Code		
	XX30	XX40	XX50
Rf	69	69	71
Rg	99	99	98
CCT(K)	3122	3852	5020
Duv	0.001	0.0004	0.0005
CIE Ra	74	73	74

Note: TM-30 reported at the discrete LED level, not fixture level.

SPECTRAL POWER DISTRIBUTION COMPARISON

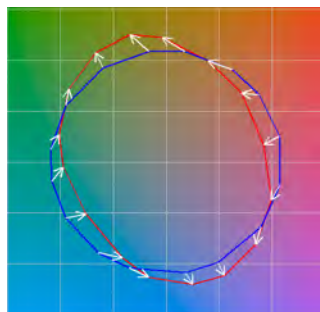


COLOR VECTOR GRAPHIC



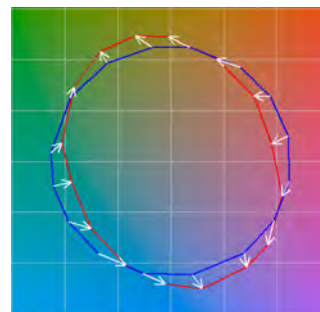
XX30

— Reference Illuminant — Test Source — Series1 — Series2
 — Series3 — Series4 — Series5 — Series6
 — Series7 — Series8 — Series9 — Series10



XX40

— Reference Illuminant — Test Source — Series1 — Series2
 — Series3 — Series4 — Series5 — Series6
 — Series7 — Series8 — Series9 — Series10



XX50

— Reference Illuminant — Test Source — Series1 — Series2
 — Series3 — Series4 — Series5 — Series6
 — Series7 — Series8 — Series9 — Series10



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JOB _____
 TYPE _____
 NOTES _____

| 4 |

Submitted by Swaney Lighting	 Job Name: MERCY SITE DESIGN/BUILD	Catalog Number: KB6-Y3-2030-**-STND_MNT-BOLTS AHEAD-WIRED120-277V Notes: SPECIFY FINISH	Type: B2 SLA20-46553
------------------------------	--	---	--

Kick™ – KB6 Bollard

TYPE

SPECIFICATIONS

HOUSING

- Housing shroud shall be extruded 6061-T6 aluminum alloy with a welded top cap that shall be free of any visible weld or grind marks
- Luminaire housing shall be free of any visible heat fins, hardware or fasteners.
- Bracketry shall be aluminum and hardware shall be stainless steel.
- Housing shall be independently field rotate-able of the optical distribution.
- Default factory orientations of shielding location relative to the optical system shall be:
 - A - Street Side
 - C - House Side

OPTICAL ARRAY

- LEDs shall be mounted to a metal printed circuit board assembly (MCPCB).
- Optical lenses shall be clear injection molded PMMA acrylic.
- House side shield shall be field installable on any face of the housing.
- Light engine and optical distributions shall be field rotat-able.

ELECTRICAL

- Luminaires shall have integral surge protection that shall be U.L. recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J.
- Drivers shall be U.L. recognized.
- Drivers shall not be compatible with current sourcing dimmers, consult factory for current list of known compatible dimming systems. Approved dimmers include Lutron Diva AVTV, Lutron Nova NFTV and NTFTV.
- Luminaire shall be capable of operating at 100% power in a 40° ambient environment. Both driver and optical array shall have integral thermal protection that shall dim the luminaire upon detection of fixture temperatures in excess of 85°C.
- Luminaires not configured with an optional control system shall be provided with 0-10 purple and gray dimming leads.

- Sensor enabled fixture settings shall come to full brightness upon detecting motion and go to 50% output after 5 minutes of detecting no motion.
- Motion Sensor shall use microwave sensing technology that reacts to physical changes in within the coverage area. Careful consideration must be given to objects or activity that may trigger the sensor unintentionally.

MOUNTING AND INSTALLATION

- Anchor bolts and anchor bolt template shall be included.

SERVICING

- Service access to the driver assembly shall require a 3/16" hex driver (information provided by engineering) to loosen (4) stainless steel set screws to allow the housing to be removed for access to the gear compartment. Gear compartment shall require a Philips driver (information provided by engineering) to open service panel.
- Driver assembly shall be mounted to a prewired internal tray with quick disconnects for removal.

FINISH

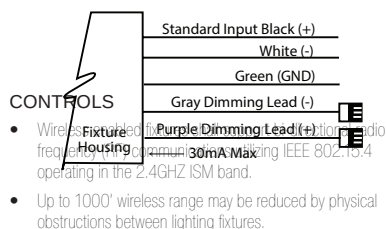
- Luminaire finish shall consist of a five stage pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish.
- Luminaire finish shall meet the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance.

CERTIFICATION

- Luminaire shall be listed with UL for outdoor, wet location use, UL1598, UL 8750 and Canadian CSA Std. C22.2 no.250.
- IDA approved, 3000K and warmer CCTs only.

WARRANTY / TERMS AND CONDITIONS OF SALE

Download:
<http://www.hubbellighting.com/resources/warranty/>



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JOB _____
TYPE _____
NOTES _____

| 5 |

Submitted by Swaney Lighting		Catalog Number:	Type:
	Job Name: MERCY SITE DESIGN/BUILD	KB6-Y3-2030-**-STND_MNT-BOLTS AHEAD-WIRED120-277V Notes: SPECIFY FINISH	B2 SLA20-46553

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Kick™ – K5 Medium Scale

TYPE

FEATURES

- Integral Motion Sensor
- wiScape enabled
- IDA approved
- 20kV/10kA surge protection
- ANSI C136.41 receptacle
- IES Type II, III and IV distributions
- 3000K, 4000K, 5000K CCT
- Integral thermal protection
- 0-10V dimming ready
- IP66 optical system
- 120-277, 347 and 480VAC input
- Staggered twin mounting
- ANSI C136.31-2010 4G Rated



ORDERING CODE

1	2	3	4	5	6	7	8	9	10
Model	Optics	Optical Finish	Light Engine	Controls	Fuse	Voltage	Mounting	Mounting Options	Fixture Finish

1. MODEL

5" wide luminaire

- K51 Single fixture**
- K52 Two fixtures 180° apart
- K53 Three fixtures 90° apart
- K54 Four fixtures 90° apart

2. OPTICS

Distribution Type, see "Luminaire Performance" on page 3

T2 IES Type II

T3 IES Type III

T4 IES Type IV

3. OPTICAL FINISH

Standard white or may choose one. See

'Luminaire Performance' on page 3 for detail.

MO Optics in Matte Black finish^{OS}

FO Optics in fixture finish

4. LIGHT ENGINE

See 'Luminaire Performance' on page 3 for detail, 70 CRI

- 18050 18,000 nominal lumens, 5000K CCT, 174 watts
- 18040 18,000 nominal lumens, 4000K CCT, 174 watts
- 18030 18,000 nominal lumens, 3000K CCT, 174 watts
- 12050 12,000 nominal lumens, 5000K CCT, 122 watts
- 12040 12,000 nominal lumens, 4000K CCT, 122 watts
- 12030 12,000 nominal lumens, 3000K CCT, 122 watts
- 9050 9,000 nominal lumens, 5000K CCT, 87 watts
- 9040 9,000 nominal lumens, 4000K CCT, 87 watts
- 9030 9,000 nominal lumens, 3000K CCT, 87 watts**

560nm monochromatic amber and or custom lumen package available by request. ¹

5. CONTROL

May choose one

- MCPCR 7-Position Receptacle
- WIR wiScape connectivity
- WIRSC wiScape + motion sensor
- SCP Motion sensor + Photocell ⁴
- SWP SiteSync Pre-commissioned ⁵
- SWPM SiteSync Pre-commissioned + Motion Sensor ⁶

SCPREMOTE Handheld commissioning tool ⁴

SWUSB SiteSync loaded on USB flash drive (Windows® operating system only) ⁶

SWTAB SiteSync Windows® based Tablet ⁶

SWBRG SiteSync Wireless Bridge Node ⁶

SW7PR SiteSync 7 Pin on fixture module On/Off/Dim, Daylight Sensor 120-480VAC

6. FUSE

May choose one

- SF 120, 277, 347 Volt input
- DF 208, 240, 480 Volt input

7. VOLTAGE

120-277VAC input standard or may choose one

- 347 347VAC input
- 480 480VAC input

8. MOUNTING

Integral Aluminum Pole

- PS510-188 10' luminaire height
- PS512-188 12' luminaire height
- PS514-188 14' luminaire height
- PS516-188 16' luminaire height
- PS518-188 18' luminaire height
- PS520-188 20' luminaire height**

Integral Steel Pole

- PS525-250 25' luminaire height
- PS530-250 30' luminaire height

Tenon Mount

- TA23 Slips over a 2 3/8" / 60mm
Ø x 4" / 102mm tall tenon

Side Mount

- SMK Mounts to the side of a square pole,
K51 only

Wall Mount

- WMK K51 only

9. MOUNTING OPTIONS

Twin mount at staggered heights

Mounting holes for a fixture at 180°, K51...PS5... only, may choose one

- TS8 8' from bottom
- TS10 10' from bottom
- TS12 12' from bottom
- TS14 14' from bottom
- TS16 16' from bottom
- TS18 18' from bottom

Pole Accessories

May choose one

- GFI GFCI receptacle, 24" from top of pole
- RBC Duplex receptacle box with clear cover,
wiring device(s) not included

10. FIXTURE FINISH

Specify Std. finish

- AGN Antique Green
- BL Black
- BLT Matte Black
- CRT Corten
- DB Dark Bronze
- DGN Dark Green
- GT Graphite
- LG Light Grey
- MAL Matte Aluminum
- MDB Bronze Metallic
- MG Medium Grey
- TT Titanium
- WH Arctic White
- WDB Weathered Bronze
- VBU Verde Blue

Premium Color

- SHK Shamrock
- SPP Salt and Pepper
- SFM Seafoam
- WCP Weathered Copper
- RAL RAL 4 digit Color
- CUSTOM Custom Color

¹ Contact factory

⁴ Handheld commissioning tool is required to separately configure or adjust any number of SCP sensors

⁵ Specify group and zone at time of order. See www.hubbellighting.com/sitesync for more details. Order at least one SiteSync interface accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node.

⁶ When ordering with SiteSync, one of the following interface options must be chosen and ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.



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JOB _____
TYPE _____
NOTES _____

| 1 |



Job Name:
MERCY SITE DESIGN/BUILD

Catalog Number:
K51-T4-MO-9030-WIRED120-277V-
PS520-188-**

Notes: SPECIFY FINISH

Type:

K4

SLA20-46553

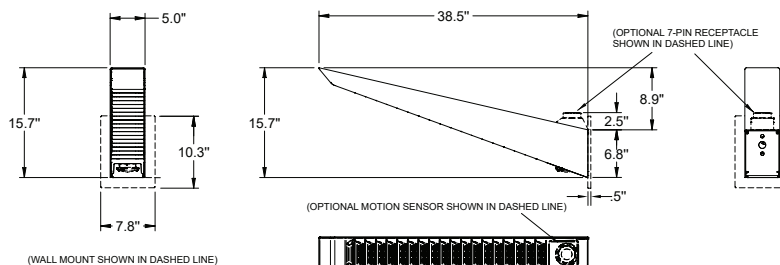
Kick™ – K5 Medium Scale

TYPE

Side Mounted Luminaire

Mounts to the side of 5"/127mm square pole.

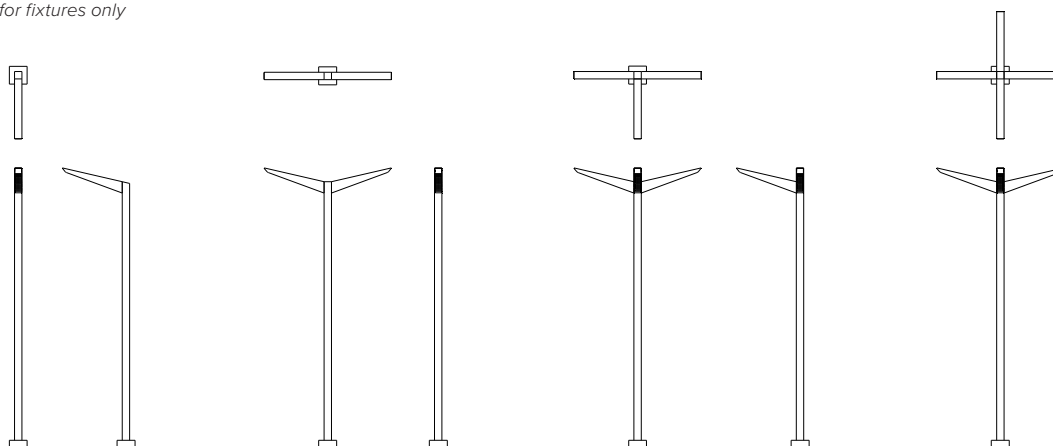
MODEL	K51-...-SMK
OVERALL HEIGHT	15.7" / 399mm
OVERALL LENGTH	38.6" / 980mm
OVERALL WIDTH	5" / 127mm
WEIGHT	20 lbs.
EPA	1.4



Integral Pole Luminaire

See page 6 for height and mounting detail

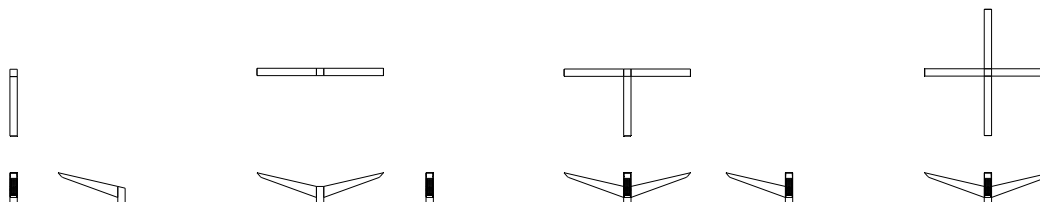
* Weight and EPA for fixtures only



MODEL	K51-...-PS5XX-188	K52-...-PS5XX-188	K53-...-PS5XX-188	K54-...-PS5XX-188
OVERALL LENGTH	43.5" / 1106mm	15.5" / 390mm	49" / 1238mm	82" / 2083mm
OVERALL WIDTH	15.5" / 390mm	82" / 2083mm	82" / 2083mm	82" / 2083mm
WEIGHT	20 lbs.	40 lbs.	60 lbs.	80 lbs.
EPA*	1.4	2.7	3.1	3.1

Tenon Mount Luminaire

Slips over a 2 3/8"/60mm diameter by 4"/102mm tall tenon



MODEL	K51-...-TA23	K52-...-TA23	K53-...-TA23	K54-...-TA23
OVERALL HEIGHT	19" / 483mm	19" / 483mm	19" / 483mm	19" / 483mm
OVERALL LENGTH	43.5" / 1106mm	5" / 127mm	43.5" / 1106mm	82" / 2083mm
OVERALL WIDTH	5" / 127mm	82" / 2083mm	82" / 2083mm	82" / 2083mm
WEIGHT	25 lbs.	40 lbs.	55 lbs.	70 lbs.
EPA	1.8	3.2	3.5	3.5



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JOB _____
TYPE _____
NOTES _____

| 2 |

Kick™ – K5 Medium Scale

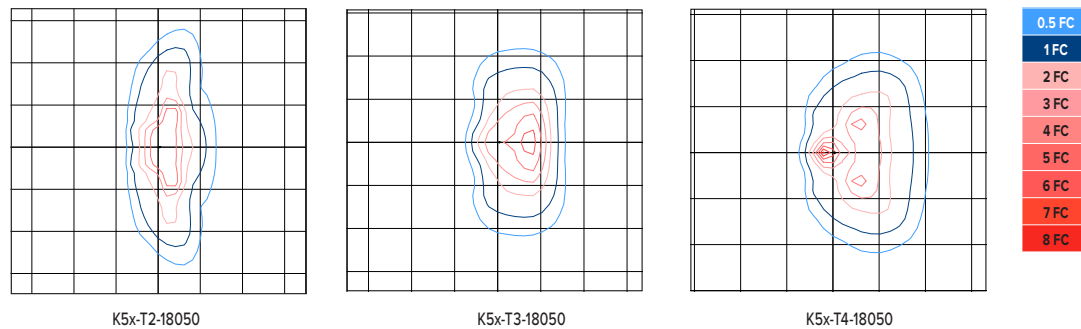
TYPE

LUMINAIRE PERFORMANCE

Configuration				Ordering Code															
Light Engine	Optical Finish	Distribution	Ordering Code	Bright White (5000K)					Neutral White (4000K)					Warm White (3000K)					Average System Watts
				Delivered Lumens	Efficacy (Lm/W)	B	U	G	Delivered Lumens	Efficacy (Lm/W)	B	U	G	Delivered Lumens	Efficacy (Lm/W)	B	U	G	
				18050					18040					18030					
18000 series	Standard White	Type 2	T2	17910	103	3	3	3	17532	101	3	3	3	17006	98	3	3	3	174
		Type 3	T3	17721	102	3	3	3	17347	100	3	3	3	16826	97	3	3	3	
		Type 4	T4	18763	108	3	3	2	18080	104	3	3	2	17537	101	3	3	2	
	Fixture Matched	Type 2	T2-FO	14593	84	3	3	3	14286	82	3	3	3	13856	80	3	3	3	
		Type 3	T3-FO	14497	84	2	3	2	14191	82	2	3	2	13765	79	2	3	2	
		Type 4	T4-FO	15794	91	3	3	2	15460	89	2	3	2	14996	86	2	3	2	
	Matte Black	Type 2	T2-MO	15315	88	3	0	2	14787	85	3	0	2	14343	83	3	0	2	
		Type 3	T3-MO	15153	87	2	0	2	14631	84	2	0	2	14192	82	2	0	2	
		Type 4	T4-MO	15794	91	3	0	2	15249	88	3	0	2	14791	85	3	0	2	
						12050					12040					12030			
12000 series	Standard White	Type 2	T2	13369	109	3	3	3	13087	107	3	3	3	12694	104	3	3	3	122
		Type 3	T3	13228	108	2	3	2	12949	106	2	3	2	12560	103	2	3	2	
		Type 4	T4	13787	112	3	3	2	13496	110	2	3	2	13091	107	2	3	2	
	Fixture Matched	Type 2	T2-FO	10893	90	3	3	3	10664	88	3	3	3	10344	85	3	3	3	
		Type 3	T3-FO	10821	89	2	3	2	10593	87	2	3	2	10275	84	2	3	2	
		Type 4	T4-FO	11789	97	3	3	2	11541	95	2	3	2	11194	92	2	3	2	
	Matte Black	Type 2	T2-MO	10893	90	3	0	2	10664	88	3	0	2	10343	85	3	0	2	
		Type 3	T3-MO	10821	89	2	0	2	10593	87	2	0	2	10275	84	2	0	2	
		Type 4	T4-MO	11789	97	2	0	2	11541	95	2	0	2	11194	92	2	0	2	
						9050					9040					9030			
9000 series	Standard White	Type 2	T2	10103	117	2	3	2	9895	114	2	3	2	9692	111	2	3	2	87
		Type 3	T3	9920	115	2	2	2	9715	112	2	2	2	9462	109	2	2	2	
		Type 4	T4	10437	119	2	3	2	10223	117	2	3	2	9957	114	2	3	2	
	Fixture Matched	Type 2	T2-FO	8171	94	2	3	2	8003	92	2	3	2	7794	90	2	3	2	
		Type 3	T3-FO	8118	94	2	2	2	7951	92	2	2	2	7744	89	2	2	2	
		Type 4	T4-FO	8927	103	2	3	2	8744	100	2	3	2	8516	98	2	3	2	
	Matte Black	Type 2	T2-MO	8171	94	2	0	1	8003	92	2	0	1	7794	90	2	0	1	
		Type 3	T3-MO	8118	94	1	0	1	7951	92	1	0	1	7744	89	1	0	1	
		Type 4	T4-MO	8927	103	2	0	2	8744	101	2	0	2	8516	98	2	0	2	

-MO.ies files should be used for -FO configurations in application layouts.

ISOLINE TEMPLATES 30' Mounting Height



ELECTRICAL CHARACTERISTICS

Ordering Code	LED Current (mA)	System Wattage (W)	Input				Min. Power Factor	Max THD (%)	Dimming Range (V)	Source/Sink Current (mA)	Inrush Current Peak											
			Amps AC								HZ	(A)				T@50% (µs)						
												120	277	347	480	120	277	347	480			
180XX	1000	173	1.4	0.6	0.5	0.4	50/60	>0.9	20	0-10	1	44	131	48	127	190		400	140			
120XX	700	122	1.0	0.4	0.4	0.3																
90XX	500	87	0.7	0.3	0.3	0.2																

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JOB _____
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| 3 |

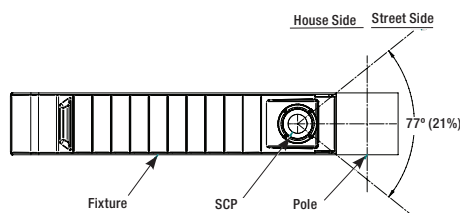


Kick™ – K5 Medium Scale

TYPE

SENSOR DETECTION RANGE

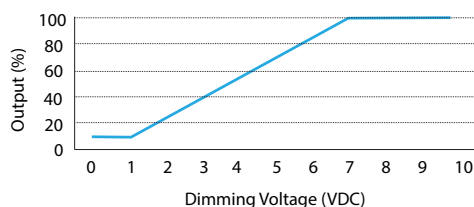
		SENSOR MOUNTING HEIGHT							RATIO
		8'	10'	12'	14'	16'	18'	20'	
COVERAGE DIAMETER	SCP	20'	25'	30'	35'	40'	45'	50'	1:2.5
	WIRSC	16'	20'	24'	28'	32'	36'	40'	1:2



TM-21 LIFETIME CALCULATION

Ambient Environment °C	Projected Lumen Maintenance (Khrs)					Reported L70
	25	50	60 (TM-21)	75	100	
25	98%	97%	96%	95%	94%	>60Khrs.
40	97%	96%	95%	94%	93%	

DIMMING CURVE



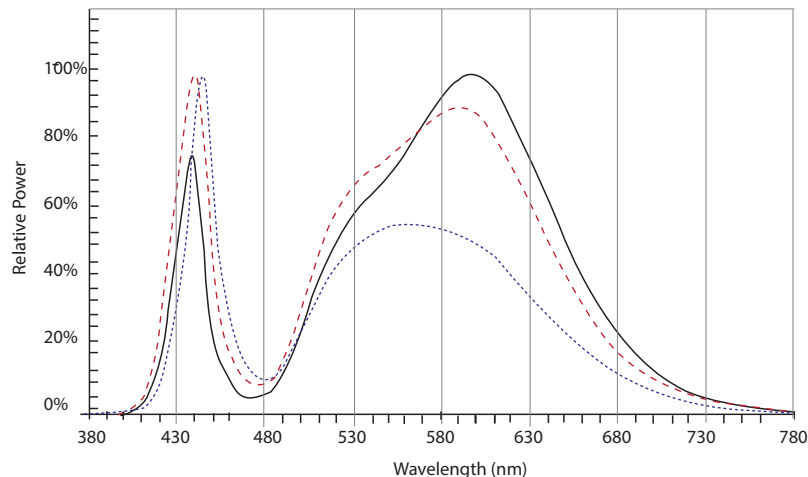
Note: Fixture does not dim to off, fixture dims to 10% minimum output.

COLOR CHARACTERISTICS

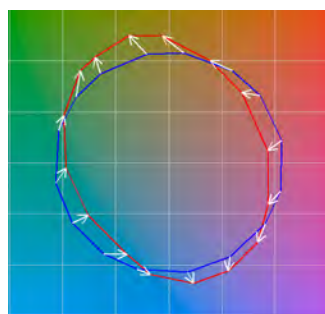
Value	Ordering Code		
	XX30	XX40	XX50
Rf	69	69	71
Rg	99	99	98
CCT(K)	3122	3852	5020
Duv	0.001	0.0004	0.0005
CIE Ra	74	73	74

Note: TM-30 reported at the discrete LED level, not fixture level.

SPECTRAL POWER DISTRIBUTION COMPARISON

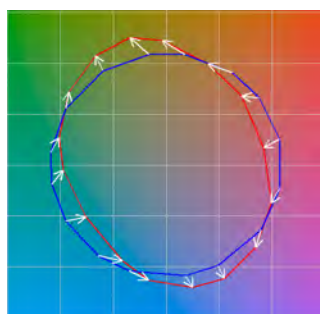


COLOR VECTOR GRAPHIC



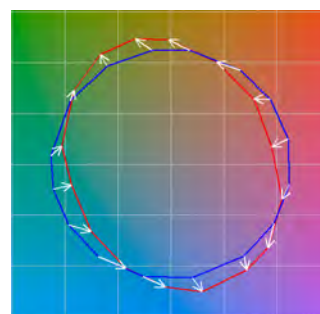
— Reference Illuminant
 — Test Source
 — Series3
 — Series7

XX30



— Reference Illuminant
 — Test Source
 — Series3
 — Series7

XX40



— Reference Illuminant
 — Test Source
 — Series3
 — Series7

XX50



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JOB

TYPE

NOTES

| 4 |

Submitted by Swaney Lighting	Job Name: MERCY SITE DESIGN/BUILD	Catalog Number: K51-T4-MO-9030-WIRED120-277V-PS520-188-** Notes: SPECIFY FINISH	Type: K4 SLA20-46553
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Kick™ – K5 Medium Scale

TYPE

SPECIFICATIONS

HOUSING

- Housing shroud shall be of fabricated 5052-H32 aluminum alloy with a rear mounting interface that shall be of fabricated 304 stainless steel.
- Housing mounting interface shall have a stamped silicone gasket.
- Luminaire housing shall be free of any visible heat fins, hardware or fasteners.
- Bracketry and hardware shall be stainless steel.

OPTICAL ARRAY

- LEDs shall be mounted to a metal printed circuit board assembly (MCPCB) with a uniform conformal coating over the panel surface and electrical features.
- Optical lenses shall be clear injection molded PMMA acrylic.
- Each MCPCB and optic shall be sealed to an extruded 6063-T6 aluminum alloy heat spreader and sealed with a continuous one piece injection molded silicone rubber gasket. IP66.
- Patent Pending design of optical array shall independently shield each LED optic across the length of the aperture.
- Optical surfaces shall be painted white unless the optional fixture finish (FO) or matte black finish (MO) is selected.
- Optional matte black finish optics (MO) are required to meet UO classification with zero percent uplight.
- Optional fixture finish optical surfaces (FO) shall not exceed BUG ratings of the standard white finish and shall be greater than or equal to the delivered lumens of the optional matte black optical surface finish (MO).

ELECTRICAL

- Drivers shall be in direct contact with the aluminum housing across the entire surface area of the widest face for maximum thermal transfer.
- Luminaires shall have integral surge protection that shall be U.L. recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J. Surge protection device shall be wired in series.
- Drivers shall be U.L. recognized.
- Drivers shall not be compatible with current sourcing dimmers, consult factory for current list of known compatible dimming systems approved dimmers include Lutron Diva AVTV, Lutron Nova NFTV and NTFTV.
- Luminaire shall be capable of operating at

100% brightness in a 40°C environment. Both driver and optical array shall have integral thermal protection that will dim the luminaire upon detection of temperatures in excess of 85°C.

- Luminaires not configured with a control system or ANSI C136 receptacle option shall be provided with 0-10 purple and gray dimming leads.



CONTROLS

- Wireless enabled fixtures shall support bi-directional radio frequency (RF) communications utilizing IEEE 802.15.4 operating in the 2.4GHz ISM band.
- Up to 1000' wireless range may be reduced by physical obstructions between lighting fixtures.
- Motion Sensor shall use passive infrared (PIR) sensing technology that reacts to changes in infrared energy (moving body heat) within the coverage area. Careful consideration must be given to obstructions that may block the sensor's line of sight.
- Factory default settings for SCP option shall be:
 - High mode: 10V
 - Low mode: 1V
 - Ramp-up rate: disabled
 - Fade-down rate: disabled
 - Photocell: Off
 - Sensitivity: Full
 - Time Delay: Fade to low: 5 minutes
 - Time Delay: Fade to off: 1 hour

MOUNTING AND INSTALLATION

- Integral pole mount luminaires shall require assembly of fixture(s) to the pole, mounting hardware, anchor bolts and anchor bolt template shall be included. *See page 6 for additional considerations specific to the integral pole.*
- Tenon mount luminaires shall require assembly of fixture(s) to the tenon adapter, mounting hardware shall be included. Tenon adapter shall be secured to the tenon with eight 5/16-18 stainless steel set screws.
- Side mount luminaires shall be supplied

with hardware compatible with AAL mountings.

- Twin mounted staggered height fixtures shall be configured separately.

SERVICING

- Service access to the optical array and driver assembly shall be via a tool-less internal latch and have an audible click.
- Optical array shall be able to hang freely in an open service position for inspection of internal wire connections. Once in service position, the optical array shall be able to be removed for service by lifting the assembly up off the rear hinge and disconnecting the wiring plugs.
- Driver assembly shall be mounted to a prewired internal tray with quick disconnects for removal.

FINISH

- Luminaire finish shall consist of a five stage pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish.
- Luminaire finish shall meet the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance.

CERTIFICATION

- Luminaire shall be listed with UL for outdoor, wet location use, UL1598, UL 8750 and Canadian CSA Std. C22.2 no.250.
- ANSI C136.31-2010 4G Vibration tested and compliant.
- IEC 66262 Mechanical Impact Code IK10
- IDA approved, 3000K and warmer CCTs only.
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 6/06/2020. [See Buy American Solutions.](#)

WARRANTY / TERMS AND CONDITIONS OF SALE

Download:
<http://www.hubbellinglighting.com/resources/warranty/>



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JOB _____
TYPE _____
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| 5 |



Kick™ – K5 Medium Scale

TYPE

SPECIFICATIONS

Integral Pole

MODEL	HEIGHT		SHAFT		WT	MAXIMUM ALLOWABLE EPA (MPH)									
	OVERALL	POLE	SECTION	MATERIAL		85	90	100	105	110	120	130	140	145	150
K5X-PS510-188	10'9" / 3.28m	10'	5"SQ x .188"	ALUMINUM	61	25	25	23	20.5	18.5	15	12.3	10.1	9.1	8.3
K5X-PS512-188	12'9"/3.89m	12'	5"SQ x .188"	ALUMINUM	69	25	22.5	17.8	15.7	14	11	8.7	6.9	6.1	5.4
K5X-PS514-188	14'9"/4.50m	14'	5"SQ x .188"	ALUMINUM	78	20.6	17.9	13.7	11.9	10.4	7.9	6	4.4	3.7	3.1
K5X-PS516-188	16'9"/5.10m	16'	5"SQ x .188"	ALUMINUM	86	16.5	14.1	10.4	8.9	7.6	5.4	3.7	2.3	1.7	1.1
K5X-PS518-188	18'9"/5.71m	18'	5"SQ x .188"	ALUMINUM	95	12.9	10.9	7.6	6.3	5.1	3.2	1.7	0.5	-	-
K5X-PS520-188	20'9"/6.32m	20'	5"SQ x .188"	ALUMINUM	103	9.8	8.1	5.2	4	3	1.3	-	-	-	-
K5X-PS525-250	25'9"/7.85m	25'	5"SQ x .25"	STEEL	427	25	25	19.4	17.1	15.1	11.7	9	6.9	6	5.1
K5X-PS530-250	30'9"/9.38m	30'	5"SQ x .25"	STEEL	507	20.1	17.3	12.7	10.9	9.3	6.6	4.5	2.8	2.1	1.4

CONSTRUCTION

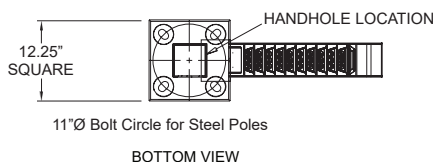
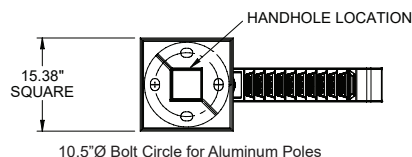
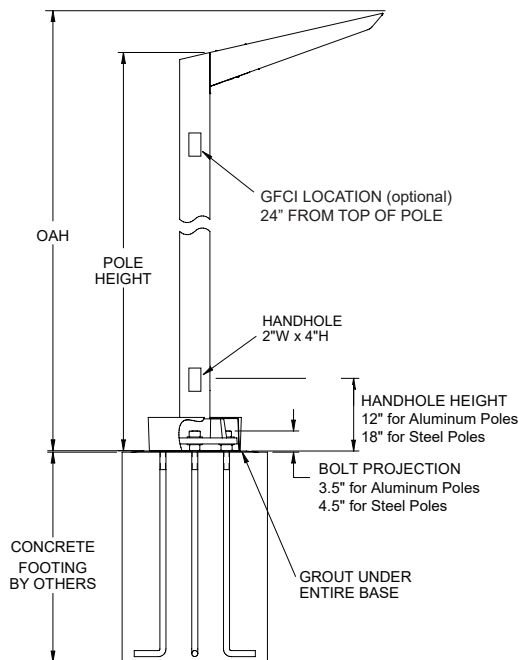
- Aluminum pole bases shall be cast aluminum #356 alloy and be heat treated to a T-6 condition.
- Aluminum pole shafts shall be extruded aluminum 6061 alloy and heat treated to a T-6 condition.
- Aluminum poles shall have a one-piece base cover included standard.
- Steel poles shall be one-piece straight steel with square cross section, flat sides and minimum 0.238" radius on all corners; Minimum yield of 46,000 psi (ASTM-A500, Grade B); Longitudinal weld seam to appear flush with shaft side wall; Steel base plate with axial bolt circle slots welded flush to pole shaft having minimum yield of 36,000 psi (ASTM A36).
- Steel poles shall have a two-piece square aluminum base cover included standard.
- All poles shall be supplied with removable top cap.
- All poles shall have a hand hole with mounting provisions for grounding lug located behind a gasket lined cover.
- Anchor bolts shall be 1" x 36" x 4" hot dip galvanized steel, with two galvanized washers and two galvanized nuts per bolt.
- Bolt circle template shall be provided.

WARNINGS

- Caution must be exercised in the selection of a design wind speed when the pole is to be installed in a special wind region (as indicated by the wind map) or in an area where wind speed is unpredictable.
- AAL recommends consulting a local engineer when the pole is to be installed in an area that may be subject to vibration, oscillations, and other fatigue effects which are not covered by the AAL warranty.
- The use of banners or other appendages can severely affect the loading of a pole. No banner or other appendage may be attached to an AAL pole unless approved by AAL.
- If the products are to be used on an existing foundation or on other structures, the customer assumes all responsibility for the structural integrity of the existing foundation, anchorage or structures and all the consequences arising there from.

CAUTION

- Poles should never be erected without the luminaire installed. Warranty is voided if the pole is erected without the luminaire.



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JOB

TYPE

NOTES

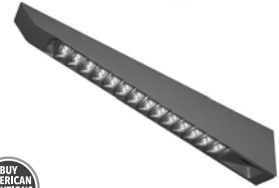
| 6 |

Kick™ – K4 Small Scale

TYPE

FEATURES

- Integral Motion Sensor
- wiScape enabled
- IDA approved
- 20kV/10kA surge protection
- ANSI C136.41 receptacle
- IES Type II, III and IV distributions
- 3000K, 4000K, 5000K CCT
- Integral thermal protection
- 0-10V dimming ready
- IP66 optical system
- 120-277, 347 and 480VAC input
- Staggered twin mounting
- ANSI C136.31-2010 4G Rated



3000K and warmer CCTs only
See QP1MO-XX30 configurations only

See Certification Specifications

ORDERING CODE

1	2	3	4	5	6	7	8	9	10
Model	Optics	Optical Finish	Light Engine	Controls	Fuse	Voltage	Mounting	Mounting Options	Fixture Finish

1. MODEL

4" wide luminaire

- K41 Single fixture
- K42 Two fixtures 180° apart
- K43 Three fixtures 90° apart
- K44 Four fixtures 90° apart

2. OPTICS

Distribution Type, see "Luminaire Performance" on page 3

- T2 IES Type II
- T3 IES Type III
- T4 IES Type IV

3. OPTICAL FINISH

Standard white or may choose one. See 'Luminaire Performance' on page 3 for detail.

- MO Optics in Matte Black finish
- FO Optics in fixture finish

4. LIGHT ENGINE

Lumen package, see 'Luminaire Performance' on page 3 for detail

- 7050 5000K CCT, CRI 70, 64 watts
- 7040 4000K CCT, CRI 70, 64 watts
- 7030 3000K CCT, CRI 70, 64 watts
- 5050 5000K CCT, CRI 70, 46 watts
- 5040 4000K CCT, CRI 70, 46 watts
- 5030 3000K CCT, CRI 70, 46 watts

560nm monochromatic amber and or custom lumen package available by request. ¹

5. CONTROL

May choose one

- MCPCR 7-Position Receptacle
- WIR wiScape connectivity
- WIRSC wiScape + motion sensor
- SCP Motion sensor + Photocell ⁴
- SWP SiteSync Pre-commissioned ⁵
- SWPM SiteSync Pre-commissioned + Motion Sensor ⁶

- SCPREMOTE Handheld commissioning tool ⁴
- SWUSB SiteSync loaded on USB flash drive (Windows® operating system only) ⁶
- SWTAB SiteSync Windows® based Tablet ⁶
- SWBRG SiteSync Wireless Bridge Node ⁶
- SW7PR SiteSync 7 Pin on fixture module On/Off/Dim, Daylight Sensor 120-480VAC

6. FUSE

(may choose one)

- SF 120, 277, 347 Volt input
- DF 208, 240, 480 Volt input

7. VOLTAGE

120-277VAC input standard or may choose one

- 347 347VAC input
- 480 480VAC input

8. MOUNTING

Integral Pole

- PS410-125 10' luminaire height.
- PS412-125 12' luminaire height.
- PS414-125 14' luminaire height.
- PS416-125 16' luminaire height.
- PS418-125 18' luminaire height.
- PS420-125 20' luminaire height.

Tenon Mount

- TA23 Slips over a 2 3/8" / 60mm Ø x 4" / 102mm tall tenon

Side Mount

- SMK Mounts to the side of a square pole, K41 only

Wall Mount

- WMK K41 only

9. MOUNTING OPTIONS

Twin mount at staggered heights

Mounting holes for a fixture at 180°, K41...PS4... only, may choose one

- TS8 8' from bottom
- TS10 10' from bottom
- TS12 12' from bottom
- TS14 14' from bottom
- TS16 16' from bottom
- TS18 18' from bottom

Pole Accessories

May choose one

- GFI GFCL receptacle, 24" from top of pole
- RBC Duplex receptacle box with clear cover, wiring device(s) not included

10. FIXTURE FINISH

Specify Std. finish

- AGN Antique Green
- BL Black
- BLT Matte Black
- CRT Corten
- DB Dark Bronze
- DGN Dark Green
- GT Graphite
- LG Light Grey
- MAL Matte Aluminum
- MDB Bronze Metallic
- MG Medium Grey
- TT Titanium
- WH Arctic White
- WDB Weathered Bronze
- VBU Verde Blue

Premium Color

- SHK Shamrock
- SPP Salt and Pepper
- SFM Seafoam
- WCP Weathered Copper
- RAL RAL 4 digit Color
- CUSTOM Custom Color

¹ Contact factory

⁴ Handheld commissioning tool is required to separately configure or adjust any number of SCP sensors

⁵ Specify group and zone at time of order. See www.hubbellighting.com/sitesync for more details. Order at least one SiteSync interface accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node.

⁶ When ordering with SiteSync, one of the following interface options must be chosen and ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.



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JOB	
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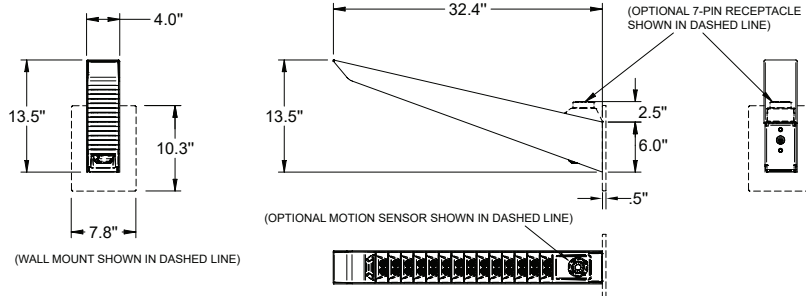
Kick™ – K4 Small Scale

TYPE

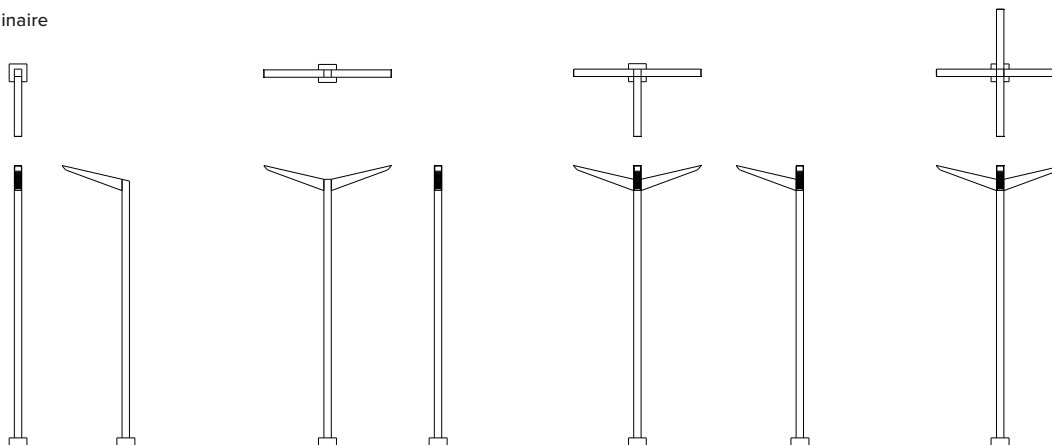
Side Mounted Luminaire

Mounts to the side of 4"/102mm square pole.

MODEL	K41-...-SMK
OVERALL HEIGHT	13.5" / 343mm
OVERALL LENGTH	32.4" / 823mm
OVERALL WIDTH	4" / 102mm
WEIGHT	15 lbs.
EPA	1.03



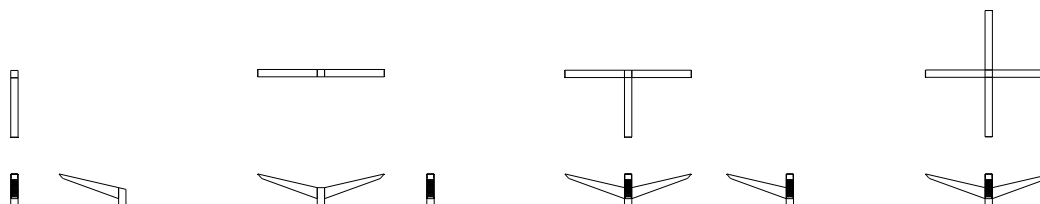
Integral Pole Luminaire

See page 6
for height and
mounting detail* Weight and
EPA for fixtures
only

MODEL	K41-...-PS4XX-125	K42-...-PS4XX-125	K43-...-PS4XX-125	K44-...-PS4XX-125
Overall Length	36.4" / 925mm	10" / 254mm	36.4" / 925mm	68.9" / 1750mm
Overall Width	10" / 254mm	68.9" / 1750mm	68.9" / 1750mm	68.9" / 1750mm
WEIGHT	15 lbs.	30 lbs.	45 lbs.	60 lbs.
EPA*	1.03	2.06	2.61	2.61

Tenon Mount Luminaire

Slips over a 2 3/8"/60mm diameter by 4"/102mm tall tenon



MODEL	K41-...-TA23	K42-...-TA23	K43-...-TA23	K44-...-TA23
Overall Height	17.5" / 445mm	17.5" / 445mm	17.5" / 445mm	17.5" / 445mm
Overall Length	36.4" / 925mm	10" / 254mm	36.4" / 925mm	68.9" / 1750mm
Overall Width	4" / 102mm	68.9" / 1750mm	68.9" / 1750mm	68.9" / 1750mm
WEIGHT	18.5 lbs.	33.5 lbs.	48.5 lbs.	63.5 lbs.
EPA*	1.33	2.42	2.61	2.61


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| 2 |

Kick™ – K4 Small Scale

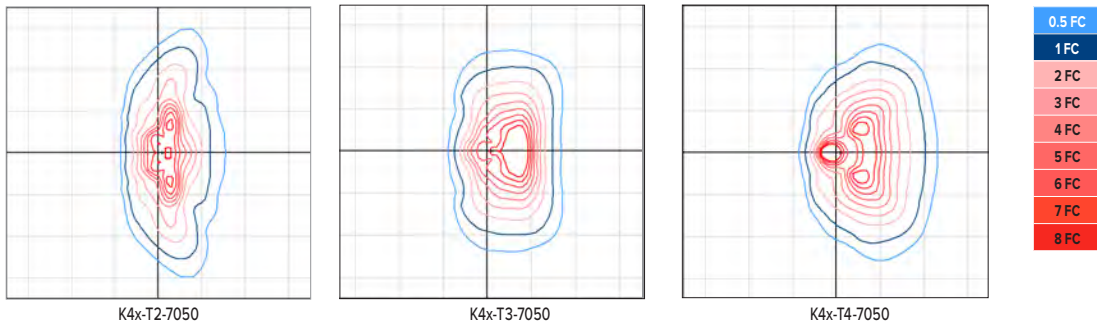
TYPE

LUMINAIRE PERFORMANCE

Configuration				Ordering Code															Average System Watts
Light Engine	Optical Finish	Distribution	Ordering Code	Bright White (5000K)					Neutral White (4000K)					Warm White (3000K)					
				Delivered Lumens	Efficacy (Lm/W)	BUG Rating			Delivered Lumens	Efficacy (Lm/W)	BUG Rating			Delivered Lumens	Efficacy (Lm/W)	BUG Rating			
						B	U	G			B	U	G			B	U	G	
				7050					7040					7030					
7000 series	Standard White	Type 2	T2	6932	108	2	2	2	6775	106	2	2	2	6536	102	2	2	2	64
		Type 3	T3	6952	108	1	2	1	6795	106	1	2	1	6554	102	1	2	1	
		Type 4	T4	7691	120	2	2	2	7516	117	2	2	2	7250	113	2	2	1	
	Fixture Matched	Type 2	T2-FO	5614	87	2	2	2	5486	85	2	2	2	5292	83	2	2	2	
		Type 3	T3-FO	5788	84	1	2	1	5646	82	1	2	1	5456	79	1	2	1	
		Type 4	T4-FO	6131	96	2	2	2	5992	94	2	2	2	5780	90	2	2	1	
	Matte Black	Type 2	T2-MO	5602	88	2	0	1	5475	86	2	0	1	5281	83	1	0	1	
		Type 3	T3-MO	5773	90	1	0	1	5656	88	1	0	1	5442	85	1	0	1	
		Type 4	T4-MO	6117	96	2	0	1	5979	93	2	0	1	5767	90	2	0	1	
5000 series	Standard White	Type 2	T2	5239	113	1	2	1	5234	114	2	2	1	4999	108	1	2	1	46
		Type 3	T3	5130	111	1	2	1	5125	112	1	2	1	4895	106	1	2	1	
		Type 4	T4	5456	118	1	2	1	5451	118	1	2	1	5207	113	1	2	1	
	Fixture Matched	Type 2	T2-FO	4003	87	1	2	1	4010	87	2	2	1	3820	83	1	2	1	
		Type 3	T3-FO	4048	88	1	2	1	4044	88	1	2	1	3863	84	1	2	1	
		Type 4	T4-FO	4503	98	1	2	1	4524	98	1	2	1	4297	93	1	2	1	
	Matte Black	Type 2	T2-MO	4003	87	1	0	1	4000	87	1	0	1	3820	83	1	0	1	
		Type 3	T3-MO	4048	88	1	0	1	4045	88	1	0	1	3863	84	1	0	1	
		Type 4	T4-MO	4503	98	1	0	1	4499	98	1	0	1	4297	93	1	0	1	

-MO.ies files should be used for -FO configurations in application layouts.

ISOLINE TEMPLATES 14' Mounting Height

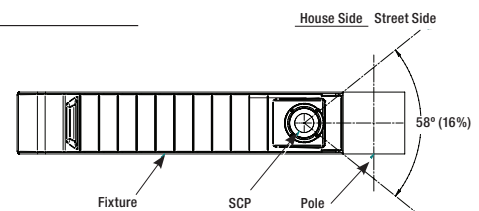


ELECTRICAL CHARACTERISTICS

Ordering Code	LED Current (mA)	System Wattage (W)	Input				Min. Power Factor	Max THD (%)	Dimming Range (V)	Source/ Sink Current (mA)	Inrush Current Peak								
			Amps AC								Hz	(A)				T@50% (µs)			
			120	277	347	480						120	277	347	480	120	277	347	480
70XX	700	64	0.5	0.23	0.2	0.13	50/60	>0.9	20	0-10	1	15	32	41	63	50	155		
50XX	500	46	0.4	0.17	0.1	0.10													

SENSOR DETECTION RANGE

		SENSOR MOUNTING HEIGHT							RATIO
		8'	10'	12'	14'	16'	18'	20'	
COVERAGE	SCP	20'	25'	30'	35'	40'	45'	50'	1:2.5
DIAMETER	WIRSC	16'	20'	24'	28'	32'	36'	40'	1:2



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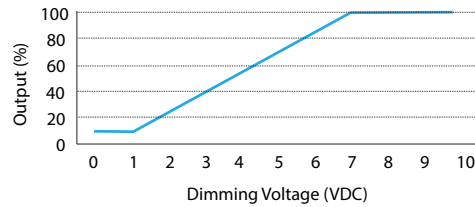
Kick™ – K4 Small Scale

TYPE

TM-21 LIFETIME CALCULATION

Ambient Environment °C	Projected Lumen Maintenance (Khrs)					Reported L70
	25	50	60 (TM-21)	75	100	
25	98%	95%	94%	92%	90%	>60Khrs.
40	98%	96%	95%	93%	91%	

DIMMING CURVE



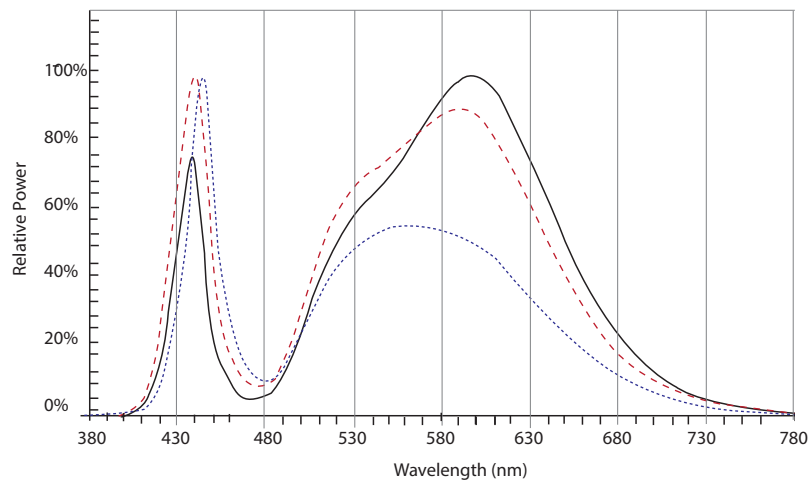
Note: Fixture does not dim to off, fixture dims to 10% minimum output.

COLOR CHARACTERISTICS

Value	Ordering Code		
	XX30	XX40	XX50
Rf	69	69	71
Rg	99	99	98
CCT(K)	3122	3852	5020
Duv	0.001	0.0004	0.0005
CIE Ra	74	73	74

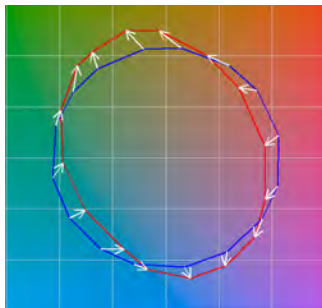
Note: TM-30 reported at the discrete LED level, not fixture level.

SPECTRAL POWER DISTRIBUTION COMPARISON



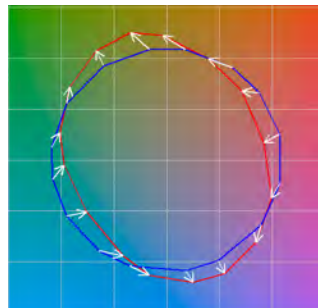
— XX30
 - - XX40
 . . XX50

COLOR VECTOR GRAPHIC



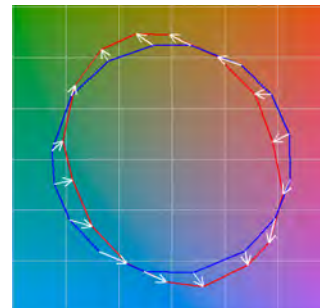
— Reference Illuminant — Test Source — Series1 — Series2
 — Series3 — Series4 — Series5 — Series6
 — Series7 — Series8 — Series9 — Series10

XX30



— Reference Illuminant — Test Source — Series1 — Series2
 — Series3 — Series4 — Series5 — Series6
 — Series7 — Series8 — Series9 — Series10

XX40



— Reference Illuminant — Test Source — Series1 — Series2
 — Series3 — Series4 — Series5 — Series6
 — Series7 — Series8 — Series9 — Series10

XX50



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| 4 |

Submitted by Swaney Lighting	Job Name: MERCY SITE DESIGN/BUILD	Catalog Number: K41-T4-MO-5030-WIRED120-277V-PS410-125-** Notes: SPECIFY FINISH	Type: S4 SLA20-46553
------------------------------	--	--	--

Kick™ – K4 Small Scale

TYPE

SPECIFICATIONS

HOUSING

- Housing shroud shall be of fabricated 5052-H32 aluminum alloy with a rear mounting interface that shall be of fabricated 304 stainless steel.
- Housing mounting interface shall have a stamped silicone gasket.
- Luminaire housing shall be free of any visible heat fins, hardware or fasteners.
- Bracketry and hardware shall be stainless steel.

OPTICAL ARRAY

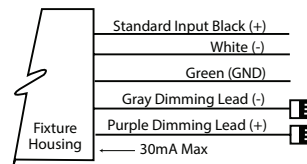
- LEDs shall be mounted to a metal printed circuit board assembly (MCPCB) with a uniform conformal coating over the panel surface and electrical features.
- Optical lenses shall be clear injection molded PMMA acrylic.
- Each MCPCB and optic shall be sealed to an extruded 6063-T6 aluminum alloy heat spreader and sealed with a continuous one piece injection molded silicone rubber gasket. IP66.
- Patent Pending design of optical array shall independently shield each LED optic across the length of the aperture.
- Optical surfaces shall be painted white unless the optional fixture finish (FO) or matte black finish (MO) is selected.
- Optional matte black finish optics (MO) are required to meet UO classification with zero percent uplight.
- Optional fixture finish optical surfaces (FO) shall not exceed BUG ratings of the standard white finish and shall be greater than or equal to the delivered lumens of the optional matte black optical surface finish (MO).

ELECTRICAL

- Drivers shall be in direct contact with the aluminum housing across the entire surface area of the widest face for maximum thermal transfer.
- Luminaires shall have integral surge protection that shall be U.L. recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J. Surge protection device shall be wired in series.
- Drivers shall be U.L. recognized.
- Drivers shall not be compatible with current sourcing dimmers, consult factory for current list of known compatible dimming systems approved dimmers include Lutron Diva AVTV, Lutron Nova NDTV and NTFTV.
- Luminaire shall be capable of operating at

100% brightness in a 40°C environment. Both driver and optical array shall have integral thermal protection that will dim the luminaire upon detection of temperatures in excess of 85°C.

- Luminaires not configured with a control system or ANSI C136 receptacle option shall be provided with 0-10 purple and gray dimming leads.



CONTROLS

- Wireless enabled fixtures shall support bi-directional radio frequency (RF) communications utilizing IEEE 802.15.4 operating in the 2.4GHz ISM band.
- Up to 1000' wireless range may be reduced by physical obstructions between lighting fixtures.
- Motion Sensor shall use passive infrared (PIR) sensing technology that reacts to changes in infrared energy (moving body heat) within the coverage area. Careful consideration must be given to obstructions that may block the sensor's line of sight.
- Factory default settings for SCP option shall be:
 - High mode: 10V
 - Low mode: 1V
 - Ramp-up rate: disabled
 - Fade-down rate: disabled
 - Photocell: Off
 - Sensitivity: Full
 - Time Delay: Fade to low: 5 minutes
 - Time Delay: Fade to off: 1 hour

MOUNTING AND INSTALLATION

- Integral pole mount luminaires shall require assembly of fixture(s) to the pole, mounting hardware, anchor bolts and anchor bolt template shall be included. See page 6 for additional considerations specific to the integral pole.
- Tenon mount luminaires shall require assembly of fixture(s) to the tenon adapter, mounting hardware shall be included. Tenon adapter shall be secured to the tenon with eight 5/16-18 stainless steel set screws.
- Side mount luminaires shall be supplied

with hardware compatible with AAL mountings.

- Twin mounted staggered height fixtures shall be configured separately.

SERVICING

- Service access to the optical array and driver assembly shall be via a tool-less internal latch and have an audible click.
- Optical array shall be able to hang freely in an open service position for inspection of internal wire connections. Once in service position, the optical array shall be able to be removed for service by lifting the assembly up off the rear hinge and disconnecting the wiring plugs.
- Driver assembly shall be mounted to a prewired internal tray with quick disconnects for removal.

FINISH

- Luminaire finish shall consist of a five stage pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish.
- Luminaire finish shall meet the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance.

CERTIFICATION

- Luminaire shall be listed with UL for outdoor, wet location use, UL1598, UL 8750 and Canadian CSA Std. C22.2 no.250.
- ANSI C136.31-2010 4G Vibration tested and compliant.
- IEC 66262 Mechanical Impact Code IK10
- IDA approved, 3000K and warmer CCTs only.
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 6/06/2020. [See Buy American Solutions.](#)

Warranty / Terms and Conditions of Sale
 Download:
<http://www.hubbelling.com/resources/warranty/>



ARCHITECTURAL AREA LIGHTING
 17760 Rowland Street | City of Industry | CA 91748
 P 626.968.5666 | F 626.369.2695 | www.aal.net
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JOB	_____
TYPE	_____
NOTES	_____

| 5 |



Kick™ – K4 Small Scale

TYPE

SPECIFICATIONS

Integral Pole

MODEL	HEIGHT		SHAFT		MAXIMUM ALLOWABLE EPA (MPH)								
	OVERALL	POLE	SECTION	WT	85	90	100	110	120	130	140	150	
K4X-PS410-125	10' 7.5" / 3.24m	10'	4" SQ x .125"	28 lbs	15.4	13.5	10.4	8.1	6.4	5.0	4.0	3.1	
K4X-PS412-125	12' 7.5" / 3.85m	12'	4" SQ x .125"	32 lbs	11.8	10.2	7.6	5.7	4.3	3.2	2.3	1.6	
K4X-PS414-125	14' 7.5" / 4.46m	14'	4" SQ x .125"	37 lbs	9.1	7.7	5.5	3.9	2.6	1.7	0.95	0.33	
K4X-PS416-125	16' 7.5" / 5.07m	16'	4" SQ x .125"	42 lbs	6.9	5.7	3.8	2.3	1.3	0.46	-	-	
K4X-PS418-125	18' 7.5" / 5.68m	18'	4" SQ x .125"	48 lbs	4.9	3.9	2.2	0.95	0.01	-	-	-	
K4X-PS420-125	20' 7.5" / 6.29m	20'	4" SQ x .125"	53 lbs	3.2	2.2	0.75	-	-	-	-	-	

* - Consult factory for thicker shaft profiles and or custom heights not shown above.

CONSTRUCTION

- Base shall be cast aluminum #356 alloy and be heat treated to a T-6 condition.
- Shaft shall be extruded aluminum 6061 alloy and heat treated to a T-6 condition.
- Anchor bolts shall be hot dip galvanized steel. Eight galvanized hex nuts and flat washers, and a bolt circle template shall be provided. Anchor bolt for poles are 3/4" x 24" x 3".

WARNINGS

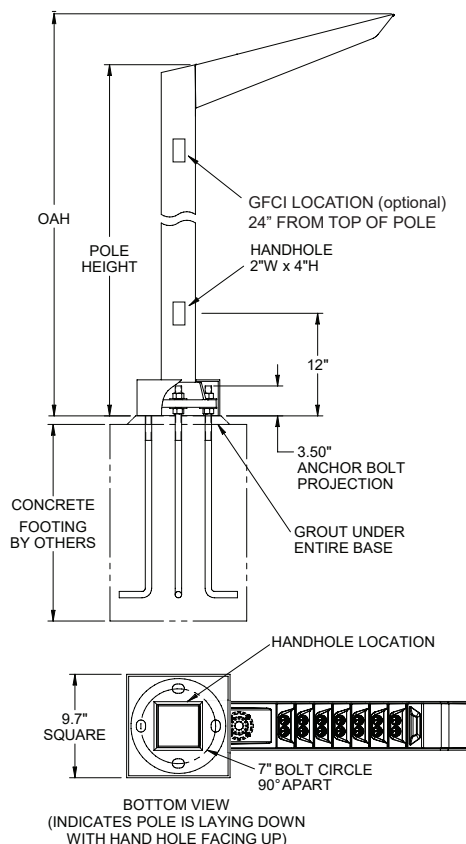
- Caution must be exercised in the selection of a design wind speed when the pole is to be installed in a special wind region (as indicated by the wind map) or in an area where wind speed is unpredictable.
- AAL recommends consulting a local engineer when the pole is to be installed in an area that may be subject to vibration, oscillations, and other fatigue effects which are not covered by the AAL warranty.
- The use of banners or other appendages can severely affect the loading of a pole. No banner or other appendage may be attached to an AAL pole unless approved by AAL.
- If the products are to be used on an existing foundation or on other structures, the customer assumes all responsibility for the structural integrity of the existing foundation, anchorage or structures and all the consequences arising there from.

CAUTION

- Poles should never be erected without the luminaire installed. Warranty is voided if the pole is erected without the luminaire.

Warranty / Terms and Conditions of Sale

Download:

<http://www.hubbelling.com/resources/warranty/>


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JOB _____
 TYPE _____
 NOTES _____

| 6 |

**KIM LIGHTING**

Wall, Step, Path Light **EL807**

120 / 277 Volt Die-Cast Aluminum LED

revision 5/21/14 • kl_el807_spec.pdf

Type:**Job:****Fixture Catalog number:**
 _____ / _____
 Fixture Mode Finish
Approvals:
Date:
Page: 1 of 1

Specifications

Housing: Die-cast low copper alloy (<0.6% Cu) aluminum with clear anodized finish. Two 1/2" NPT in sides. Housing mounts into concrete, brick, or masonry (non-combustible materials). Internal splice area provided behind lamp plate.

Lens Frame: Die-cast aluminum, with silicone gasket, attaches to housing with two captive 10-32 stainless steel, hex socket cap screws.

Lens: Tempered prismatic glass with silicone gasket, concealed above lens frame opening.

Finish: On lens frame only, Super TGIC thermoset polyester powder coat paint, 2.5 mil nominal thickness, applied over a titanated zirconium conversion coating; 2500 hour salt spray test endurance rating. Standard colors are Black (**BL**), Dark Bronze (**DB**), and Verde Green (**GR**).

Optical System: A total of 3 or 9 LED emitters are configured together as a module. Available in 3000K, 4200K, 5100K and 580nm (amber).

Driver: Universal Voltage from 120 to 277V with a ±10% tolerance. -40° F. starting temperature. All drivers are Underwriters Laboratories recognized.

ORDERING INFORMATION

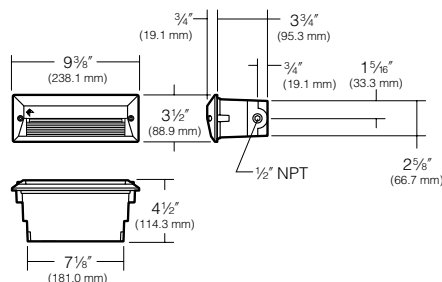
Fixture	Source
☐ EL807 / 3L2KUV¹	3.6W, 3 LED's, 580nm
☐ EL807 / 3L3KUV¹	3.6W, 3 LED's, 3000K
☐ EL807 / 3L4KUV¹	3.6W, 3 LED's, 4200K
☐ EL807 / 3L5KUV¹	3.6W, 3 LED's, 5100K

Fixture	Source
☐ EL807 / 9L2KUV¹	10.8W, 9 LED's, 580nm
☐ EL807 / 9L3KUV¹	10.8W, 9 LED's, 3000K
☒ EL807 / 9L4KUV¹	10.8W, 9 LED's, 4200K
☐ EL807 / 9L5KUV¹	10.8W, 9 LED's, 5100K

¹ Universal Voltage from 120 to 277V with a ±10% tolerance.
 For 3.6W, Max Amps. are .030 for 120V, .020 for 208V, .015 for 240V, .013 for 277V. For 10.8W, Max Amps. are .090 for 120V, .050 for 208V, .045 for 240V, .040 for 277V..

Specify Std. finish

- ☐ **BL** - Black
☐ **DB** - Dark Bronze
☐ **GR** - Verde Green


 Hubbell
 Lighting, Inc.


Listings and Ratings

UL cUL 1598 ¹	IP66 Rated	25C Ambient
--------------------------	------------	-------------

¹Suitable for wet locations

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.

Submitted by Swaney Lighting		Catalog Number: EL807/9L4KUV/**	Type: SL
	Job Name: MERCY SITE DESIGN/BUILD	Notes: SPECIFY FINISH	SLA20-46553

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KIM LIGHTING
WDM
Wall Director® Medium kl_wdm_spec.pdf

JOB _____ TYPE _____

NOTES _____ APPROVALS _____

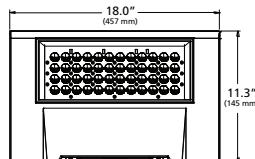
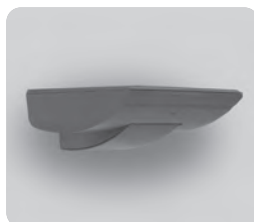
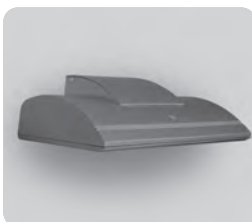
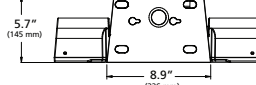
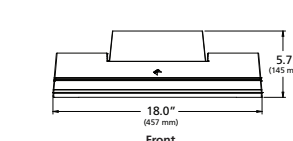
FEATURES

- -5° to +10° tilt adjustment
- High performance optics deliver up to 15,000 lumens
- up or down mountable without modification
- Diffused lens option
- Programmable occupancy sensor (dimming)
- NX and SiteSync wireless controls
- 130+ lumens per watt

Certifications

IK08 IP66

Downlight only, 3000K and warmer CCTs

SPECIFICATIONS

 Above / Below
 (Depending on mounting)


Side

Weight: 35 lbs

ORDERING CODE

Fixture	Mounting	Source	Wattage	Light Engine	Distribution	Voltage
WDM Wall Director Medium	D Down U Up	48L 48 LEDs	55 55 Watts 65 65 Watts 85 85 Watts 105 105 Watts 130 130 Watts	3K7 3000K/70CRI 3K8 3000K/80CRI 4K7 4000K/70CRI 4K8 4000K/80CRI 5K7 5000K/70CRI	1 Type I 2 Type II 3 Type III 4W Type IV Wide 4F Type IV Forward WG ² Wall Graze SP Spot/Column FTD ² Forward Throw Diffuse WTD ² Wide Throw Diffuse	UNV 120-277V 347 347V 480 480V

Fixture Finish	Control Options	Options	Accessories
BL Black DB Dark Bronze LG Light Gray GT Graphite PS Platinum Silver TT Titanium WH White CC Custom Color† †Consult factory Specify Std. finish	PC Button Photocell SCP-8F Programmable Occ. Sensor (<9' height) SCP-20F Programmable Occ. Sensor (<9' - 20' height) SWP ³ SiteSync Wireless Pre-Commission SWPM ³ SiteSync Wireless w/ Occupancy Sensor Pre-Commission NXSPW14F ⁴ NX Wireless, PIR Occupancy Sensor, Dimming Daylight Harvesting, 14' NXSP14F ⁴ NX PIR Occupancy Sensor, Dimming Daylight Harvesting, 14' NXWE ⁴ NX Wireless Enabled	EM ³ Internal Emergency Battery Backup SF Single Fuse & Fuse holder DF Double Fuse & Fuse holder 2DR Dual Drivers 2PF Dual Power Feeds	SCPREMOTE SCP configuration tool SWUSB SiteSync Software on USB SWTAB SiteSync Windows® Tablet SWBRG SiteSync Software Bridge Node

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 INTELLIGENCE

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**LUMINAIRE PERFORMANCE**

LED #	Nominal Lumen Package	Nominal Wattage	Lens Options	Distribution	3000K					4000K					5000K				
					Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w
						B	U	G			B	U	G			B	U	G	
48L	6,000	54	Clear Lens	1	7162	1	0	1	132	7342	1	0	1	135	7426	1	0	1	137
				2	6782	1	0	1	125	6953	1	0	1	128	7032	1	0	1	130
				3	6896	1	0	2	127	7070	1	0	2	130	7151	1	0	2	132
				4F	6766	1	0	2	125	6937	1	0	2	128	7016	1	0	2	129
				4W	6580	1	0	2	121	6746	1	0	2	124	6823	1	0	2	126
				SP	7594	4	0	1	140	7785	4	0	1	143	7874	4	0	1	145
			Diffuse Lens	WG	6842	3	0	1	126	7015	3	0	1	129	7095	3	0	1	131
				FTD	5950	2	0	1	110	6100	2	0	1	112	6170	2	0	1	114
				WTD	6439	2	0	1	119	6601	2	0	1	122	6677	2	0	1	123
	8,000	68	Clear Lens	1	8775	1	0	1	129	8996	1	0	1	132	9099	1	0	1	134
				2	8309	1	0	2	122	8518	1	0	2	125	8616	1	0	2	127
				3	8450	1	0	2	124	8662	1	0	2	127	8761	1	0	2	129
				4F	8290	1	0	2	122	8499	1	0	2	125	8596	1	0	2	126
				4W	8062	1	0	2	119	8265	1	0	2	122	8360	1	0	2	123
				SP	9304	4	0	1	137	9538	4	0	1	140	9647	4	0	1	142
			Diffuse Lens	WG	8384	3	0	1	123	8594	3	0	1	126	8693	3	0	1	128
				FTD	7290	2	0	2	107	7474	2	0	2	110	7559	2	0	2	111
				WTD	7890	2	0	1	116	8088	2	0	1	119	8181	2	0	1	120
	10,000	88	Clear Lens	1	11194	1	0	1	127	11476	1	0	1	130	11607	1	0	1	132
				2	10601	2	0	2	120	10867	2	0	2	123	10991	2	0	2	125
				3	10779	1	0	2	122	11050	1	0	2	126	11177	1	0	2	127
				4F	10576	1	0	2	120	10842	1	0	2	123	10966	1	0	2	125
				4W	10285	2	0	2	117	10544	2	0	2	120	10665	2	0	2	121
				SP	11870	5	0	1	135	12168	5	0	1	138	12308	5	0	1	140
			Diffuse Lens	WG	10695	3	0	1	122	10964	3	0	1	125	11090	3	0	1	126
				FTD	9300	2	0	2	106	9534	2	0	2	108	9643	2	0	2	110
				WTD	10065	2	0	2	114	10318	2	0	2	117	10436	2	0	2	119
	12,000	104	Clear Lens	1	12808	1	0	1	124	13130	1	0	1	127	13280	1	0	1	128
				2	12128	2	0	2	117	12433	2	0	2	120	12575	2	0	2	121
				3	12333	1	0	2	119	12643	2	0	2	122	12787	2	0	2	123
				4F	12100	2	0	2	117	12405	2	0	2	120	12547	2	0	2	121
				4W	11768	2	0	2	113	12064	2	0	2	116	12201	2	0	2	118
				SP	13580	5	0	1	131	13922	5	0	1	134	14081	5	0	1	136
			Diffuse Lens	WG	12236	3	0	1	118	12544	3	0	1	121	12687	3	0	1	122
				FTD	10641	2	0	2	103	10908	2	0	2	105	11033	3	0	2	106
				WTD	11515	2	0	2	111	11805	2	0	2	114	11940	2	0	2	115
	14,000	131	Clear Lens	1	15227	2	0	1	117	15610	2	0	1	120	15789	2	0	1	121
				2	14419	2	0	2	110	14782	2	0	2	113	14951	2	0	2	114
				3	14662	2	0	3	112	15031	2	0	3	115	15203	2	0	3	116
				4F	14386	2	0	2	110	14748	2	0	3	113	14917	2	0	3	114
				4W	13991	2	0	2	107	14343	2	0	2	110	14506	2	0	3	111
				SP	16146	5	0	1	124	16552	5	0	1	127	16741	5	0	1	128
			Diffuse Lens	WG	14548	4	0	1	111	14914	4	0	1	114	15084	4	0	1	116
				FTD	12651	3	0	2	97	12969	3	0	2	99	13117	3	0	2	100
				WTD	13691	3	0	2	105	14035	3	0	2	107	14196	3	0	2	109

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WDM
Wall Director® Medium kl_wdm_spec.pdf

LUMINAIRE PERFORMANCE

Electrical Characteristics											Dimming					
System Watts	Current	Line Voltage		Amps AC						Min. Power Factor	Max THD (%)	Dimming Range	Source current out		Absolute voltage	
		VAC	Hz	120	208	240	277	347	480				Min	Max	Min	Max
54	350mA	120-480	50/60	0.45	0.26	0.23	0.19	0.16	0.11	>0.9	20	10% to 100%	0mA	1mA	0V	10V
68	425mA			0.53	0.31	0.27	0.23	0.18	0.13							
88	550mA			0.70	0.40	0.35	0.30	0.24	0.18							
104	650mA			0.84	0.49	0.42	0.36	0.29	0.21							
131	800mA			1.09	0.63	0.55	0.47	0.38	0.27							

TM-21 LIFETIME CALCULATION

Projected Lumen Maintenance (25°C / 77°F)						
HOURS	0	25,000	36,000	50,000	100,000	Reported L70
Projected Lumen Maintenance	100%	97%	96%	94%	88%	> 60,000 hrs

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SPECIFICATIONS

Housing

- Optical housing is a one-piece, die-cast low copper (<0.6%) aluminum alloy with integral heat sink. The housing rotates against mounting arm housing to provide -5° to 10° of adjustment with degree markers cast into the housing. At 0° adjustment, lens is totally concealed from view above horizontal with fixture mounted in the downward position.
- Mounting arm housing is one-piece die-cast, low copper (<0.6%) aluminum alloy with provisions for tilt mechanism. Mounting arm fastens to the mounting plate with keyhole slots freeing both hands for securing and wiring. One stainless steel socket-head screw on the tilt mechanism frees the optical housing to rotate for aiming. Tightening the screws locks the housing and lens frame together with sealing provided by a silicone gasket. For visual aiming, adjustment may be accomplished with the fixture on.
- Lens Frame is a one-piece, die-cast low copper (<0.6%) aluminum alloy with integral cooling fins to dissipate driver thermal.
- Luminaire housing shall be free of any visible heat fins, hardware or fasteners.
- Bracketry and hardware shall be stainless steel.

Optical Array

- LEDs shall be mounted to a metal printed circuit board assembly (MCPCB).
- Optical lenses shall be clear injection molded PMMA acrylic.
- Secondary lens is impact resistant 1/8" tempered glass with anti-reflective coating.

Electronic Module

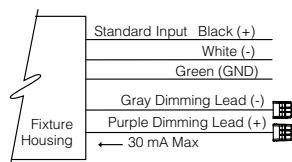
- Drivers shall be in direct contact with the die-cast aluminum lens frame across the entire surface area of the widest face for maximum thermal transfer.
- "Thermal Shield", secondary side, thermistor provides protection for the sustainable life of LED module and electronic components.
- Drivers shall have greater than a 0.9 power factor, less than 20% harmonic distortion, and be suitable for operation in -40°C to 40°C ambient environments
- luminaires shall have integral surge protection that shall be U.L. recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of

372J. Surge protection device shall be wired in series.

- Drivers shall be U.L. recognized.
- Drivers shall not be compatible with current sourcing dimmers, consult factory for current list of known compatible dimming systems approved dimmers include Lutron Diva AVTV, Lutron Nova NFTV and NTFTV.

Dimming

- 10% to 100% dimming by the use of standard 0-10V interface driver.
- The thermal shield works in conjunction with the control system to assure that overheating will not harm the LEDs.
- The wiring harness is connected with the use of the Purple lead as the positive (+) and the Grey lead as the negative (-) to an available control signal (by others).



Specifications

- Luminaire shall be capable of operating at 100% brightness in a 40°C environment. Both driver and optical array shall have integral thermal protection that will dim the luminaire upon detection of temperatures in excess of 85°C.
- luminaires not configured with a control system shall be provided with 0-10 purple and gray dimming leads.

Controls

- Optional universal voltage (120-277V) button photocontrol for dusk to dawn energy savings. Photocontrol is factory installed inside the housing with a fully gasketed sensor on the side wall. For multiple fixture mountings, one fixture is supplied with a photocell to operate the others.
- Occupancy Sensor shall be programmable and use passive infrared (PIR) sensing technology that reacts to changes in infrared energy (moving body heat) within the coverage area. Careful consideration must be given to obstructions that may block the sensor's line of sight.
- Factory default settings for SCP option shall be:
- High mode: 10V - Low mode: 1V - Ramp-up

rate: disabled - Fade-down rate: disabled - Photocell: Off - Sensitivity: Full - Time Delay: Fade to low: 5 minutes - Time Delay: Fade to off: 1 hour

- The SCP enables any wall mounted luminaire, in excess of 30 watts, to meet California Title 24 requirements with integral 10KA surge protection for added reliability and serviceability. For more detail: http://www.aal.net/products/sensor_control_programmable
- SiteSync™ wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit www.hubbellighting.com/products/sitesync for more details.
- Hubbell Control Solutions' NX Distributed Intelligence™ lighting control platform utilizes a Distributed Network Architecture (DNA) that connects intelligent devices including luminaires, controllers, panels, occupancy sensors, photocells, wall switches and dimmers, creating a system with an unmatched level of reliability, scalability and simplicity

Options

- Integral battery backup provides emergency path of egress lighting for the required 90 minutes for 0°C ambient environments or -20°C with thermal jacket.

Fusing:

SF for 120, 277 and 347 Line Volts
DF for 208, 240 and 480 Line Volts

High temperature fuse holders factory installed inside the fixture housing. Fuse is included.

Mounting and Installation

- JUNCTION BOX (By Others): Standard with steel, quick-mount junction box plate that mounts directly to 4" J-Box
- Mounting plate is stainless steel and features a one-piece EPDM gasket on back side of plate to firmly seal fixture to wall surface, forbidding entry of moisture and particulates.

Servicing

- Housing shall be able to hang freely in an open service position for inspection of primary wire connections. Once in service position, the housing shall be able to be removed for service by sliding the assembly to the left (for down mounting) or to the right (for up mounting) and disconnecting the wiring plugs.

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Submitted by Swaney Lighting		Catalog Number:	Type:
	Job Name: MERCY SITE DESIGN/BUILD	WDM/D/48L-55/3K7/2/UNV/** Notes: SPECIFY FINISH	W1 SLA20-46553



WDM
Wall Director® Medium kl_wdm_spec.pdf

SPECIFICATIONS

- Driver assembly shall be mounted to a prewired internal tray with quick disconnects for removal. Fusing SF for 120, 277, and 347 line volts DF for 208, 240, and 480 line volts high temperature fuse holders factory installed inside the fixture housing. Fuse is included.

Finish:

- Luminaire finish shall consist of a five stage pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish.
- Luminaire finish shall meet the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance.
- Standard colors include (BL) Black, (DB) Dark Bronze, (GT) Graphite, (LG) Light Gray, (PS) Platinum Silver, (TT) Titanium, (WH) White, and (CC) Custom Color (Include RAL#).

Certifications and Listings

- UL1598, UL 8750 and Canadian CSA Std. C22.2 no.250.
- IDA approved, down light only, 3000K and warmer CCTs only.
- 1.5G rated
- IP66 Certified
- IK08 Certified

CAUTION:

- Fixtures must be grounded in accordance with national, state and/or local electrical codes, Failure to do so may result in serious personal injury.

WARRANTY:

- For full warranty see <http://www.hubbelllighting.com/resources/warranty>

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| 5 |

Submitted by Swaney Lighting		Catalog Number:	Type:
	Job Name: MERCY SITE DESIGN/BUILD	WDM/D/48L-55/3K7/2/UNV/** Notes: SPECIFY FINISH	W1 SLA20-46553

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November 13, 2020

Caitlin Cameron
Urban Designer
City of Portland Maine
389 Congress Street
Portland, Maine 04101

Re: Mercy CHOM Family Apartments - Design Narrative

The proposed building to be located on Winter Street in Portland's West End Neighborhood consists of 41 residential apartment units intended for Families. The building is a 4 story structure along the street.

Prior to developing the building concept we spent much time walking the streets of the West End, analyzing existing streetscapes, building massing, forms, materials and textures. This approach allowed us to develop a design concept that is grounded by the existing neighborhood context but reflects our contemporary time.

The neighborhood is comprised of a diverse palate of Architectural forms, scales and density. Winter Street and the surrounding neighborhood blocks have a variety of Architectural forms and massing.

We designed the building using color, massing and texture to scale the building as reflected on the Winter Street elevation, to create a facade rhythm similar in proportion to the local residential building types. The building is broken along the street wall with projecting facade bays to scale the facade and create visual interest and shadow lines. The punched opening window pattern also helps scale the facade, which is a common pattern throughout the surrounding neighborhood. The ground floor apartment units have exterior porches that open onto Winter Street, this is a common element along the street and provides a direct connection for the residents of the building to the sidewalk and neighborhood.

207-747-5159

senatorearchitecture.com

ryan@senatorearchitecture.com

500 Congress Street, Suite 2
Portland, Maine 04101

The siding materials proposed are factory finished composite lap siding and composite shiplap siding, chosen for their traditional crisp appearance and long term durability. The windows proposed are dark in color to compliment the siding colors and also further reinforce the crisp simplicity of the design. The roofing proposed is an EPDM roof membrane.

The design of Mercy CHOM Family Apartments is derived from the Vernacular Architecture that exists in the neighborhood, we have used color, texture, massing and rhythm as tools to scale the project and integrate it into the existing neighborhood fabric.

We look forward to discussing the project at the upcoming Historic Preservation Board workshop.

Sincerely,



Ryan Senatore, AIA LEED AP

Principal

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500 Congress Street, Suite 2
Portland, Maine 04101

04/06/2021

HISTORIC NARRATIVE/PROJECT DESCRIPTION: CHOM WINTER ST. SENIOR BUILDING

The Senior Building on Winter Street as part of the Mercy redevelopment will be a self-contained building with separate financing but will share certain site amenities, including parking and common exterior space with the family building also on Winters Street and the Mercy building at 144 State Street.

The senior building is meant to contrast the architecture of the family building as the architecture on Winter street is small scale and eclectic. The thought is that having two large buildings with similar architecture may feel too much like a campus and take away from the granular fabric of the neighborhood.

There are two distinct architectural moves on the senior building that attempt to work with the neighborhood. The first is the break up of the massing into three distinct portions along the street. The part of the building heading up Winter and closest to Pine attempts to feel more like three story building as the 4th floor is set back 2' from the lower floors. The central part of the building where the main entrance is set back in this plane and creates an open patio for residents to gather and activate the street. The portion closest to the family building along the courtyard is 4 stories matching the family building. The second move is the creation of stoops along the street to create more of a town house feel and a pedestrian scale to better match the nature of the street.

The details of the building will include a mix of modern and traditional detailing of a granular scale with the pedestrian/residential street in mind. An example of this is the traditional clapboard siding on the "town house" portions of the building. A light perforated metal band will run between the 1st and 2nd floor along the street. This will help de-emphasize the height of the building and add interest texture of light along the street façade. The window sizing is intended to be residential proportioned with a consistent pattern and simple detailing.

Utilities

The proposed project will include installation of multiple utility services to the new building.

Water:

Existing domestic and fire suppression water services are anticipated to be continued to be utilized for the redevelopment of the hospital building and Morrison House. MEP to coordinate which existing fire suppression and domestic water services will continue to be utilized. Any unused services will need to be retired per PWD standards. The project proposes to tap two different 6" fire water service lines and two different 2" domestic water service lines for a total of four different connections off of the existing main on Winter Street to serve the future residential buildings along Winter Street.

Sewer:

Existing sanitary sewer services are anticipated to be continued to be utilized for the redevelopment of the hospital building and Morrison House. No additional sewer service upgrades to the existing building are proposed at this time. Two 6-inch sanitary sewer services are proposed, one for each of the future residential buildings along Winter Street. The new sewer services will connect into a combined sewer main within Winter Street.

Stormwater:

There are currently catch basins and stormwater sewer lines on site that are to be removed. The proposed measures to handle runoff include roof drain connections, catch basins, new stormwater sewer lines and a modular wetland system proprietary water quality treatment unit. These systems will connect to a combined sewer main within Spring Street. Please see the Stormwater Management Report for more information.

UGE/T/C:

The existing building on site is currently serviced by underground electric. An additional service is proposed to be routed from the existing electric service in Winter Street. The plans show both an above ground transformer and a potential subsurface electrical vault. Final configuration dependent on final MEP design.

Gas:

The existing gas service lines to the existing buildings are anticipated to be continued to be utilized for the redevelopment. The proposed two new residential buildings will have new gas services installed via a tap off the existing main in Winter Street as seen on the Utility Plan, Sheet C-20.

Ability to serve letters were sent out to the respective utility companies on August 28, 2020 in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(7). Responses from the utility companies will be forwarded upon receipt.



Construction Management Plan

Project Address: 120 State Street (73 & 91 Winter Street)

Project Description:

Acorn Engineering, Inc. has been retained by Community Housing of Maine (CHOM). to provide civil engineering services for the proposed redevelopment of 120 State Street. The proposed project site is currently comprised of a single parcel, Chart 45, Block C, Lot 7 (120 State Street), encompassed by State, Spring, and Winter Streets. The site is currently comprised of the existing Mercy Hospital complex, with surface parking, landscaping, and a loading dock area. As part of the separate, recently submitted, Mercy Redevelopment Level III Site Plan application, the project proposes to redevelop the existing lot into a mixed-use development, consisting of redevelopment of the existing hospital building and proposes two (2) new residential buildings along Winter Street with exterior parking. The two (2) new residential buildings proposed by CHOM consist of a 57-unit Senior building and a 41-unit Family building.

Project Team Summary:

Applicant:	Community Housing of Maine
Applicant's Representative:	Community Housing of Maine
General Contractor (GC):	TBD
Civil Engineer:	Acorn Engineering, Inc.
Structural Engineer:	TBD
Architects:	Ryan Senatore Architecture (CHOM Family) CWS Architects (CHOM Senior)

The Applicant, GC and all subcontractors will work with the City of Portland and adjacent landowners to minimize any project impacts.

The GC will remain responsible for enforcement of all compliance with 1) all contract plans and specifications in their scope of work and 2) all site working conditions and safety requirements, day and night, for both persons and property, in each case for the duration of their work. These include OSHA, NIOSH, U.S. EPA, local ordinance and any other applicable governmental regulations. Both the Owner/GC and any subcontractors will remain responsible for safeguarding the general public.

The GC shall review all permits and conditions associated with the project. Refer to the Civil/Site Plan Set, Sheet C-03 Construction Management Plan for visual representation of measures to be taken during construction.

The following outline has been developed in accordance with the City of Portland Construction Management Plan General Template and shall be referenced by the GC during construction.



A. Construction Management Principles

The control of noise, vibrations, ground movement, truck traffic, and other construction related factors will be of utmost importance. Care shall be taken to minimize these effects in the best interest of neighbors and the general public. GC to ensure that work hours conform to the City of Portland's Ordinance.

B. Development Review of Construction Management Plan

Logistics and safety program shall be submitted at or prior to the preconstruction meeting by the GC with all pertinent information required by the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Guarantees and fees will be paid at the time of the respective application. All necessary permits will be obtained prior to work and compliance with Sections 14-530 and 14-532 is required.

1. Street Opening and Street Occupancy Permits:

Required permits regarding street opening and occupancy will be obtained from the Department of Public Works. The requests shall conform to the approved Construction Management Plan.

2. Blasting:

Although not anticipated, if blasting occurs, it shall conform with all measures of Article VIII. In Chapter 14 of the City Code and Section 3.7 in the City's Technical Manual.

3. Building Code:

Employ the best practices, as applicable, of Chapter 33 Safeguards During Construction, from the 2009 International Building Code.

D. Construction Administration and Communication

The Contractor will work closely with adjacent abutters, businesses, and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust. Communication in order to comply with all agreements, ordinances, and special permits will be of the utmost importance. Contractor contact information shall be posted on a sign on the construction fence along the Federal Street frontage. Additional signage necessary for communication shall be provided but will be temporary and removed upon completion of the project. The contract information for the project personnel is:

Bree LaCasse and Brian Kilgallen
Community Housing of Maine
(207) 879-0347



GC and Subcontractor information will be posted along the State Street, Spring Street & Winter Street frontages once contracted.

E. Construction Schedule

The GC shall submit a construction timeline at or prior to the preconstruction meeting. Construction may occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit and City Code Section 25-129, Noise, dust and debris. Between September 1 and May 31, the following year, no person shall engage in construction activities generating noise exceeding 50 decibels, between the hours of 7 pm and 7 am of the following day within 500 feet of any buildings. From June 1 to August 31, construction activity may continue until 8 pm. No construction activity shall begin before 8 am on a Saturday, Sunday, or legal holiday. Extended hours or night work may be requested for special circumstances and street utility work if needed. These requests will be subject to approval by the Public Works Authority.

Due to the limited space within the project parcel, deliveries will need to be stored in an alternate location or deliveries must be small enough to fit within the property. Deliveries will be scheduled between 7 am and 5 pm.

The estimated timeframe of the proposed project is outlined below:

<u>Project Start Date:</u>	Fall 2021
<u>Project End Date:</u>	Fall 2023

A more detailed work schedule shall be provided by the GC at or before the pre-construction meeting with the City.

F. Security

1. The Construction Management Plan, Sheet C-03, depicts all proposed fencing and other barriers, with the intent of separating pedestrian and vehicle circulation from the construction site. Construction entrances per detail shall be installed.
2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations*.
3. Fire Safety Program: Prior to construction, an overall construction and demolition fire safety program shall be developed. Essential items to be emphasized include the following:
 - o Good Housekeeping
 - o On-site security
 - o Installation of new fire protection systems as construction progresses
 - o Preservation of existing systems during demolition
 - o Organization and training of an on-site fire brigade
 - o Development of a pre-fire plan with the local fire department
 - o Rapid communication
 - o Consideration of special hazards resulting from previous occupancies



- o Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations.
- 4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
- 5. Temporary security lighting shall be shown on the Construction Management Plan, and all fixtures shall be full cutoffs.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets

Construction activity in the public right-of-way shall be compliant with Chapter 25 Article VII of the City Code. At no time will it be permissible for construction activity including delivery vehicle to 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 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. This will apply to the new connections within Winter & Spring Streets.

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. The contractor shall submit a satisfactory "Maintenance of Traffic" (MOT) plan prior to any street opening permit approval. This document shall contain all pertinent information from the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

The MOT will address the work required for utility connections in Winter and Spring Streets. Traffic will be channelized utilizing drums and cones. Proper signage will be installed prior to the through work zone. Alternating traffic will be controlled with flaggers. Trenches will be patched with pavement daily.

The MOT plan shall provide for the safe passage of the public through or along the construction work zone. It may be permissible to close a portion of Winter and Spring Streets during utility connections and/or detour a mode of traffic when absolutely necessary for safety. All requests shall be subject to City approval. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:



- Construction speed signing may be used as needed to slow traffic.
- Traffic Control signs shall not be placed where they would create any obstructions to bicycles or pedestrians.
- Flaggers will be utilized when necessary.

All existing modes of travel in the work zone area shall be accommodated if impacted by the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning and laying out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

- Traffic control for bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or routes are ready for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.
- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- ADA compliance in all capacities shall be maintained.

Use of public parking spaces or the blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

H. Site Management and Controls

1. Regular trash and debris shall be managed appropriately and removal of such shall comply with all local, state, and federal regulations.
2. Street cleaning and sweeping shall be followed as outlined in the erosion and sedimentation control notes and report. Damage to the street shall be avoided and shall be the responsibility of the contractor.
3. Dust shall be controlled and shall comply with Section 25-129 and the erosion and sedimentation control notes, plan, and details.
4. Noise shall be controlled and shall comply with Section 17-18 and Section 25-129.
5. Rodent Control shall be provided, if applicable, by a professional exterminator and shall be consistent with Chapter 22 of the City Code.
6. Snow and Ice Removal shall be provided. Pursuant to Section 25-173, the Contractor shall ensure a safe means of travel within the work zone by the following steps:
 - a. Snow/ice removal or commence automatically from 1" or greater of snow or ice
 - b. Remove snow as needed within the work zone, including parking spaces.
 Driveways and site lines shall not be blocked by piles of snow.



- c. Clear all walks and ramps within the work zone
- d. Sand or salt as needed
- e. Clear all basin or drainage to help snow melt
- f. The above steps shall be carried out Sunday-Saturday including holidays.

I. Erosion & Sedimentation Control

1. The Contractor shall install all erosion and sedimentation controls as depicted on the approved Construction Management Plan, C-03, and the approved erosion and sedimentation control report, 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 storm events (0.5" or more in 24 hours). Additionally, temporary or permanent stormwater management systems shall be inspected and maintained to ensure 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 (MDEP) or the U.S. Environmental Protection Agency (EPA) upon request.
2. Due to the existing, sparse landscaping on site, no protection during construction will be necessary.
3. Stored materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Contractor shall submit a plan with locations depicted for material staging areas, on-site temporary construction trailers, on-site truck delivery holding areas, on-site truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. This plan shall be submitted at or prior to the pre-construction meeting. Any open storage areas shall be shown on the plan.
2. Delivery Truck Holding Areas On-Site: The majority of materials delivered to the site will be scheduled such that they are able to be off-loaded immediately. 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 trucks until they can be unloaded. Upon arrival to site, all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets. If, for any reason, on-site holding of trucks is not feasible, an off-site location must be designated and shown on the submitted plan referenced above in J.1.
3. All deliveries for materials shall comply with the City's noise requirements.

K. Parking During Construction

1. Adequate parking for construction workers shall be provided along Spring and Winter Streets or arrangements for off-street parking at an off-site location shall be provided.
2. Truck Routes: Trucks will access the site via State Street, Spring Street and Winter Street.



L. Special Measures as Necessary

The abutting buildings will be subject to a pre and post construction survey to monitor any effects from construction. The surveys shall consist of photographs of the foundation as viewed from outside and inside if granted permission.



Solid Waste Disposal

Solid waste disposal areas will be located within the interior of each of the proposed buildings. See architectural drawings and Sheet C-10, Site Plan for additional information.





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September 11, 2020

Parking Assessment

Proposed

“Mercy Hospital Redevelopment”

INTRODUCTION

NEWHEIGHT REDFERN, LLC are proposing redevelopment of the existing Mercy Hospital building creating a total of 167 residential apartment units and 8 additional residential units in the adjoining Morrison building for a total of 175 residential units. The proposed mixed-use redevelopment project also provides; a self-storage facility, commercial/retail space, and a medical clinic. The applicant is also working with Community Housing of Maine (CHOM), a Portland-based non-profit affordable housing developer that is expected to construct an additional 99 affordable residential housing units within the proposed development site.

The proposed 175 residential housing units include 157 market rate units and 18 affordable workforce units. Thirty-seven (37) of the proposed units are studios, 136 units are one-bedroom and the remaining 2 units are two-bedroom.

The proposed CHOM housing project constructs two new buildings along the Winter Street frontage of the Mercy Hospital property that is expected to provide a total of 58 affordable senior housing units and 41 family housing units. The affordable senior units include; (1) studio and (56) one-bedroom units. The proposed affordable family units include; (17) one-bedroom, (16) two-bedroom and (9) three-bedroom units.

The proposed redevelopment project provides a total of 68 parking spaces within the Mercy Hospital campus with 52 of the spaces designated as full-size (9'x18') spaces and the remaining 16 spaces are “tandem” spaces.

This document provides a determination of the “average” peak parking demand for the proposed “Mercy Hospital Redevelopment” and CHOM projects, appropriately applying both national parking trends and local parking data. The analytical determination of “average” peak parking demand for a mixed-use development must also account for the time-of-day distribution of the actual parking demand. For example, the peak parking demand requirements of one proposed use could likely occur at 7:00 p.m.; whereas the peak parking demand of a second building use may occur at 1:00 p.m. The net result is that the parking demand of multiple land-uses may be able to use the same parking space at different times of the day; thereby, reducing the actual peak parking demand of the site. Further, the analytical process followed in forecasting the peak parking demand of the proposed Mercy and CHOM sites also accounts for internally captured trips; oftentimes referred to as “shared-use” trips. It is reasonable to expect a resident in one of the proposed housing units purchasing coffee in the proposed

neighborhood coffee shop and/or perhaps groceries in the proposed variety store. As a result, unless these internal trips are accounted for the projection of trips and, ultimately parking demand requirements of the proposed project, are overstated.

The parking demand requirements of the proposed Mercy Hospital Redevelopment and CHOM projects are partially met with the provision of the proposed 68 on-site parking spaces and the remaining balance of required parking spaces will be met with a combination of one or more of the following options; payment of the City's in-lieu fee, off-site parking leases, and/or other undefined possibilities.

PARKING DEMAND

National parking demand data presented in the 5th Edition of the Institute of Transportation Engineers (ITE) "PARKING GENERATION" publication is typically the instrument used in estimating the actual parking demand of a development site. The 5th edition, which was published in January 2019, represents the most current copy of the noted ITE document. The ITE manual provides "average" peak parking demand rates for more than 100 land-use categories including: residential, lodging, recreational, institutional, medical, retail, office, services, etc. Occasionally, proposed development uses are more locally specific and/or are not presently accounted for in the national parking publication. In those instances, average peak parking demand is typically determined based upon local studies conducted at similar development uses. Parking rates are provided for both a weekday and Saturday condition.

The "average" peak parking demand requirements of the proposed Mercy Hospital Redevelopment mixed-use project and the CHOM housing project is estimated based upon the following projected site uses:

Mercy Hospital Redevelopment Mixed-Use Project

Market Rate Residential Apartment Units

- (33) studio units
- (122) one-bedroom units
- (2) two-bedroom units

Affordable Workforce Units

- (4) studio units
- (14) one-bedroom units

Self-Storage Facility – 41,209sf

Medical Clinic – 3,849sf

Commercial Retail Units

- Neighborhood Variety Store – 1,635sf
- Neighborhood Coffee Shop – 1,059sf
- Small Professional Office – 787sf
- Hair Salon – 648sf

CHOM Affordable Residential Housing Units

- 58 Affordable Senior Residential Housing Units
- 41 Affordable Family Residential Housing Units

Parking Demand Requirement Procedures

Mercy Hospital Redevelopment Mixed-Use Project

The peak parking demand requirements of the proposed market rate apartment units is based upon Land-Use #221- Multi-Family Housing (Mid-Rise) presented in the noted ITE “**PARKING GENERATION**” publication. This land-use category is generally used for buildings between three and 10 floors in height. A peak parking rate of 0.48 spaces per bedroom was applied in calculating the peaking demand requirements of the proposed market rate units.

Similarly, the peak parking demand requirements of the proposed affordable workforce apartment units is based upon Land-Use #223 - Affordable Housing – Income Limits in the national parking document. The parking rate used in determining the peak parking demand of the 18 workforce apartment units for a weekday is 0.30 spaces per bedroom.

Peak parking demand for the proposed self-storage facility was determined based upon Land-Use #151 - Mini-Warehouse in the 5th edition of the parking publication. The parking rate applied is 0.10 spaces per 1,000sf of total buildings(s) area.

The peak parking demand for the proposed medical clinic facility is based upon Land-Use #630 - Clinic in the noted publication. The parking demand rate applied is 3.89 spaces per 1,000sf of building area.

Parking demand for the proposed variety store was based upon Land-Use #814 - Variety Store in the ITE parking documents. The parking rate applied is 1.13 spaces per 1,000sf.

Parking demand for the proposed neighborhood coffee shop is based upon a traffic study conducted at an existing neighborhood coffee shop located on Munjoy Hill at Congress and Atlantic Streets. The results of the field survey, as presented below in Table A, demonstrates the majority of the customers (approximately 92%) of the total recorded trips are pedestrian trips generated within the local neighborhood. It is expected that any customer arriving via automobile to the proposed neighborhood coffee shop will park on-street and, as a result, off-street parking is not required. To conservatively project the parking demand of the proposed coffee shop a total of three parking spaces are provided.

Table A
Trip Generation Summary
Neighborhood Coffee Shop
(Congress Street @ Atlantic Street)

<u>Survey Time</u>	<u>Entering Trips</u>		<u>Exiting Trips</u>		<u>Total Trips</u>	
	<u>Pedestrian Trips</u>	<u>Vehicle Trips</u>	<u>Pedestrian Trips</u>	<u>Vehicle Trips</u>	<u>Pedestrian Trips</u>	<u>Vehicle Trips</u>
8:00 to 8:15 AM	7	1	7	1	14	2
8:15 to 8:30 AM	5	2	3	2	8	4
8:30 to 8:45 AM	9	2	7	2	16	4
8:45 to 9:00 AM	12	3	8	2	20	5
9:00 to 9:15 AM	8	1	10	2	18	3
9:15 to 9:30 AM	4	1	6	1	10	2
Total Trips	45	10	41	10	86	20

Parking demand for the proposed small professional office space is based upon Land-Use #712 - Small Office Building. The parking demand rate applied is 2.56 spaces per 1,000sf GFA.

A total of one (1) parking space is allocated to the proposed hair salon shop, which assumes the majority of the customer base will walk and/or share a ride to the proposed local hair salon shop.

CHOM Affordable Residential Unit Projects

Parking demand for the proposed affordable senior housing units is based upon the following descriptive process used for a similar recent CHOM project located at 83 Middle Street.

Land-use #223 - Affordable Housing - Seniors A subset of the Affordable Housing land-use category was selected in estimating the average peak parking demand of the proposed project. An average peak parking demand rate of 0.42 spaces per unit is provided under this land-use category. The projected parking rate is based upon a total of three study sites with a combined number of 97 apartment units. Both study metrics are less than what is typically desirable in projecting, with a high level of confidence, the average peak parking demand rate for a specific development site. Based upon the national parking data the proposed 50-unit residential apartment project is expected to generate an average peak parking demand of 21 parking spaces.

Local parking data previously collected at two senior low-income housing sites located on the Portland Peninsular suggests the national parking rate likely over states the actual peak parking demand requirements of a low-income senior housing project. Parking utilization surveys were conducted at two existing senior-adult low-income housing facilities on the Portland Peninsular to augment the national parking demand data. The existing sites included: 1) 47 Smith Street, a 20-unit site and 2) Danforth on High, a 30-unit site. A total of 20 spaces are provided at the 47 Smith Street site and 13 parking spaces are located at the Danforth on High apartment site. Parking utilization data was gathered at both sites in the early morning (prior to 6:00 a.m.) on two separate days. Table B, as follows, presents the results of the parking surveys:

Table B
Parking Utilization Data
Existing Portland Peninsular Senior Housing Facilities

<i>Facility Location</i>	<i>Number of Apartment Units</i>	<i>Number of Parking Spaces</i>	<i>Occupied Spaces – Day 1</i>	<i>Occupied Spaces – Day 2</i>
<i>47 Smith Street</i>	<i>20</i>	<i>20</i>	<i>5 spaces</i>	<i>6 spaces</i>
<i>Danforth on High</i>	<i>30</i>	<i>13</i>	<i>4 spaces</i>	<i>4 spaces</i>
<i>TOTAL</i>	<i>50</i>	<i>33</i>	<i>9 spaces</i>	<i>10 spaces</i>

*The results of the local Portland based parking survey shows a combined average peak parking demand of **9.5** parking spaces for the two senior adult apartment sites or an average peak parking demand of 0.19 spaces per apartment unit ($9.5 \div 50 = 0.19$ spaces per apartment unit). The local parking data would suggest a total of ten spaces is adequate to meet the parking demand requirements of the proposed 83 Middle Street low-income senior apartment project.*

Accordingly, a peak parking demand rate of 0.31 spaces per unit was applied in determining peak parking demand of the proposed affordable senior housing units.

Parking demand for the proposed affordable family housing units is based upon Land-Use #223 - Affordable Housing – Income Limits in the 5th edition of the “**PARKING GENERATION**” publication. The parking rate applied is 0.53 spaces per unit.

Tables 1, as follows, presents the “average” peak parking demand requirements for both the proposed Mercy and CHOM projects for a typical weekday:

Table 1
“Peak” Parking Demand Summary
For
“Mercy Hospital Development/CHOM Sites”
(Weekday Condition)

Proposed Use	Unit Size	Land-Use Code	Peak Parking Demand Rate	Parking Space Requirements
Affordable Senior Housing Units	58 units	LUC 223/Local Data	0.31 spaces/unit ⁽¹⁾	18 spaces
Affordable Family Housing Units	41 units	LUC 223	0.53 spaces/unit	22 spaces
Market Rate Apartments	159 bedrooms	LUC 221	0.48 spaces/bedroom	76 spaces
Affordable Workforce Apartments	18 bedrooms	LUC 223	0.30 spaces/bedroom	5 spaces
Medical Clinic	3,849 sf	LUC 630	3.89 spaces/1,000 GFA	15 spaces
Self-storage Facility	41,209sf	LUC 151	0.10 spaces/1,000 GFA	4 spaces
Variety Store	1,635sf	LUC 814	1.13 spaces/1,000 GFA	2 spaces
Neighborhood Coffee Shop	1,059sf	n/a	Parking is provided for 3 employees	3 spaces
Small Office Space	787sf	LUC 712	2.56 spaces/1,000 GFA	2 spaces
Hair Salon	648sf	n/a	Parking is provided for Owner only	1 space
			TOTAL Spaces	148 spaces

NOTE: ⁽¹⁾ parking demand rate based upon an average of LUC #223 and local parking data.

The “average” unadjusted peak parking demand of the combined Mercy and CHOM projects is estimated at **148** spaces for a typical weekday condition.

Parking Demand Adjustments: Due to the diversity of proposed uses within the Mercy/CHOM projects site, an adjustment is applied to refine the actual parking demand of the proposed combined developments. The adjustment accounts for multi-purpose trips that occur between one or more tenant spaces within the development sites; often referred to as “*shared or internally captured*” trips. These trips must be accounted for or the projection of peak parking demand overstates the actual peak parking demand of a specific development site. The National Cooperative Highway Research Program’s (NCHRP) 684 Internal Trip Capture Estimation Tool was utilized in calculating the number of shared or captured trips generated by the proposed sites. Separate analyses were conducted for both the weekday morning and evening peak hour time periods and the trip rates calculated for each time period (15% AM Peak Hour and 7% PM Peak Hour) were then averaged to provide a conservative estimate of 10% percent. Copies of the NCHRP worksheets for both the weekday AM and PM peak hours are attached for reference.

Tables 2, below, summarizes the adjusted “average” peak parking demand for the proposed sites for a typical weekday condition:

Table 2
Adjusted Parking Demand Summary
For
“Mercy Hospital Development/CHOM Sites”
(Weekday Condition)

Proposed Use	Peak Parking Demand (Spaces)	Shared Trip Adjustment ⁽¹⁾	Adjusted Parking Demand
Affordable Senior Housing Units	18 spaces	-2	16 spaces
Affordable Family Housing Units	22 spaces	-2	20 spaces
Market Rate Apartments	76 spaces	-8	68 spaces
Affordable Workforce Apartments	5 spaces	-1	4 spaces
Medical Clinic	15 spaces	-2	13 spaces
Self-storage Facility	4 spaces	0	4 spaces
Variety Store	2 spaces	0	2 spaces
Neighborhood Coffee Shop	3 spaces	0	3 spaces
Small Office Space	2 spaces	0	2 spaces
Hair Salon	1 space	0	1 space
TOTAL	148 spaces	-15 spaces	133 spaces

NOTE: ⁽¹⁾ Percentage of “shared trips” is based upon an average of values determined through the NCHRP 684 tool for the weekday AM and PM peak hours.

Hourly Parking Demand: The noted ITE Parking Generation publication provides further guidance in estimating the actual parking demand of a mixed-use or multi-use project. They state the following: *“the hourly variation in parking demand for the individual land uses can result in conditions where the parking demand for one land use is high while the demand for a different land use is low. In this situation, parking demand for both land uses may be able to use the same parking space at different times of the day. The end result can be a reduction in overall peak parking demand.”*

The ITE Parking Generation manual provides time-of-day percent peak parking demand values for each land-use category for completing this determination. The actual percent values applied in completing these calculations are presented in Table 3 as follows:

Table 3
Hourly Peak Parking Demand (percent value) Summary
For
"Mercy Hospital Development/CHOM Sites"
(Weekday Condition)

Time of Day	Affordable Senior Housing	Affordable Family Housing	Market Rate Apartments	Affordable Workforce Apartments	Medical Clinic	Self-storage Facility	Variety Store	Neighborhood Coffee Shop (1)	Small Office Space	Hair Salon (2)
7:00 AM	71	71	71	71	0	0	4	100	8	0
8:00 AM	61	61	61	61	63	14	20	100	17	0
9:00 AM	55	55	55	55	93	71	53	100	17	100
10:00 AM	54	54	54	54	96	50	55	100	75	100
11:00 AM	53	53	53	53	100	79	56	100	67	100
12:00 PM	50	50	50	50	80	57	67	100	75	100
1:00 PM	49	49	49	49	75	64	69	100	75	100
2:00 PM	49	49	49	49	90	64	80	100	92	100
3:00 PM	50	50	50	50	89	79	67	0	100	100
4:00 PM	58	58	58	58	74	71	68	0	67	100
5:00 PM	64	64	64	64	41	100	100	0	83	100
6:00 PM	67	67	67	67	15	14	87	0	50	0
7:00 PM	70	70	70	70	0	0	48	0	0	0
8:00 PM	76	76	76	76	0	0	37	0	0	0

NOTES:

- (1) A total of three parking spaces are allocated to the proposed coffee shop for employees during the noted time period only. Both determinations are based upon the consultant's projections.
- (2) One parking space is provided to the owner of the proposed hair salon; it is assumed that the majority of customers will either walk or share a trip with another driver.

Finally, Table 4 estimates the "average" adjusted hourly peak parking demand requirements of the proposed project based upon the procedures described in the ITE Parking Generation publication.

Table 4
Hourly Peak Parking Demand Summary
For
"Mercy Hospital Development/CHOM Sites"
(Weekday Condition)

Adjusted Peak Parking Demand	Affordable Senior Housing	Affordable Family Housing	Market Rate Apartments	Affordable Workforce Apartments	Medical Clinic	Self- Storage Facility	Variety Store	Neighborhood Coffee Shop (1)	Small Office Space	Hair Salon (1)	Total
	16 spaces	20 spaces	68 spaces	4 spaces	13 spaces	4 spaces	2 spaces	3 spaces	2 spaces	1 space	133 spaces
Time of Day											
7:00 AM	11 spaces	14 spaces	48 spaces	3 spaces	0	0	0	3 spaces	0	0	79 spaces
8:00 AM	10 spaces	12 spaces	41 spaces	2 spaces	8 spaces	1 space	0	3 spaces	0	0	77 spaces
9:00 AM	9 spaces	11 spaces	37 spaces	2 spaces	12 spaces	3 spaces	1 space	3 spaces	0	1 space	79 spaces
10:00 AM	9 spaces	11 spaces	37 spaces	2 spaces	12 spaces	2 spaces	1 space	3 spaces	2 spaces	1 space	80 spaces
11:00 AM	8 spaces	11 spaces	36 spaces	2 spaces	13 spaces	3 spaces	1 space	3 spaces	1 space	1 space	79 spaces
12:00 PM	8 spaces	10 spaces	34 spaces	2 spaces	10 spaces	2 spaces	1 space	3 spaces	2 spaces	1 space	73 spaces
1:00 PM	8 spaces	10 spaces	33 spaces	2 spaces	10 spaces	3 spaces	1 space	3 spaces	2 spaces	1 space	73 spaces
2:00 PM	8 spaces	10 spaces	33 spaces	2 spaces	12 spaces	3 spaces	2 spaces	3 spaces	2 spaces	1 space	76 spaces
3:00 PM	8 spaces	10 spaces	34 spaces	2 spaces	12 spaces	3 spaces	1 space	0	2 spaces	1 space	73 spaces
4:00 PM	9 spaces	12 spaces	39 spaces	2 spaces	10 spaces	3 spaces	1 space	0	1 space	1 space	78 spaces
5:00 PM	10 spaces	13 spaces	44 spaces	3 spaces	5 spaces	3 spaces	2 spaces	0	2 spaces	1 space	83 spaces
6:00 PM	11 spaces	13 spaces	46 spaces	3 spaces	2 spaces	1 space	2 spaces	0	1 space	0	79 spaces
7:00 PM	11 spaces	14 spaces	48 spaces	3 spaces	0 spaces	0 spaces	1 space	0	0	0	77 spaces
8:00 PM	12 spaces	15 spaces	52 spaces	3 spaces	0 spaces	0 spaces	1 space	0	0	0	83 spaces

Accordingly, the average adjusted peak hourly parking demand of the site for a typical weekday occurs in the early evening at both 5:00 p.m. and, again, at 8:00 p.m. with a peak parking demand of **83** spaces.

PARKING SUPPLY

The Applicant proposes to satisfy the peak parking demand requirements of the combined Mercy Hospital Redevelopment mixed-use project and the adjoining CHOM affordable residential apartment project with any combination of the following parking solutions:

- 52 on-site full dimensioned parking spaces.
- 16 on-site “*tandem*” parking spaces.
- The City’s In-Lieu Fee, and/or
- Leased off-site parking spaces

The Applicant is requesting conditional approval of the project that allows a phased approach in meeting the full parking demand requirements of the site. We suggest two phases of development; Phase I would include approvals to construct a mix of tenant spaces whose combined peak parking demand is equal to or less than 68 parking spaces. Phase II would authorize the “*fit-up*” of the remaining tenant spaces and require an obligation to provide an acceptable plan for accounting for the remaining required parking spaces.

SUMMARY

- The proposed Mercy Hospital Redevelopment mixed-use project and the adjoining CHOM affordable residential apartment projects is projected to generate an “*average*” peak parking demand of approximately **148** spaces on a typical weekday. The estimates of peak parking demand were developed based upon national parking demand rates presented in the 5th edition of the Institute of Transportation’s “**PARKING GENERATION**” publication and parking data collected locally within the City of Portland.
- The determination of “*average*” peak parking demand for the proposed project includes an adjustment for “*shared-use*” trips, which account for the occurrence of multi-purpose trips between one or more tenant spaces. The noted parking adjustments reduce the “*average*” peak parking demand of the site to **133** weekday spaces.
- The final step in forecasting the “*average*” peak parking demand requirements of the proposed Mercy Hospital Redevelopment mixed-use site and the CHOM affordable residential apartment projects considers the “*shared parking space*” benefits of a mixed-use or multi-use project. The previously referenced “**PARKING GENERATION**” publication provides the following guidance: “*the hourly variation in parking demand for the individual land uses can result in conditions where the parking demand for one land use is high while the demand for a different land use is low. In this situation, parking demand for both land uses may be able to use the same parking space at different times of the day. The end result can be a reduction in overall peak parking demand.*” The parking manual provides time-of-day percent of peak parking demand values for each land-use category; whereby, the actual hourly parking demand of the project site can be calculated. The results of this final process show the “*average*” peak parking demand of the combined Mercy Hospital site projects occurs at 5:00 p.m. and, again, at 8:00 p.m. during a typical weekday. The peak hourly parking demand for the weekday, accounting for shared use of the available on-site parking spaces, is estimated at **83** spaces.

- The Applicant will meet the parking demand requirements of the combined development projects with construction of 68 on-site parking spaces and the remaining parking requirements will be secured through either private lease agreements, payment of the City's in-lieu fee or another acceptable option.
- The Applicant will request conditional approval of the proposed project that allows a phased approach in meeting the projected peak parking demand requirements of the Mercy and CHOM projects. The first phase requests conditional approval to allow construction of proposed tenant space(s) whose combined peak parking demand is equal to or less than a total of 68 parking spaces; the second phase would allow development of the remaining tenant space(s) with an obligation to secure the remaining parking spaces meeting the balance of the calculated parking demand of the project sites.





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October 13, 2020

Traffic Assessment

For Proposed

“Mercy Hospital Redevelopment”

Portland, Maine

INTRODUCTION

NEWHEIGHT REDFERN, LLC are proposing redevelopment of the existing 242,000 square foot Mercy Hospital creating a total of 167 residential apartment units and 8 additional residential units in the adjoining Morrison building for a total of 175 residential units. The proposed mixed-use redevelopment project also provides; a self-storage facility, commercial/retail space, and a medical clinic. The applicant is also working with Community Housing of Maine (CHOM), a Portland-based non-profit affordable housing developer, who proposes to construct an additional 99 affordable residential housing units within the proposed development site.

The proposed redevelopment project provides a total of 68 parking spaces within the Mercy Hospital campus with 52 of the spaces designated as full-size (9'x18') spaces and the remaining 16 spaces are “tandem” spaces.

Primary access to the Mercy Hospital site is provided with construction of a 22-foot wide driveway entrance intersecting Spring Street just north of the Winter Street intersection. The proposed redevelopment project also retains the existing State Street driveway entrance as a secondary means of ingress/egress to the project site. A 16-foot wide emergency access lane is also proposed off Winter Street connecting to the internal parking area.

Traffic projections are developed for both the existing Mercy Hospital facility and the proposed multi-use redevelopment project applying a combination of both national trip generation data published in the 10th edition of Institute of Transportation Engineers “**TRIP GENERATION**” publication and local traffic surveys conducted on the Portland peninsular. For analysis purposes, traffic projections for the proposed multi-use Mercy Hospital Redevelopment project and adjoining CHOM site are based upon the following site details:

Mercy Hospital Redevelopment Mixed-Use Site

- 157 Market Rate Residential Apartment Units
- 18 Affordable Workforce Residential Apartment Units
- Self-Storage Facility – 41,209sf

- Medical Clinic – 3,849sf
- Neighborhood Variety Store – 1,635sf
- Neighborhood Coffee Shop – 1,059sf
- Small Professional Office Space – 787sf
- Hair Salon – 648sf

CHOM Affordable Residential Housing Units

- 58 Affordable Senior Residential Housing Units
- 41 Affordable Family Residential Housing Units

Existing road safety conditions in the immediate area of the project site are also reviewed based upon MaineDOT's highway safety reports for the time period of 2017 through 2019.

SITE TRAFFIC GENERATION

Proposed Mercy Hospital Redevelopment Mixed-Use Project: Peak hour trip forecasts for the Mercy Hospital Redevelopment project are prepared for the proposed site uses applying trip rate information detailed in the 10th edition of the noted ITE **"TRIP GENERATION"** publication and traffic data gathered at local City of Portland establishment. The following specific site uses are defined as follows:

- 157 Market Rate Residential Apartment Units
- 18 Affordable Workforce Residential Apartment Units
- Self-Storage Facility – 41,209sf
- Medical Clinic – 3,849sf
- Neighborhood Variety Store – 1,635sf
- Neighborhood Coffee Shop – 1,059sf
- Small Professional Office Space – 787sf
- Hair Salon – 648sf

The details of that process are presented as follows:

1. **Site Trip Generation – Self-Storage Facility (41,209sf):** Trip generation is based upon tables presented in the 10th edition of the Institute of Transportation's Engineers **"TRIP GENERATION"** manual. The following trip rates were applied in that effort:

Land-Use #151: Mini-Warehouse

Weekday AM Peak Hour (Street)	= 0.10 trips/1,000sf GFA
Weekday PM Peak Hour (Street)	= 0.17 trips/1,000sf GFA
Weekday AM Peak Hour (Generator)	= 0.20 trips/1,000sf GFA
Weekday PM Peak Hour (Generator)	= 0.20 trips/1,000sf GFA

Table 1, below provides a summary of the trip generation for the proposed self-storage facility:

Table 1
Peak Hour Trip Generation Summary
(Self-Storage Facility)

<u>Peak Hour Time Period</u>	<u>Peak Hour Trip Generation</u>
AM Peak Hour (Street)	4
PM Peak Hour (Street)	7
AM Peak Hour (Generator)	8
PM Peak Hour (Generator)	8

2. **Site Trip Generation – Proposed Market Rate and Affordable Workforce Residential Apartments (175 Units):** Trip generation is based upon tables presented in the 10th edition of the Institute of Transportation's Engineers "TRIP GENERATION" manual. The following trip rates were applied in that effort:

Land-Use #221: Multi-family Housing (Mid-Rise)

Weekday AM Peak Hour (Street)	= 0.20 trips/unit
Weekday PM Peak Hour (Street)	= 0.18 trips/unit
Weekday AM Peak Hour (Generator)	= 0.15 trips/unit
Weekday PM Peak Hour (Generator)	= 0.18 trips/unit

Table 2, below provides a summary of the trip generation for the proposed 175 market rate and affordable workforce residential apartments units:

Table 2
Peak Hour Trip Generation Summary
(175 Residential Apartments)

<u>Peak Hour Time Period</u>	<u>Peak Hour Trip Generation</u>
AM Peak Hour (Street)	35 trips
PM Peak Hour (Street)	32 trips
AM Peak Hour (Generator)	26 trips
PM Peak Hour (Generator)	32 trips

3. **Site Trip Generation – Medical Clinic (3,849sf):** Trip generation is based upon tables presented in the 10th edition of the Institute of Transportation's Engineers "TRIP GENERATION" manual. The following trip rates were applied in that effort:

Land-Use #630: Clinic

Weekday AM Peak Hour (Street)	= 3.69 trips/1,000sf GFA
Weekday PM Peak Hour (Street)	= 3.28 trips/1,000sf GFA
Weekday AM Peak Hour (Generator)	= 5.22 trips/1,000sf GFA
Weekday PM Peak Hour (Generator)	= 4.64 trips/1,000sf GFA

Table 3, below provides a summary of the trip generation for the proposed medical clinic:

Table 3
Peak Hour Trip Generation Summary
(Medical Clinic)

<u>Peak Hour Time Period</u>	<u>Peak Hour Trip Generation</u>
AM Peak Hour (Street)	14
PM Peak Hour (Street)	13
AM Peak Hour (Generator)	20
PM Peak Hour (Generator)	18

4. **Site Trip Generation – Small Professional Office Building (787sf):** Trip generation is based upon tables presented in the 10th edition of the Institute of Transportation's Engineers "TRIP GENERATION" manual. The following trip rates were applied in that effort:

Land-Use #712: Small Office Building

Weekday AM Peak Hour (Street)	= 1.92 trips/1,000sf GFA
Weekday PM Peak Hour (Street)	= 2.45 trips/1,000sf GFA
Weekday AM Peak Hour (Generator)	= 3.26 trips/1,000sf GFA
Weekday PM Peak Hour (Generator)	= 3.73 trips/1,000sf GFA

Table 4, below provides a summary of the trip generation for the proposed small professional office building:

Table 4
Peak Hour Trip Generation Summary
(Small Office Building)

<u>Peak Hour Time Period</u>	<u>Peak Hour Trip Generation</u>
AM Peak Hour (Street)	2
PM Peak Hour (Street)	2
AM Peak Hour (Generator)	3
PM Peak Hour (Generator)	3

5. **Site Trip Generation – Small Variety Store (1,635sf):** Trip generation is based upon tables presented in the 10th edition of the Institute of Transportation's Engineers "TRIP GENERATION" manual. The following trip rates were applied in that effort:

Land-Use #814: Variety Store

Weekday AM Peak Hour (Street)	= 3.18 trips/1,000sf GFA
Weekday PM Peak Hour (Street)	= 6.84 trips/1,000sf GFA
Weekday AM Peak Hour (Generator)	= 4.52 trips/1,000sf GFA
Weekday PM Peak Hour (Generator)	= 7.42 trips/1,000sf GFA

Table 5, below provides a summary of the trip generation for the proposed variety store:

Table 5
Peak Hour Trip Generation Summary
(Variety Store)

<u>Peak Hour Time Period</u>	<u>Peak Hour Trip Generation</u>
AM Peak Hour (Street)	5
PM Peak Hour (Street)	11
AM Peak Hour (Generator)	7
PM Peak Hour (Generator)	12

6. **Site Trip Generation – Hair Salon (648sf):** Trip generation is based upon tables presented in the 10th edition of the Institute of Transportation's Engineers "TRIP GENERATION" manual. The following trip rates were applied in that effort:

Land-Use #918: Hair Salon ⁽¹⁾

Weekday AM Peak Hour (Street)	= 1.21 trips/1,000sf GFA
Weekday PM Peak Hour (Street)	= 1.45 trips/1,000sf GFA
Weekday AM Peak Hour (Generator)	= 1.21 trips/1,000sf GFA
Weekday PM Peak Hour (Generator)	= 1.94 trips/1,000sf GFA

NOTE: ⁽¹⁾ Trip rate information published for LUC #918 is based upon a single field survey; trip projections presented for each peak hour time period doubles the volume of trips generated by the ITE trip rates.

Table 6, below provides a summary of the trip generation for the proposed hair salon:

Table 6
Peak Hour Trip Generation Summary
(Hair Salon)

<u>Peak Hour Time Period</u>	<u>Peak Hour Trip Generation</u>
AM Peak Hour (Street)	2
PM Peak Hour (Street)	2
AM Peak Hour (Generator)	2
PM Peak Hour (Generator)	2

7. **Site Trip Generation – Proposed Neighborhood Coffee Shop (1,059sf):** Site trip generation is developed based upon a local traffic study conducted at an existing neighborhood coffee shop located at the intersection of Congress and Atlantic Streets on Munjoy Hill. The following, Table A, provides a summary of the results of that traffic survey:

Table A
Trip Generation Summary
Neighborhood Coffee Shop
(Congress Street @ Atlantic Street)

<u>Survey Time</u>	<u>Entering Trips</u>		<u>Exiting Trips</u>		<u>Total Trips</u>	
	<u>Pedestrian Trips</u>	<u>Vehicle Trips</u>	<u>Pedestrian Trips</u>	<u>Vehicle Trips</u>	<u>Pedestrian Trips</u>	<u>Vehicle Trips</u>
8:00 to 8:15 AM	7	1	7	1	14	2
8:15 to 8:30 AM	5	2	3	2	8	4
8:30 to 8:45 AM	9	2	7	2	16	4
8:45 to 9:00 AM	12	3	8	2	20	5
9:00 to 9:15 AM	8	1	10	2	18	3
9:15 to 9:30 AM	4	1	6	1	10	2
AM Peak Hour Total	33	7	31	7	64	14

As presented in the body of Table A, the existing neighborhood coffee shop located on Munjoy Hill generates very few vehicle trips during the AM peak hours, with a total of 14 vehicle trips recorded during the morning peak hour. A similar trip generation value is projected for the proposed neighborhood coffee shop. Vehicular trips generated by the proposed coffee shop; albeit, a very small number, are fully expected to use available on-street parking spaces to patronize the proposed coffee shop. In the opinion of this report, the actual number of vehicular trips generated will be far less than the estimated values presented in Table 7 below:

Table 7
Peak Hour Trip Generation Summary
Neighborhood Coffee Shop

<u>Peak Hour Time Period</u>	<u>Peak Hour Trip Generation</u>
AM Peak Hour (Street)	14 trips
PM Peak Hour (Street)	closed
AM Peak Hour (Generator)	14 trips ⁽¹⁾
PM Peak Hour (Generator)	closed

NOTES: ⁽¹⁾ Trip estimates, as noted are based upon existing AM peak hour data collected at existing Munjoy Hill coffee shop.

Mercy Hospital Redevelopment – Total Trip Generation: The proposed Mercy Hospital Redevelopment Project is projected to generate approximately 76 vehicle trips in the AM peak hour of the street, an additional 67 trips during the evening peak hour of the street and similar trip volumes of 80 vehicles and 75 vehicles, respectively, in the morning and evening peak hours of the site.

Proposed Community Housing of Maine (CHOM) Affordable Residential Housing Units (99 total units): Peak hour trip forecasts for the proposed CHOM development are prepared by applying trip rate information detailed in the 10th edition of the noted ITE trips publication, as follows:

- 1. Site Trip Generation – Proposed Affordable Senior and Family Housing Apartments (99 Units):** Trip generation is based upon tables presented in the 10th edition of the Institute of Transportation's Engineers "TRIP GENERATION" manual. The following trip rates were applied in that effort:

Land-Use #221: Multi-family Housing (Mid-Rise)

Weekday AM Peak Hour (Street)	= 0.20 trips/unit
Weekday PM Peak Hour (Street)	= 0.18 trips/unit
Weekday AM Peak Hour (Generator)	= 0.15 trips/unit
Weekday PM Peak Hour (Generator)	= 0.18 trips/unit

Table 1, below provides a summary of the trip generation for the proposed 99 CHOM affordable residential housing units:

Table 1
Peak Hour Trip Generation Summary
(99 Affordable Senior and Family Residential Apartments)

Peak Hour Time Period	Peak Hour Trip Generation
AM Peak Hour (Street)	20 trips
PM Peak Hour (Street)	18 trips
AM Peak Hour (Generator)	15 trips
PM Peak Hour (Generator)	18 trips

The proposed Community Housing of Maine project is expected to generate approximately **20** vehicle trips in the AM peak hour of the street, an additional **18** trips during the evening peak hour of the street and similar trip volumes of **15** vehicles and **18** vehicles, respectively, in the morning and evening peak hours of the site.

Mercy Hospital Redevelopment and Community Housing of Maine – Total Trip Generation: Combined, the proposed Mercy Hospital Redevelopment and the adjoining Community Housing of Maine sites are expected to generate approximately **96** vehicle trips in the AM peak hour of the street, an additional **85** trips during the evening peak hour of the street and similar trip volumes of **95** vehicles and **93** vehicles, respectively, in the morning and evening peak hours of the site.

SITE TRIP ADJUSTMENT

A finite number of residents, employees of the proposed commercial spaces and/or customers of those same spaces, are classified as internal or shared trips; trips that do not leave the confines of the proposed Mercy Hospital Redevelopment site. These multi-purpose trips, if not accounted for, overestimate the actual vehicular traffic impacts of the combined project site (*For example, an apartment resident purchasing their morning coffee at the proposed neighborhood coffee shop doing so by simply walking from their apartment to the proposed coffee shop.*). Numerous other likely internal trip patterns will be generated by the proposed site and their impact must be accounted for.

The National Cooperative Highway Research Program's (NCHRP) 684 Internal Trip Capture Estimation Tool provides a process for estimating the number of shared or captured trips generated by a development project. Copies of the spreadsheets used in the analysis are attached as an appendix to the report. The summarized internal capture rates, as determined from the NCHRP 684 Worksheet Section 5-A, provide the following internal capture rates (percentages) applicable to the Mercy Hospital Redevelopment site uses:

Trip Capture Percent	Total	Entering Trips	Exiting Trips
AM Peak Hour	15%	21%	11%
PM Peak Hour	7%	6%	9%

Traffic Solutions, to conservatively forecast the number of internally captured or shared trips generated by the proposed combined Mercy Hospital Redevelopment and CHOM projects, has applied a 10% captured trip rate; which, is the average of the estimated percentage calculated for the AM and PM peak hours.

Based upon the described methodology presented above, a total of 9 to 10 internal captured or shared trips are generated in each of the defined peak hour time periods.

Accounting for these shared use trips; which do not travel to or from the public street system, the combined Mercy and CHOM project sites are expected to generate between 76 and 86 vehicle trips during the “key” peak hours of a typical weekday.

EXISTING MERCY HOSPITAL TRIP GENERATION

Existing Mercy Hospital Site Trip Generation: Peak hour trip generation for the existing 242,000 square foot hospital is estimated based upon trip rates presented in the 10th edition of the Institute of Transportation Engineers’ (ITE) “TRIP GENERATION” publication. The following trip rates were used in that effort:

Land-Use Code #610 – Hospital

<i>AM Peak Hour of Street</i>	<i>= 0.89 trips/1,000sf GFA</i>
<i>PM Peak Hour of Street</i>	<i>= 0.97 trips/1,000sf GFA</i>
<i>AM Peak Hour of Generator</i>	<i>= 0.85 trips/1,000sf GFA</i>
<i>PM Peak Hour of Generator</i>	<i>= 0.97 trips/1,000sf GFA</i>

The existing Mercy Hospital campus, at full capacity; based upon the national published trip rates, generates approximately 215 trips in the weekday morning of the street and 235 trips in the weekday evening peak hour of the street; 206 trips in the weekday AM peak hour of the site and 235 trips during the same weekday PM peak hour of the site.

EXISTING SAFETY CONDITIONS

The Maine Department of Transportation’s (MaineDOT) Accident Records Section provided the latest three-year (2017 through 2019) crash data for the following street segments adjacent to the Mercy Hospital campus: State Street between Pine and Gray Streets; Winter Street between Pine and Gray Streets; Spring Street between State and Brackett Streets and Gray Street between State and Brackett Streets, combined a total distance of 0.75 miles.

Their report is presented as follows:

2017 -2019 Traffic Accident Summary

<u>Location</u>	<u>Total Crashes</u>	<u>Critical Rate Factor</u>
1. State Street @ Pine Street	9	1.66
2. State Street @ Spring Street	6	0.28
3. State Street @ Gray Street	6	1.27
4. Brackett Street @ Gray Street	2	1.46
5. Brackett Street @ Winter Street	4	22.71
6. Brackett Street @ Spring Street	2	0.66
7. Spring Street @ Winter Street	2	0.75
8. State Street btw. Pine Street and Spring Street	6	0.69

9. State Street btw. Spring Street and Gray Street	8	1.48
10. Gray Street btw. State Street and Winter Street	3	10.98
11. Gray Street btw. Winter Street and Brackett Street	1	59.05
12. Spring Street btw. State Street and Winter Street	2	0.48
13. Spring Street btw. Winter Street and Brackett Street	5	1.66
14. Winter Street btw. Gray Street and Spring Street	1	2.48
15. Winter Street btw. Spring Street and Pine Street	2	0.80

The MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- **8 or more accidents**
- **A Critical Rate Factor greater than 1.00**

As highlighted in red, the State Street/Pine Street intersection meets both MaineDOT's criteria as a high crash location with a reported total of nine vehicle crashes and a corresponding critical rate factor of 1.66. Additionally, the street section of State Street located between Spring Street and Gray Street meets both criteria as a high crash location with a total of 8 reported crashes and a critical rate factor of 1.48.

MaineDOT's Safety Bureau prepared vehicle collision diagrams for both identified locations that illustratively present the details of each reported vehicle crash. A copy of MaineDOT's reports are attached for reference.

A summary of the accident reconstruction details is provided as follows for both locations:

Location #1: State Street @ Pine Street Five (5) of the nine reported crashes occurring within the intersection involve a pedestrian struck crossing the State Street approach of the intersection. Push-button activated rapid flashing beacons are present at the intersection aiding pedestrians crossing the State Street approach. The remaining four crashes reported at the intersection included; "*following too close*"; "*hit and run*" and "*failure to yield*" crashes.

Location #9: State Street between Spring Street and Gray Street MaineDOT's crash diagram does not identify a specific crash pattern occurring within the very short section of State Street. There was a total of two (2) "*OUT*" crashes; three (3) "*failure to keep in lane*" crashes; two (2) "*improper turn*" accidents and a single "*slippery road conditions*" crash.

SUMMARY

1. The existing Mercy Hospital Campus, based upon national trip data, generates between 206 and 235 vehicle trips during each peak hour of a typical weekday. The lower volume of trips is expected in the morning hours of the day and the higher volumes are found in the early evening hours.
2. The proposed Mercy Hospital Redevelopment project, which includes 175 residential apartments, a medical clinic, self-storage facility and four commercial/retail development pads is predicted to generate a low of 67 to a high of 80 vehicle trips during the weekday peak travel periods.
3. Community Housing of Maine, a Portland based, non-profit affordable housing developer is proposing to construct a total of 99 affordable housing units on two out parcels located along the Winter Street frontage of the Mercy Hospital property. These affordable senior and family housing units are projected

to generate a high of 20 trips in the morning peak hour and slightly lower volumes (between 15 and 18 trips) during the remaining peak hour time periods.

4. Combined, the Mercy Hospital Redevelopment and Community Housing of Maine development projects are forecast to generate between a high of 96 vehicles trips in the morning peak hour to a slightly lower total of 85 trips in the evening peak hour of the street.
5. A finite number of residents, employees of the proposed commercial spaces and/or customers of those same spaces, located in the proposed Mercy Hospital Redevelopment and Community Housing of Maine development sites are classified as internal or shared trips; trips that do not leave the confines of the proposed development property. These multi-purpose trips, if not accounted for, overestimate the actual vehicular traffic impacts of the combined project site (*For example, an apartment resident purchasing their morning coffee at the proposed neighborhood coffee shop doing so by simply walking from their apartment to the proposed coffee shop.*). The National Cooperative Highway Research Program's (NCHRP) 684 Internal Trip Capture Estimation Tool predicts trip capture rates between 7 and 15% will likely occur within the combined development sites. An average of the predicted capture rates was applied, which shows a result of approximately 10 fewer peak hour trips will impact the street system.
6. The proposed Mercy Hospital Redevelopment and Community Housing of Maine development projects; combined, after deducting the internal capture trip estimates are expected to generate approximately 76 to 86 vehicle trips during the critical weekday peak hours that impact the local transportation system. These trip forecasts represent a net reduction of more than 100 peak hour trips when compared to the present peak hour trip generation of Mercy Hospital.
7. The Maine Department of Transportation's (MaineDOT) Accident Records Section provided the latest three-year (2017 through 2019) crash data for the following street segments adjacent to the Mercy Hospital campus: State Street between Pine and Gray Streets; Winter Street between Pine and Gray Streets; Spring Street between State and Brackett Streets and Gray Street between State and Brackett Streets - combined a total distance of 0.75 miles. Their safety report identified the section of State Street between Spring and Gray Streets as a high crash location, with a total of eight reported vehicle crashes and a corresponding critical rate factor of 1.48. A detailed vehicle collision diagram prepared by the MaineDOT Safety office shows the reported vehicle crashes occur somewhat randomly within the very short road segment. Four different crash types were identified that included: two (2) "OUT" crashes; three (3) "failure to keep in lane" crashes; two (2) "improper turn" accidents and a single "slippery road condition" crash. The second-high crash location highlighted by MaineDOT was the intersection of State Street and Pine Street, where a total of nine crashes were reported with a critical rate factor 1.66. The MaineDOT collision diagram for this location clearly shows a crash pattern at the intersection. Five (5) of the nine total crashes involved a motor vehicle striking a pedestrian crossing in the State Street crosswalk. Traffic Solutions conducted an inspection of the intersection and found that the "rapid rectangular flashing beacon" system that assists pedestrians in crossing the State Street approach is not working correctly. The flashing beacon on the northside of State Street has been disconnected and when the pedestrian push button is activated the flashing beacon on this side of the intersection is blank. It is recommended that the inoperative beacon be repaired as soon as practical.



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: State St (nodes 16817-16815), Gray St (nodes 19095-16815), Spring St (nodes 19102-16816), and Winter St (nodes 19091-19093)

REPORT PARAMETERSYear 2017, Start Month 1 through Year 2019 End Month: 12 *State St. Btw. Pine and Gray*

Route: 0077X

Start Node: 16817
End Node: 16815Start Offset: 0
End Offset: 0☐ Exclude First Node
☐ Exclude Last Node

Route: 0560331

Start Node: 19095 *Gray St. Btw. Brackett and State*
End Node: 16815Start Offset: 0
End Offset: 0☐ Exclude First Node
☒ Exclude Last Node

Route: 0560672

Start Node: 19102 *Springs St. Btw. Brackett and State*
End Node: 16816Start Offset: 0
End Offset: 0☐ Exclude First Node
☒ Exclude Last Node

Route: 0560803

Start Node: 19091 *Winter Street Btw. Gray & Springs*
End Node: 19092Start Offset: 0
End Offset: 0☒ Exclude First Node
☒ Exclude Last Node

Route: 0560803

Start Node: 19092 *Winter Street Btw. Springs & Pine*
End Node: 19093Start Offset: 0
End Offset: 0☒ Exclude First Node
☒ Exclude Last Node

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16816	16817	3130489	0 - 0.16	0077X - 0.32 ST RTE 77	0.16	2	6	0	0	0	0	6	0.0	0.00599	334.11	478.41	0.00
16815	16816	192499	0 - 0.09	0077X - 0.48 ST RTE 77	0.09	2	8	0	1	0	1	6	25.0	0.00322	828.08	558.28	1.48
19091	19095	194803	0 - 0.06	0560331 - 0.07 RD INV 05 60331	0.06	2	1	0	0	0	0	1	0.0	0.00003	11798.99	199.82	59.05
16815	19091	5080298	0 - 0.07	0560331 - 0.13 RD INV 05 60331	0.07	2	3	0	0	0	0	1	0.0	0.00006	16797.83	1530.55	10.98
19092	19102	194805	0 - 0.05	0560672 - 0.49 RD INV 05 60672	0.05	2	5	0	0	0	0	5	0.0	0.00079	2118.40	1278.67	1.66
16816	19092	192504	0 - 0.07	0560672 - 0.54 RD INV 05 60672	0.07	2	2	0	0	0	0	2	0.0	0.00123	541.34	1138.90	0.00
19091	19092	194802	0 - 0.09	0560803 - 0.06 RD INV 05 60803	0.09	2	1	0	0	0	0	0	0.0	0.00008	4227.97	1702.89	2.48
19092	19093	5080269	0 - 0.16	0560803 - 0.15 RD INV 05 60803	0.16	2	2	0	0	0	0	2	0.0	0.00061	1091.35	1363.00	0.00
Study Years: 3.00					Section Totals:	0.75	28	0	1	0	1	23	7.1	0.01200	777.65	472.79	1.64
Grand Totals:					0.75		59	0	1	3	6	46	16.9	0.01200	1638.61	623.27	2.63

Crash Summary I

Nodes																
Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M	Crash Rate	Critical Rate	CRF		
16817	0077X - 0.32	Int of PINE ST STATE ST	2	9	0	0	0	2	7	22.2	4.460	0.67	0.40	1.66		
											Statewide Crash Rate:	0.16				
16816	0077X - 0.48	Int of SPRING ST, STATE ST	9	6	0	0	1	1	4	33.3	5.528	0.36	1.27	0.00		
											Statewide Crash Rate:	0.75				
16815	0077X - 0.57	Int of GRAY ST STATE ST	2	6	0	0	2	0	4	33.3	3.729	0.54	0.42	1.27		
											Statewide Crash Rate:	0.16				
19095	0560331 - 0.07	Int of BRACKETT ST GRAY ST	2	2	0	0	0	1	1	50.0	0.729	0.91	0.63	1.46		
											Statewide Crash Rate:	0.16				
19091	0560331 - 0.13	Int of GRAY ST WINTER ST	2	4	0	0	0	1	3	25.0	0.120	11.10	0.49	22.71		
											Statewide Crash Rate:	0.16				
19102	0560672 - 0.49	Int of BRACKETT ST SPRING ST	2	2	0	0	0	0	2	0.0	2.036	0.33	0.50	0.00		
											Statewide Crash Rate:	0.16				
19092	0560672 - 0.54	Int of SPRING ST WINTER ST	2	2	0	0	0	0	2	0.0	1.754	0.38	0.51	0.00		
											Statewide Crash Rate:	0.16				
Study Years: 3.00			NODE TOTALS:		31	0	0	3	5	23	25.8	18.356	0.56	0.53	1.06	

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: CUMBERLAND

TOWN: PORTLAND

LOW NODE: 16815 HIGH NODE: 16816

REGION: 1

U/R: URBAN

DESCRIPTION: State St from Gray St to Spring St

RTE # / RD #: 0077X

DATE DRAWN: 6/19/2020 DRAWN BY: BOB K

STUDY FROM: 1/1/2017

STUDY TO: 12/31/2019

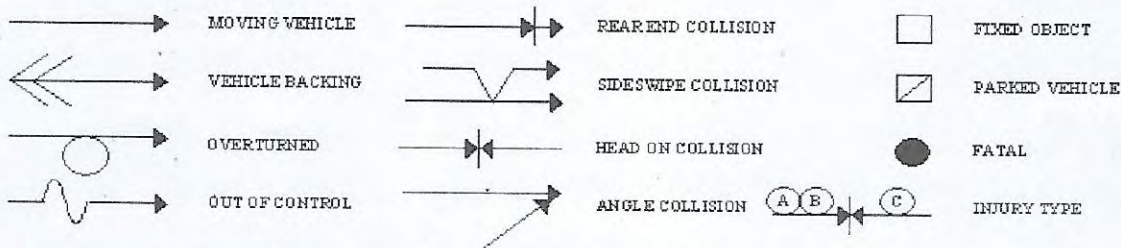
CRASH RATE: 828.08

CRF: 1.48

% INJURY: 25

TOTAL CRASHES: 8

LEGEND



PATH OF: P PEDESTRIAN B BICYCLE A ANIMAL S SLED

PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

Portland

Link: 16815-16816

Element: 192499

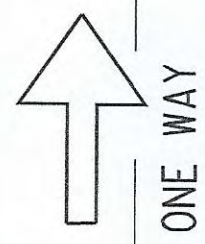
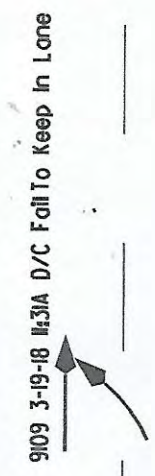
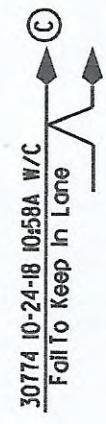
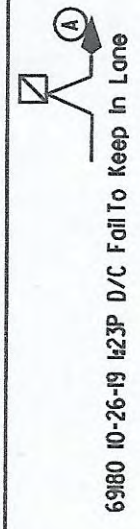
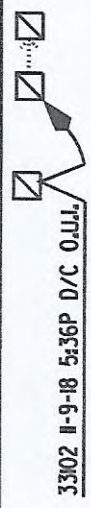
Study Period: 2017-2019

of Crashes: 8 / CRF: 1.48

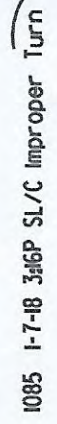
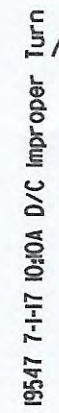


16816

16815



State Street (Route 77)



Driveway

Driveway "100"

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: CUMBERLAND

TOWN: PORTLAND

LOW NODE: 16817 HIGH NODE: 0000

REGION: 1

U/R: URBAN

DESCRIPTION: Int of Pine St and State St

RTE # / RD #: 0077X

DATE DRAWN: 6/1/2020

DRAWN BY: BOB K

STUDY FROM: 1/1/2017

STUDY TO: 12/31/2019

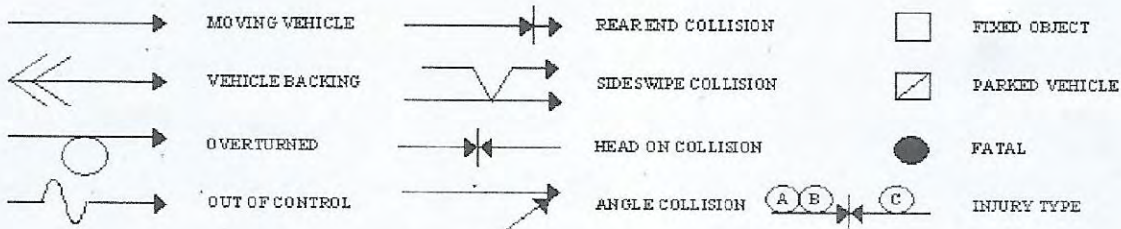
CRASH RATE: 0.67

CRF: 1.66

% INJURY: 22.2

TOTAL CRASHES: 9

LEGEND



--- PATH OF ☐ P PEDESTRIAN ☐ B BICYCLE ☐ A ANIMAL ☐ S SLED

PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

ONE WAY



63283 8-22-19 6:00P D/C Fail to keep in lane

11013 4-5-18 6:59P D/C Follow Too Close (C)
6627 2-21-17 8:40A D/C Follow Too Close (P)

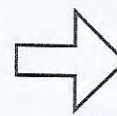
15348 5-21-17 4:00P D/C Follow Too Close (P)
31073 10-18-17 5:05P D/C Fail To Yield (P)
73185 11-25-19 12:50P D/C Follow too close (P)

22397 7-28-17 12:48P D/C Fail To Yield

25790 8-24-17 9:00A D/C Follow Too Close
228 1-3-17 12:55P W/CL Hit & Run (C)



ONE WAY



Pine St

State St
Rt 77

Portland
Node: 16817

Study Period: 2017-2019
of Crashes: 9 / CRF: 1.66

Prepared by Office of Safety
RFK3 6-1-20

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Mercy Hospital Re-Development			Organization:	Traffic Solutions
Project Location:	Portland, ME			Performed By:	MMI
Scenario Description:	AM Peak Hour			Date:	8/31/2020
Analysis Year:	2020			Checked By:	
Analysis Period:	AM Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	712, 630	4,636	SF	16	13	3
Retail	814	1,635	SF	5	3	2
Restaurant	936 (*local)	1,059	SF	16	8	8
Cinema/Entertainment				0		
Residential	221	266	DU	53	6	47
Hotel				0		
All Other Land Uses ²	918, 151	41,857	SF	6	4	2
Total				96	34	62

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	1			0	0	0
Restaurant	2	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	2	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	96	34	62
Internal Capture Percentage	15%	21%	11%
External Vehicle-Trips ³	82	27	55
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	23%	67%
Retail	33%	50%
Restaurant	38%	25%
Cinema/Entertainment	N/A	N/A
Residential	0%	4%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute

Project Name:	Mercy Hospital Re-Development
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	13	13	1.00	3	3
Retail	1.00	3	3	1.00	2	2
Restaurant	1.00	8	8	1.00	8	8
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	6	6	1.00	47	47
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	2	0	0	0
Retail	1		0	0	0	0
Restaurant	2	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	9	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	2	0	0	0
Retail	1		4	0	0	0
Restaurant	2	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	2	0		0
Hotel	0	0	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	3	10	13	10	0	0
Retail	1	2	3	2	0	0
Restaurant	3	5	8	5	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	6	6	6	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	4	4	4	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	2	1	3	1	0	0
Retail	1	1	2	1	0	0
Restaurant	2	6	8	6	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	45	47	45	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	2	2	2	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Mercy Hospital Re-Development			Organization:	Traffic Solutions
Project Location:	Portland, ME			Performed By:	MMI
Scenario Description:	PM Peak Hour			Date:	8/31/2020
Analysis Year:	2020			Checked By:	
Analysis Period:	PM Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	712, 630	4,636	SF	15	5	10
Retail	814	1,635	SF	11	6	5
Restaurant	936 (*local)	1,059	SF	0		
Cinema/Entertainment				0		
Residential	221	266	DU	48	35	13
Hotel				0		
All Other Land Uses ²	918, 151	41,857	SF	9	3	6
Total				83	49	34

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	83	49	34
Internal Capture Percentage	7%	6%	9%
External Vehicle-Trips ³	77	46	31
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	20%	0%
Retail	17%	20%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	3%	15%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute

Project Name:	Mercy Hospital Re-Development
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	5	5	1.00	10	10
Retail	1.00	6	6	1.00	5	5
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	35	35	1.00	13	13
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	0	0	0	0
Retail	0		1	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	5	3	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	1	0
Retail	2		0	0	16	0
Restaurant	2	3		0	6	0
Cinema/Entertainment	0	0	0		1	0
Residential	3	1	0	0		0
Hotel	0	0	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	1	4	5	4	0	0
Retail	1	5	6	5	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	34	35	34	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	3	3	3	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	10	10	10	0	0
Retail	1	4	5	4	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	11	13	11	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	6	6	6	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.



Mercy Hospital Redevelopment

Transportation Demand Management (TDM) Plan

October 15, 2020

Summary

NewHeight Redfern, LLC provides this Transportation Demand Management (TDM) Plan for the Mercy Hospital Redevelopment, encompassing the southern half of the block bordered by State, Spring and Winter Streets in the R6 zone of Portland's West End - with a pending zoning change application for appropriate redesignation of the parcel as B3. The redevelopment proposal is for NewHeight Redfern to do a mixed-use conversion of the main Mercy Hospital building at 120 State Street for residential and commercial/retail uses, to create additional housing at the adjoining Morrison House at 148 State, and for Community Housing of Maine (CHOM) to construct two new residential buildings at 73 & 91 Winter Street.

Site Uses Overview

- *Residential* - 274 total proposed dwelling units (182,964 total sf), housing approximately 364 residents.
 - o *120 State Street (the main Mercy building – 167 units) and 148 State Street (Morrison House – 8 units):* 157 market rate and 18 deed-restricted workforce housing apartments. These consist of 37 studios, 136 one-bedroom and 2 two-bedroom units. In the main building these units are on the ground through sixth floors and additional residential uses include indoor and outdoor common areas, co-working space, and gym.
 - o *73 and 91 Winter Street (98 affordable housing units):* 57 one-bedroom senior units and 41 family apartments (1 studio, 22 one-bedroom, 7 two-bedroom, and 11 three-bedroom).
- *Health clinic* - 3,850 sf on ground floor
- *Commercial/retail* - 4 spaces on 1st floor: 8,000 total sf. Proposed uses are: coffee shop (1059 sf), variety store (1635 sf), office space (787 sf), and hair salon (648 sf).
- *Self-Storage facility* - 41,210 sf on basement and ground floors
- *Parking:* 68 surface parking spaces

TDM Plan & Targets

This project is another key opportunity for urban infill and redevelopment on the Portland Peninsula, new housing for local workers and families, and alternate transportation and reverse commuting options for residents. *Of significant note, the new uses at the Mercy Hospital Redevelopment will result in an approximately 63% reduction in vehicle trips to and from the site, compared with the existing hospital uses.* The site's TDM Plan works further to reduce parking demand, encourage multimodal trips to and from the site and benefit the local transportation system. This includes marketing the housing to Peninsula employees; providing leases exclusive of parking; offering on-site amenities; and supporting transportation alternatives such as walking, bicycling and using public transportation.

The plan sets the following TDM targets for 3 years after the Mercy Hospital Redevelopment is fully occupied. These targets will be reassessed after the first full year of occupancy of all tenant spaces:

- *10% reduction in peak hour vehicle trips and 10% reduction in parking demand for the site*
- *65% resident and employee multimodal rate*

COVID-19 NOTE: Site occupancy is forecast for 2023 and with an anticipated vaccine for the COVID-19 virus available within approximately the next 18 months, transportation alternatives that are currently less viable - such as transit and carpooling - are anticipated to make significant recoveries by that time. COVID-related parking demand increases to enable drive alone options are also expected to decline. In addition, TDM efforts will likely be supported by a long-term increase in telework and walkable access to the largest number of jobs in the state.

Interim Site TDM Coordinators:

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- Brian Kilgallen, Community Housing of Maine,
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Main Building at 120 State Street (Spring Street Side)



A. Property Description & Transportation Context

The Mercy Hospital Redevelopment is a 2.48-acre parcel encompassing the southern half of the block bordered by State, Spring and Winter Streets in the R6 zone of Portland's West End Neighborhood. After 80 years of community service as the original Mercy Hospital in Portland, the mixed-use site will continue to offer a medical clinic open to the general public, while also providing robust residential housing and small retail amenities.

The development team has a pending zone change application for B3 designation of the site, which fits in well with the uses identified by the City and included in the recent ReCode effort (October 2020 draft):

B-3 & B-3b To maintain and enhance the role of the downtown as the business and commercial center of the region; to enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city's resident, working, and visitor populations; to encourage increased housing opportunity downtown for a diverse residential population; to enhance the pedestrian environment through the encouragement of intensive mixed-use activities, through the enhancement and maintenance of public and private open space, and through the enlivenment and increased attractiveness of the street environment; to encourage excellence in urban design; to preserve and capitalize on the unique character and historic fabric of the downtown through the encouragement of reuse of significant existing structures; to provide opportunity for an enhanced presence and integration of the arts and cultural activities; to reinforce the role of the downtown as a meeting place for community residents and visitors alike from all walks of life and all socio-economic groups; to provide adequate parking and transportation facilities which promote accessibility, enhance and encourage development opportunity, and enhance and protect the pedestrian environment; In the Pedestrian Activities District (PAD) Overlay Zone, to create continuity of pedestrian-oriented uses along streets where such uses predominate and along streets which, over time, will establish and maintain a strong retail and pedestrian-oriented use pattern; and to provide for the relocation of residents who are displaced by development.

5-6 | CITY OF PORTLAND LAND USE CODE CITY COUNCIL DRAFT

The site redevelopment of the Winter Street and Spring Street frontages will improve the human scale of the pedestrian environment through active building facades, entrances, signage, lighting, new street trees and landscaping. The location has a Compact Neighborhood Score of 9.3 out of 10. This scoring is based on a natural logarithm of household density, provided through the Housing + Transportation Affordability Index using U.S. Census data.





Residential Housing at the Mercy Hospital Redevelopment

Infill development of any kind contributes to single-occupancy automobile trip reduction. That much more in the case of in-town housing, which is the primary use proposed for the Mercy Hospital Redevelopment. As noted in the Summary above, the new uses at the Mercy Hospital Redevelopment will result in approximately a 63% reduction in vehicle trips to and from the site, compared with the trip rate for the existing hospital uses at full capacity.

Behavioral research illuminates one of the reasons for this further. When people move from an individual residence to another, this provides a key opportunity and critical juncture at which to help them understand their transportation choices and the benefits of alternate transportation. Individuals are more receptive to this information as their daily living and commute patterns have changed with relocation (Kirkman, 2019; Thøgersen, 2012; Verplanken, Walker, Davis & Jurasek, 2008; Bamberg, 2006; Fujii, Gärling & Kitamura, 2001).

In addition, new residential sites like the Mercy redevelopment provide real opportunity to help meet the City's goals for population growth. In *Portland's Plan 2030* (2017 Comprehensive Plan), analysis showed the number of people both living and working in the city decreased between 2002 and 2014. According

...One of the more interesting studies found in reviewing the literature was a 2003 German social science experiment conducted by three researchers (Bamberg, Rolle and Weber) where an individualized marketing intervention was used at a time of what they called a "changed decision" context, meaning immediately after relocation. The research found that if, when in a new situation, people received personally relevant and persuasive information, they were more likely to use it for making new behavioral decisions.

Portland Oregon SmartTrips Welcome Program, Tools of Change Landmark Case Study, 2012



to the *City of Portland Parking Study for the Eastern Waterfront & Downtown* (2017), just 12% of people live and also work in the study area – which is immediately adjacent to the Mercy Hospital Redevelopment. The Comprehensive Plan “supports the principle that all who work in Portland should have the option of living in Portland.” The City set a 10-year population goal of 75% of the municipality’s approximate daytime population of 96,000.

Two hundred seventy-three (273) total residential units are proposed for the Mercy site. These include:

- *120 State Street (the main Mercy building – 167 units) and 148 State Street (Morrison House – 8 units):* 157 market rate and 18 deed-restricted workforce housing apartments. These consist of 37 studios, 136 one-bedroom and 2 two-bedroom units. In the main building these units will be on the ground through sixth floors.
- *73 and 91 Winter Street (98 affordable housing units):* 57 one-bedroom senior units and 41 family apartments (1 studio, 22 one-bedroom, 7 two-bedroom, and 11 three-bedroom).



As members of the development team, Newheight Redfern will retain ownership and management of 120 and 148 State Street and the parking areas. Community Housing of Maine (CHOM) will own and manage the 73 and 91 Winter Street buildings.

Significant on-site and near-site amenities provide residents with a full-service living environment. People in residential settings often perceive they are dependent upon driving alone because of the number of errands and activities they must carry out in different locations. 120 State will reduce this dependence through building facilities and proximity to services close to the site. *Site features that encourage alternate transportation and discourage drive alone vehicle trips include:*

- indoor bicycle/stroller/carseat/handcart storage areas
- package delivery and storage locations
- hardwired infrastructure for broadband and wireless internet
- communal gathering spaces, including those that can be used to do telework
- outdoor courtyard
- fitness room and rooftop deck at 120 State
- drop-off and pick-up area available at the mountable curb between the two Winter Street buildings (designated for emergency vehicle site access); this provides ADA access and opportunities for residents, employees and visitors to more easily carpool and use taxis and Transportation Network Companies (such as Uber and Lyft) to get to and from the site.





Commercial and Small Retail Uses on Site

Mercy Hospital will be continuing to lease and manage a clinic with twelve employees, open to the public at 120 State Street. This will provide residents with highly accessible general healthcare services.

In addition, the main building will house a self-storage business on the basement and ground floors, with portions devoted to the housing uses on site.

NewHeight Redfern is also creating four small retail spaces at 120 State Street with easy access from the courtyard area for the public and all site residents. Potential leases for these individual spaces are:

- neighborhood coffee shop
- small grocer/variety store
- professional office space
- hair salon

Health care and self-storage visits and even short grocery runs are often taken by personal vehicle, so these site amenities will reduce drive alone trips as well.

Parking

In strong support of site TDM efforts, residential and retail leases at the Mercy Hospital Redevelopment will be exclusive of parking. Parking that is unsubsidized, rented at competitive market rates, and unbundled from tenant leases is of tremendous benefit and a linchpin strategy to discourage drive alone trips and encourage the use of alternate transportation.

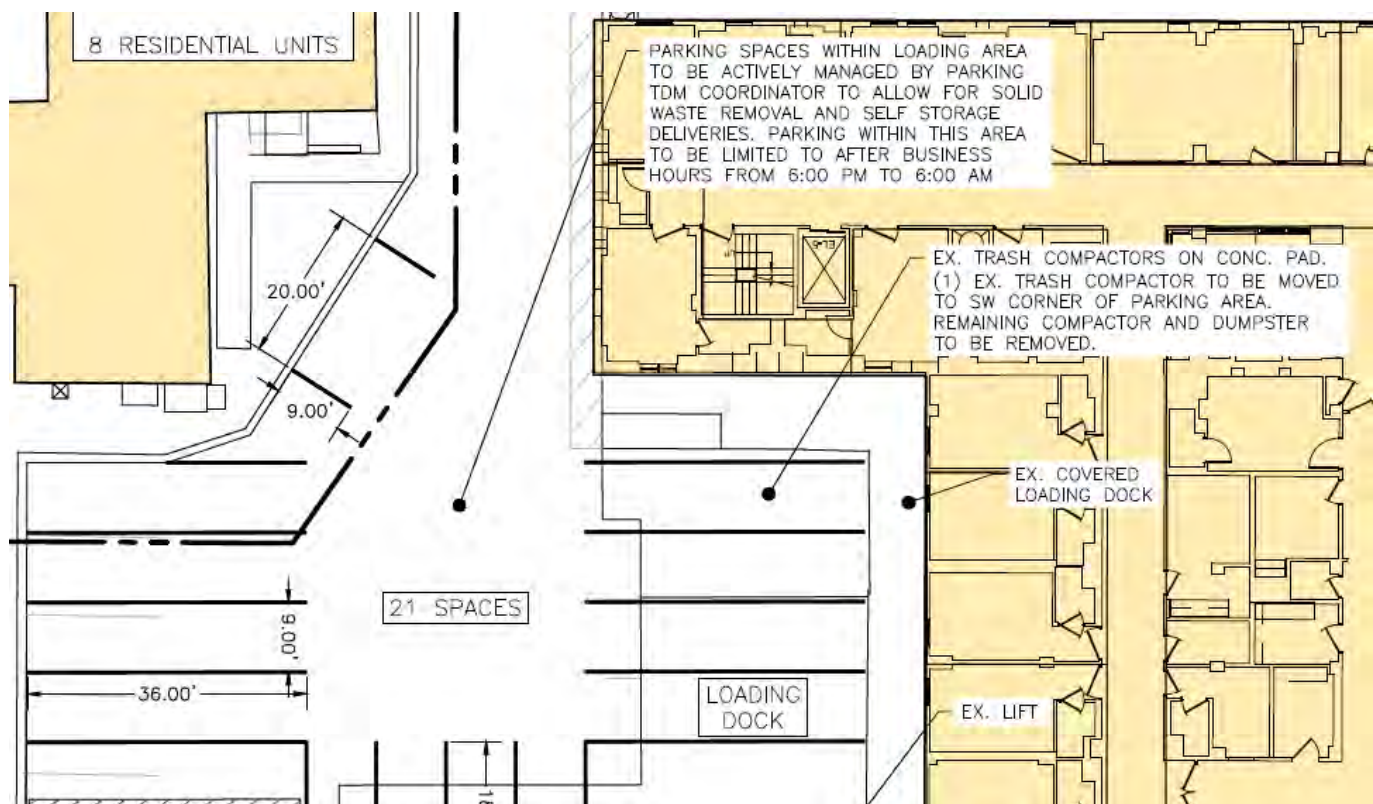


Per the site development agreement, the project proposes to build and maintain 68 surface parking spaces, centrally located between the buildings and with access off of Spring Street. Based on the Mercy Hospital Redevelopment's parking demand analysis (further detailed in Section C) and the City land use code Section 14-332 (c), the minimum amount of required parking for the site is determined by the developer's parking assessment and the recommendation of the city transportation engineer.

Winter Street's pedestrian access will also benefit from the site's redevelopment by the closure of the curb cut to the existing parking lot and the addition of a mountable curb - solely for emergency vehicles to enter the site between the 71 and 93 Winter buildings.

Parking that is shared-use also expands its efficiency and is another important TDM strategy. Thus, the site intends maximize its parking resources by sharing 16 of the spaces between daytime and evening uses; e.g., for daytime solid waste removal and self-storage deliveries, and with residential tenants accessing them for overnight use. Another 15 spaces will be leased to the clinic for visitor and employee use. Parking within this area will specifically leased to residents for after business hours, from 6:00pm to 6:00am.

Parking will be managed by NewHeight Redfern's TDM Coordinator, who will actively valet these tandem-use spaces on site and all spaces within the loading dock area. The company will also explore the possible longer-term management of the Mercy Hospital Redevelopment's parking through Unified Parking Partners (UPP); UPP could likely expand this parking resource's most strategic and effective use.





Occupant Demographics

The development team anticipates the Mercy Hospital Redevelopment will attract an economically and age-diverse group of tenants interested in a highly-walkable, low-car-use lifestyle. This will include singles, couples, and families - with an expected average of 1.3 persons per unit for the market and workforce housing portions of the site. Residents are likely to range from Generation Z and Millennial tenants (young professionals and students under age 40) to mid-career professionals, empty-nesters; and individuals who are retired. As stated in *Portland's Plan*, "Millennials (20-29) and Gen Xers (30-39) comprise the largest share of Portland's population, while Baby Boomers (50-69) are the fastest growing age group."

Working tenants will include people working on the Peninsula, to avoid the increased highway traffic coming into the City. Downtown Portland is the largest employment center in the state and the Mercy redevelopment has an excellent Job Access Score of 9.4 out of 10. This is based on employment location and the variety of employment types, similarly provided through the Housing + Transportation Affordability Index (H+T Index) utilizing census data.

For residents who are students, post-secondary education opportunities such as the Maine College of Art, the University of Southern Maine, Portland Adult Education, and Southern Maine Community College are readily accessible from the site on foot, by bicycle and via public transportation.



From an equity standpoint, the site also has an enviable H+T Index rate of 34%; that is, housing (18%) and transportation (16%) costs combined are 34% of household income. Housing by itself is considered affordable if it totals 30% or less of income. Housing and Transportation Affordability (HTA) is considered to be combined housing and transportation costs equaling 45% or less of income. For comparison, the average Cumberland County household spends 52% of income on housing and transportation and the average Maine household spends 58% - both of which are well over what is considered within one's means.

Often lower transportation costs at sites like the Mercy Hospital Redevelopment are because people don't need to own as many (or any) private vehicles; that is, vehicle ownership rates are lower for people who live in urban centers. Tables 9 and 10 below from the census data analysis in the 2017 Downtown parking study, show that workers who live in the Downtown and Eastern Waterfront study area (as stated above, directly adjacent to the Mercy Hospital Redevelopment) and commute to all jobs – including anywhere in the region:

- Own far fewer vehicles: 0.7 per household - vs. 1.34 in the city and 1.79 in the region;
- Drive alone considerably less: 40.6% in the study area - vs. 67.4% in the city and 78.3% in the region;
- Use alternate modes of transportation and/or telecommute significantly more: 59.4% in the study area vs. 32.8% in the city and 21.9% in the region.

Table 9: Commute Mode Share Trends by Home Origin

	Commuter Home Origin	Drive Alone	Carpool	Transit	Bicycle	Walked	Work from Home & Other
2015	Portland-South Portland-Biddeford MSA	78.3%	9.3%	1.1%	0.6%	3.9%	7.0%
	City of Portland	67.4%	8.6%	3.1%	1.6%	12.2%	7.3%
	On the Peninsula	49.2%	6.9%	4.7%	2.8%	28.6%	7.9%
	Within the Study Area	40.6%	10.2%	3.5%	0%	42.5%	3.2%

Table 10: Auto Ownership 2000-2015

	Home Location	Vehicles	Occupied Households	Veh/HH
2015	Total U.S.	205,767,452	116,926,305	1.76
	Portland-South Portland-Biddeford MSA	383,798	214,667	1.79
	City of Portland	40,495	30,119	1.34
	On the Peninsula	11,611	11,917	0.97
	Within the Study Area	1,206	1,729	0.70





Similarly, *Portland's Plan* found:

[T]he percentage of people who drive alone to work on the peninsula is as low as 36%, while the percentage of people who walk to work is in the 30% - 40% range, the percentage of people who bike to work is in the 4% - 9% range, and the percentage of people who take public transportation to work is in the 7% - 13% range. Off the peninsula, these figures shift dramatically to reflect a higher reliance on single-occupancy vehicles for commuting purposes.

Per U.S. Census data, Generation Z and Millennials have been shown to prefer urban environments; they also tend to be more comfortable using modes other than the single-occupancy automobile for transportation. These multimodal habits were heavily influenced by the Great Recession and driving by these generations has increased slowly as the economy improved. (It is currently being impacted once again by the COVID-19 pandemic – which is negatively impacting bus and carpool rates; although it is positively impacting the number of people who walk and bicycle.) Overall, from a behavior change perspective, this familiarity with different ways of getting around will greatly facilitate these tenants' and site employees' participation in the Mercy Hospital Redevelopment TDM program.

Regarding senior resident demographics and vehicle travel, the percentage of the population that drives plateaus for the general public through the ages of 30-55 - and then starts declining after the age of 55 for women and after age 60 for men. Similarly, vehicle miles and person miles traveled per capita both fall precipitously starting at the age of 55. Car ownership has had a slight rebound since the Great Recession. However, between 2015 and 2016, the one increase in car-free living (above the margin of error) was among householders age 65 or older who rent. (Source: American Community Survey of the U.S. Census).

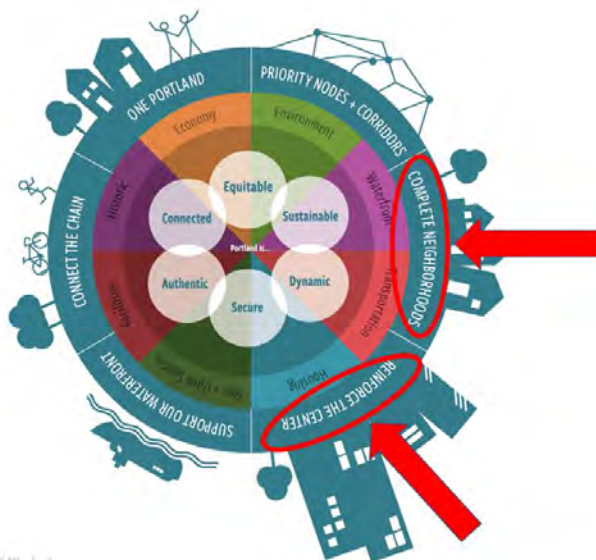


For site residents working off the Peninsula, who may commute by single occupancy vehicle, there is also a reverse commute phenomenon. This change in the directionality of trips creates a more balanced inbound-outbound flow of vehicular traffic during the morning and evening peak travel hours.

Larger Transportation Setting

The Mercy Hospital Redevelopment and its TDM initiatives bring to fruition of number of the mixed-use, Peninsula neighborhood, housing, urban form, and transportation demand management goals of several recent and historically important Portland studies and plans. Included among them are:

- *A Time of Change: Portland Transportation Plan* (1993)
- *Green Spaces Blue Edges* (2001)
- *Housing, Sustaining Portland's Future* (2002)
- *Portland Peninsula Transit Study* (2008)
- *Sustainable Portland* (2009)
- *City of Portland Parking Study for the Eastern Waterfront & Downtown* (2017)
- *Comprehensive Plan, Portland's Plan 2030* (2017)
- *Cultural Plan Update* (2018)



LOCAL GOALS

WE WILL:

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.

Pursue policies to enable people who work in Portland to have the option to live in Portland.

Collaborate with surrounding communities on regional housing solutions.

Encourage quality, sustainable design in new housing development.

Portland's Plan 2030 (2017 Comprehensive Plan)

For example, redevelopment of this site in the center of Portland addresses the land use diversity, housing, and downtown-strengthening outlined in *Portland's Plan* (2017) – described further as Complete Neighborhoods and Reinforce the Center.

The Mercy Hospital Redevelopment's TDM efforts align well with additional observations from the Downtown parking study - for instance, regarding reducing the need for parking on the Peninsula:



If future residential development in the study area were to attract a higher percentage of residents who also work in the study area, and do not use their vehicle to commute to work, this would raise the internal capture rate for office parking demand. An internally captured office trip does not need an additional office parking space because the resident employee leaves their vehicle at home. In this way, a single parking space would serve either a residential purpose or an office purpose depending on the time of day. It would help lower parking demand to promote or incentivize the occupancy of new residential development with employees (of any kind) who also work in the study area.



Bicycle & Pedestrian Access

From a pedestrian and bicycling perspective, the Mercy Hospital Redevelopment is very friendly, located within the strong sidewalk network and lower-speed street grid of the Peninsula. In addition, the property is just two blocks from the Pedestrian Activities District Overlay Zone, the Portland Downtown and Arts Districts, the Downtown Entertainment Overlay Zone and the Congress Street Historic District.

From the perspective of residents with any mobility concerns, sidewalks on nearby Pine, Brackett, Spring, Clark and Danforth - and all streets to the east of State Street, throughout Downtown - are maintained year-round by the City and the Portland Downtown district, including the removal of snow and ice during the winter months.

The Mercy redevelopment also sits in close proximity following bicycle and pedestrian facilities:

- Casco Bay Bridge bicycle lanes and separated pedestrian facility
- Protected bicycle lanes on Park Avenue
- Deering and Forest Avenue bike lanes
- Fore River Parkway Trail
- Several proposed West End sections of the Neighborhood Byway network.



These are all pivotal links in Portland's alternate transportation system.





Moreover, the site is just three blocks from Gorham Bike & Ski, which offers bicycle rentals and provides maintenance services for bicycle commuters.

Residential tenants at the Mercy redevelopment who work anywhere on the Peninsula will be within comfortable walking distance of their home. The reverse is also the case for 1st Floor clinic and retail employees - and any site visitors - who live on the West End, Parkside, Bayside, Downtown or East End. Those residents whose employers are located within a five-mile commute distance can also easily bike to work, especially as bicycle networks in Portland, South Portland, Westbrook and Falmouth continue to improve.

Significant near-site amenities and recreational facilities also provide people with a full-service living and working environment. These abound within easy walking distance of the Mercy Hospital Redevelopment for residential tenants, retail employees and site visitors. They include:

- Neighborhood markets such as Rosemont and Fresh Approach; the Portland Farmer's Market; and home product suppliers such as Reny's
- Services such as the U.S. Post Office, Walgreen's Pharmacy, Enterprise Car Rental, and the Portland Public Library





- Recreational spaces and gardens such as the Reiche Elementary School playground, basketball court and field; the Reiche Community Center Pool; Congress Square Park; McIntyre Park; Clark Street Community Garden, Harbor View Memorial Park; Deering Oaks Park; Western Cemetery; and Western Promenade Park
- Food and entertainment venues, such as many neighborhood and Congress Street restaurants and cafes, the State Theatre, programming at Congress Square Park and the Portland Museum of Art

These nearby offerings also provide an attractive dual-purpose trip for the project's retail employees and Mercy redevelopment visitors who do end up driving to the site. For example, walking to run errands at neighboring businesses or meeting up with family and friends for after-hours events nearby. In addition, these internally captured trips represent no net new trip generation or parking demand beyond the original trip to the site.





Public Transportation Access

In terms of transit service, the Mercy Hospital Redevelopment is well-located for site residents, employees and visitors:

- Direct Regional Transportation Program (RTP) paratransit service at 73 and 91 Winter Street
- Two blocks from Congress Street METRO stops with access to the primary Peninsula Route 1 and the important off-Peninsula bidirectional Route 9A and 9B. In addition, these two routes are timed to provide service every 15 minutes along the Congress Street corridor from the West End to the East End.
- One block from the METRO Route 8 with service to various Peninsula destinations
- Three blocks to access the South Portland Bus Service Routes 21, 24A and 24B
- 7-minute walk to the METRO Breez with service to Yarmouth, Freeport and Brunswick and the ZOOM Turnpike Express bus to Saco and Biddeford
- 9-minute walk to METRO Route 5 traveling the Outer Congress corridor to the Portland Jetport
- 11-minute walk to METRO Routes 2 and 4 serving the Forest and Brighton Avenue corridors
- 12-minute walk to Monument Square and the METRO Pulse at Elm Street with access to all of the rest of Greater Portland's public transportation options:
 - o METRO Route 7 to Falmouth
 - o METRO Husky Line express bus to Westbrook and Gorham
 - o RTP Lakes Region Explorer with Route 302 service to Westbrook, Windham, Raymond, Casco, Naples and Bridgton
 - o Shuttlebus Intercity bus to the Maine Mall, Scarborough, Old Orchard Beach and Saco

A number of the above stop locations include benches and/or bus shelters. At the METRO Pulse, services include ticket sales, a staffed indoor waiting room, restroom, and outdoor seating. METRO, South Portland Bus and Casco Bay Ferry Lines all provide real-time arrival information for riders, through the Southern Maine Transit Tracker website and smartphone apps such as Google Maps, Transit and Moovit. In addition, the Lakes Region Explorer and Biddeford Saco Old Orchard Beach Transit also provide live-time bus data through the organizations' websites. All local and express buses are equipped with bicycle racks with space for 2-3 bikes. In addition, the ZOOM bus and most METRO buses and offer Wi-Fi access; some provide in-seat USB ports.



In October 2020, METRO, South Portland Bus Service and Biddeford Saco Old Orchard Beach Transit launched the highly desirable DiriGO TouchPass electronic fare system. This enables riders and sites like the Mercy redevelopment to pay only for transit trips taken, versus paying for multi-ride or monthly passes that may or may not be used fully. In addition, the system caps fares so that riders never pay more than a certain amount each day and each month; once they hit the cap, they ride free for the rest of that time period. For COVID-19 purposes, because the TouchPass is available via either a smartphone application or smart card, it is also a contactless and safe way to pay one's fare.



In addition, METRO's Peninsula Loop Reboot project (delayed by COVID-19 but still in process) is likely to provide more frequent and better aligned transit service in the area. This could enable increased ridership of Peninsula residents and employees to and from the Mercy Hospital Redevelopment.



Shared Mobility Access

In terms of shared mobility, the use of transportation network companies (TNCs) such as Uber and Lyft has grown substantially in recent years and Community Housing of Maine has offered tenants a base amount each year to use these services. A TNC trip does not reduce traffic congestion, unless users are carpooling; however, it does reduce parking demand.



With the end of UhaulCarshare service in Portland in February 2020, NewHeight Redfern, LLC and Community Housing of Maine will be exploring other carshare possibilities for the Mercy Hospital Redevelopment. If an option is found feasible, the site's TDM program will offer a discount for resident carshare vehicle use for the first year of residency.

Over the past several years, the City was working on an agreement with JUMP Bikes (by Uber) – recently acquired during COVID-19 by Lime - to set up a dockless electric bikeshare system in Portland. If and when the system is launched, the developer will provide monthly bikeshare memberships for tenants.



B. Mercy Hospital Redevelopment TDM Coordination

NewHeight Redfern and Community Housing of Maine are committed to reducing drive-alone resident, retail employee and visitor automobile trips, improving multi-modal safety, and easing traffic congestion and area parking demand near the Mercy Hospital Redevelopment through its TDM efforts.

Each of these development team entities have a history of in-fill and workforce housing development projects. They have encouraged residents' mobility and financial wellness through initiatives such as offering rent reductions for tenants who are car-free and separating housing leases and sales from parking space rental or purchase, providing bus pass subsidies, constructing on-site bicycle/stroller/handcart rooms and fitness centers, and offering multi-use and small vehicle parking (such as for scooters). Both groups have experience with TDM plan implementation at other locations in Portland. They see this site's TDM program as part of their larger affordable housing, sustainability, quality-of-life, and smart growth missions.

NewHeight Redfern has designated Emily McConnell as the interim TDM Coordinator for 120 and 148 State Street until the development determines the site's property management company. She is charged with coordinating the TDM plan implementation and monitoring and making any needed changes. Her contact information is:

Highly successful TDM programs share three vital characteristics – they are:

1. Dynamic - piloting strategies, assessing impacts, and modifying tactics as needed;
2. Rigorously supported and monitored by local governing bodies, in this case, the City of Portland;
3. Managed by committed and enthusiastic staff who are responsible for overseeing, promoting and sustaining the program.



Emily McConnell, NewHeight Redfern, 217 Commercial Street, Suite 205, Portland, ME 04101, emily@newheightgroup.com, (207) 323-2333.

Community Housing of Maine has designated Brian Kilgallen as the interim TDM Coordinator for 73 and 91 Winter Street. His contact information is: Brian Kilgallen, Community Housing of Maine, One City Center, 4th Floor, Portland, ME 04101, brian@chomhousing.org, (207) 879-0347.

The eventual property managers for both organizations will be the long-term TDM Coordinators. Acknowledging that roles and responsibilities change over time in any position, the two organizations and their future site property managers will use the first year of TDM implementation to enumerate the TDM Coordinators' responsibilities in detail for any other staff to uphold the responsibility of the positions.

Day-to-day operations and monitoring of the TDM plan will be conducted in-house by the TDM Coordinators long-term and the organizations will retain the services of a TDM consultant to review initiatives, problem-solve and develop new strategies if and when necessary.

The Mercy Redevelopment TDM Coordinators are responsible for:

- Ensuring strategic parking management and monitoring parking usage
- Coordinating tenant TDM policies and incentives
- Connecting tenants with nearby transportation resources
- Encouraging greater use of preferred modes – walking, bicycling, carpooling, taking bus or rail transit, and telecommuting-through transportation kiosk and site-wide promotion
- Overseeing/conducting surveying of tenants
- Filing annual reports and updating the plan with the City
- Exploration of additional TDM strategies, as needed

C. Trip Generation & Parking Demand Projections & Targets

NewHeight Redfern, LLC has hired Cushman Transportation Consulting, LLC (CTC) to assist with its transportation demand management process. CTC specializes in TDM efforts locally and connects with TDM research and programs across North America – including aspects of setting and managing TDM targets. This all informs the following trip reduction, parking reduction and multimodal goals.

The development team has also hired Traffic Solutions to produce trip generation and parking demand projections to assess the potential impact of the Mercy Hospital Redevelopment. The firm has utilized recent local parking and traffic study data, as well as the latest data from the Institute for Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) and the ITE *Parking Generation Manual* (5th Edition). The traffic and parking assessments each include distinctions for the multimodal context of the site.

Projections & Targets

The TDM Plan sets the following targets:

- **Trip & parking reduction target:** a 10% reduction in resident and tenant employee vehicle trips and parking demand within 3 years after full occupancy - resulting from TDM program; i.e., 7 weekday morning peak trips, 8 weekday evening peak trips, 8 spaces
- **Multi-modal target:** 65% of resident and tenant employee trips will be via transit, carpooling, by bicycle, on foot or telecommuting within 3 years after full occupancy
- Will reassess targets after the first full year of Mercy Hospital Redevelopment occupancy



A complication for setting ambitious targets for this particular site is the existing high multimodal rate of individuals who currently live in the West End and downtown. That is, when a multimodal rate is already extraordinary, mode change is much more incremental and moderate than if the rate has significant room for growth.

Projected Trip Generation & Parking Demand

As stated earlier, the new uses at the Mercy Hospital Redevelopment will result in an approximately 63% reduction in vehicle trips to and from the site, compared with the trip rate for the existing hospital uses at full capacity.

Also mentioned previously, based on City land use code Section 14-332 (c), the minimum amount of required parking for the site will be determined by the developer's parking assessment and the recommendation of the city transportation engineer. In addition, as referenced in the code:

The planning board may establish a parking requirement that is less than the normally required number of spaces upon a finding of unique conditions that result in a lesser parking demand, such as housing for persons who cannot drive, housing that participates in a travel demand management program, [and] availability of transit...

...[t]he planning board may establish a parking requirement for affordable housing units for rent or sale within an eligible project that is less than one (1) parking space per affordable housing unit, regardless of the size of the structure.

According to the traffic analysis, the Mercy Hospital Redevelopment can be expected to generate 76 vehicle trips in the morning peak hour and 86 vehicle trips during the evening peak hour of a typical weekday.

Per the parking demand projection analysis, the average peak weekday demand for parking at the site is expected to be 83 spaces.

Trip Reduction Target

Given the multimodal accessibility of the site, the high existing rate of alternate transportation use by those living in the area, and the transportation demographics of expected tenants, the Mercy Redevelopment's TDM efforts should enable a further 10% reduction in resident drive alone vehicle trips by the end of 3 years of full site occupancy. That is, 7 weekday morning peak trips and 8 weekday evening peak trips. The TDM Coordinators plans to revisit this reduction target after the first year of 100% occupancy of the site's buildings.

Parking Reduction Target

With the lower vehicle ownership rate of urban dwellers, the strong strategy of unsubsidized parking, and the implementation of TDM incentives, it is anticipated that an achievable parking demand reduction is 10% by the end of 3 years; i.e., 8 spaces. The parking demand target will also be revisited after the Mercy redevelopment is fully occupied for the first year.



Multimodal Target

The Mercy Hospital Redevelopment is setting an initial target of 65% of residents and retail/commercial and clinic employees making multimodal trips to and from the site, by 3 years after full occupancy. This includes transit, carpooling or vanpooling, bicycle, pedestrian and telecommute trips or some combination of these modes.

As mentioned on the previous page, it is a complex target to set because of the current high multimodal rate already existing in the area. The target is also different from the trip and parking reduction ones above, because it includes the diverse commuting habits of the site's residential and employee populations. That is – with the range of potential tenants and tenant occupations (including students and retirees), as well as nontraditional retail and clinic work shifts - a number of these trips are likely to be outside of the morning and evening peak periods. For example, according to census data, when retired from day-to-day work, an individual's vehicle miles traveled decreases overall. NewHeight Redfern and CHOM plan to closely monitor existing trends to attain a reasonable mode-shift goal over time.

It is most useful for the site's TDM efforts to address the specific needs of transit users, carpoolers, bicyclists, walkers and telecommuters and set an overarching multimodal trip target – versus targets for each mode. From other TDM experiments across North America, it is clear that individuals' use of various alternate modes shift over time as different residents come and go and/or their needs change. For example, a tenant who uses transit might move to another location or an employee who walks might switch primarily to bicycling. In another instance, a tenant who was able to drive may lose the ability to do so and switch to using transit or carpooling for errands.





D. Trip and Parking Reduction Strategies

In the table on the following page, NewHeight Redfern and Community Housing of Maine propose a number of best-practice and sensible parking and trip reduction strategies for the site's TDM Plan. These are based on the development team's understanding of the transportation context, likely residents and the usefulness of various TDM efforts. For example, unsubsidized and unbundled parking will produce the strongest results for decreasing single-occupancy vehicle trips to and from the site.

In addition, the team acknowledges the various needs of different multimodal commuters. For instance, tenants who use transit, walk or bicycle are more able to do so if they have on-site, secure storage for larger commuting gear like strollers, bicycle trailers and shopping handcarts. Moreover, even if current drive-alone residents and retail commuters have to pay for parking, likely this will need to be combined with tangible financial incentives like transit pass subsidies or parking cash outs. These are vital to encourage people to experiment with other ways of getting around.

Another critical component for the success of the Mercy Redevelopment TDM Plan is a carefully thought-out marketing plan that engages tenants from when they first move in regarding preferred modes of transportation, and provides easily accessible information and subsidies. As shared by Portland, Oregon's SmartTrips Welcome program, a residential move is a unique and powerful opportunity for mode experimentation and change. This marketing also builds the site's TDM culture and the sense of multimodal travel as the social norm. As the site is developed and under construction, the team will design a promotion strategy to encourage walking, bicycling, telework and teleservices, carpooling and the use of public transit.

...When a person changes residence, everything changes: the way to the store, the way to work, even the steps to the fridge.

This time of change offers a unique opportunity to create new neural pathways or reinforce old ones that haven't been used for a while and make these stronger than habitual pathways.

Andrew Pelsma, SmartTrips Program Specialist, Portland, Oregon

...To us, this represents a significant number of people with an immediate gap in knowledge about their local travel options.

Linda Ginenthal, SmartTrips Program Manager



Finally, the region was recently reexamining the need for an area Transportation Management Association (TMA) to benefit sites like the Mercy redevelopment. TMAs are generally public-private entities that assist sites with TDM implementation, outreach and monitoring; advocate for improved transit and act as brokers for services such as shuttles. NewHeight Redfern and CHOM plan to support the development of a TMA, if found to be feasible, and have the Mercy Hospital Redevelopment participate as a member.

<i>Unless noted in the 3rd column, the TDM strategy will be used by both NewHeight Redfern and CHOM.</i>		
Infrastructure		
Remote Parking/Reduced Parking/Shared Parking/Fee in Lieu of Parking	<i>Shared-use parking:</i> On-site parking will be shared and serve a dual use for overnight parking for residents and daytime deliveries and parking for Mercy and retail employees, as leased. Tandem parking actively managed by site TDM Coordinator. Residential overnight parking works well with day-use visitor/employee parking locations such as these.	
	<i>Reduced parking:</i> Mercy Redevelopment is limiting parking supply by providing fewer spaces than required by the City's zoning ordinance.	
Affordable Housing	Far beyond the current City standard for workforce housing, 36% of the Mercy Hospital Redevelopment's dwelling units will be considered affordable housing, with total household income not exceeding 60% percent of Area Median Income (AMI). Affordable housing units at a lower rate of AMI generate fewer vehicle trips and less parking demand than higher AMI or market-rate housing units.	CHOM
Pedestrian & Bicycle Access	<i>Sidewalks:</i> reconstruction of street sidewalk segments abutting development on Winter and Spring Streets	
	<i>ADA-accessible pedestrian amenities:</i> barrier-free ramp improvements	
	<i>Crosswalks:</i> striping improvements for crosswalks at Winter and Spring Streets	
	<i>Lighting:</i> street and building lighting improvements to improve sidewalk illumination	
	<i>Outdoor, within-site bicycle parking:</i> 16 spaces using custom bike racks	
	<i>Indoor, secure bicycle/stroller/handcart parking at 120 State and 73 and 91 Winter:</i> for bicycles, electric bikes, cargo bikes or trailers, handcarts and strollers	
	<i>Electric bicycle charging:</i> To provide charging station/outlets for resident electric bikes in storage room	
	<i>Bicycle repair station:</i> To provide bike repair stand in storage room	
	<i>Showers & lockers:</i> To provide 1 shower and clothing lockers within clinic space	



Shared Mobility	<i>Flexible passenger loading curb space</i> for resident and visitor pick-up, drop-off and carpooling at the mountable curb between 73 and 91 Winter Street (designated for emergency vehicle site access)	
	<i>Carseat storage space:</i> To facilitate child carseat storage, for those commuting by carpool, there will be an open storage space for carseats in the indoor, secure bicycle parking room.	
	<i>Carshare possibilities:</i> With the end of UhaulCarshare service in Portland in February 2020, site owner will explore other carshare possibilities for Mercy Redevelopment.	
	<i>Handcarts:</i> for all initial tenant leases, provide one collapsible shopping/utility cart. Alternately, provide provide one collapsible shopping/utility cart with property management branding for every 15 dwelling units, available for checkout on hourly basis (e.g., pen and paper sign up system, online, etc.)	120 State
Electric Vehicle Charging Station	Will provide 4 electric car charging stations	
On-Site Amenities	<i>Co-working/community space:</i> work area and meeting space for tenants' use to encourage community-building and telecommuting	
	<i>Broadband access:</i> hardwired infrastructure for broadband and WiFi	
	<i>Gym:</i> Provide on-site gym to reduce vehicle trips and improve resident physical fitness for active transportation	120 State
	<i>Health Clinic:</i> general health services available to the public	
Delivery Supportive Amenities	To facilitate delivery services by providing temporary storage for packages and other deliveries	
Incentives		
Transit Subsidies	<i>Transit passes:</i> Transit subsidy for residents and Mercy employees to use transit	
	<i>Transit pass reduced payments, fare capping and processing:</i> Explore new Dirigo TouchPass system to simplify management of transit subsidy for individual resident trips (launched in October 2020 by METRO, City of South Portland Bus Service and Biddeford Saco Old Orchard Beach Transit)	
Shared Mobility Subsidies	<i>Transportation Network Companies:</i> \$100 annual tenant incentive for use of Uber or Lyft	CHOM
	<i>Carshare:</i> Discount for resident vehicle use of any on-site or near-site carshare available, for first year of residency	
	<i>Bikeshare:</i> Monthly bikeshare memberships for residents when/if bikeshare starts in Portland	



Information		
Education for Travel Choice	<i>Webpage:</i> To maintain active web page on property management website for residents. Page to include same information as orientation packet below. Mercy could offer link to this page.	
	<i>TDM orientation packets:</i> New residents and clinic/retail/commercial employees will be provided with orientation packets regarding the site's TDM program and access to site by various travel modes. Includes: (1) Map of area, showing major streets, nearby landmarks, walk/bike times, closest bus stops and walk times, recommended walk/bike routes, etc. (2) Transit service frequency, fares, first and last runs, and schedules if possible, phone numbers and web addresses for transit service providers and taxi companies. (3) How to reach the site from major transportation terminals (bus and train stations, airport, ferry terminal, etc.) (4) Access arrangements for people with disabilities; (5) Availability of bicycle facilities, including secure bike parking; (6) Encouraging residents to become members of GO MAINE and access rewards system, carpool matching and Emergency Ride Home Benefit; (7) automobile parking availability and price; (8) Any future carshare or bikeshare info; (9) Info regarding building TDM program and contacting the TDM Coordinator.	
	<i>New Resident & Employee TDM Engagement & Acknowledgement:</i> TDM Coordinator will engage with each new resident to share about the TDM program as part of the building's sustainability initiatives. All new tenants and clinic employees will be provided with the site's TDM program overview goals. They will be asked to sign an acknowledgement of the goals of the project and a commitment to participate in the annual resident and employee commute surveys.	
	<i>Ongoing TDM program education:</i> 1 or more times per year, TDM Coordinator will email all residents (new and existing, including subletters) and clinic employees the same information as is in the TDM orientation packets.	
	<i>Transportation fairs/tabling:</i> Explore hosting morning or late afternoon tabling event in lobby 2-3 times per year, to engage residents in conversation about their transportation choices as they head out or come home. Consider offering light refreshments.	
	<i>Experiment with walking tour of multi-modal options:</i> Offer a hands-on walking tour of all the transportation options near the property. For example, a visit to the METRO Pulse on Elm Street, including how to ride the bus and practice putting a bicycle on the bus.	
	<i>Experiment with offering on-site bicycle safety class:</i> As residents show interest, host a bicycle safety/information class or bicycle repair event	
	<i>TDM surveying:</i> Required resident, employee and visitor transportation surveys and reporting to City will also serve as education tool	
Promotion of Alternate Modes	<i>Co-promotion with City and downtown agencies:</i> Work with Portland Downtown and City of Portland's Drive Less, Do More marketing campaign to promote alternatives with residents	





E. Plan for Monitoring, Data Collection and Reporting

Recognizing that the implementation of a TDM Plan is a dynamic process, the Mercy Hospital Redevelopment TDM Coordinators will work with the City to monitor the effectiveness of the site's TDM Plan components - and to assess whether the site is achieving the trip and parking reduction and multimodal targets listed above. NewHeight Redfern and Community Housing of Maine will work with tenants to evaluate on-site parking use and incentives for preferred modes and make improvements. Another important piece will be to determine the flexibility of tenants, employees and site visitors to utilize various travel modes.

Tenant Surveys

The TDM Coordinator will conduct annual tenant surveys that provide quantitative data (e.g., trip, parking and mode split) and qualitative data (e.g., perception of alternate transportation, area parking and the site's TDM programming). The site will carry out these surveys once annually for the first three years of full occupancy and then every two years thereafter, with at least 50% tenant participation.

The survey will be developed in consultation with the city's TDM manager and conform to overall city TDM modeling and planning. Survey questions will include:

- Number of people in household
- Resident mode of travel to and from work and/or for other trips away from the site – plus frequency of use of those modes
- Retail employee mode of travel to work
- If parking personal vehicle(s), where parked
- Whether the resident or employee drives during morning or afternoon peak periods



- Use of/participation in:
 - o On-site bicycle parking/stroller/hand cart storage
 - o Any use of site TDM incentives (such as transit passes) or other benefits or programming
 - o GO MAINE membership and program participation
 - o Any use of off-site future carshare and/or Portland bikeshare
- TDM marketing effectiveness
- Preferences, barriers or concerns with modes of travel and likelihood of changing travel behavior given specific incentives or disincentives
- Rating knowledge of walking, bicycling and using the bus in the community
- Space to add suggestions and comments

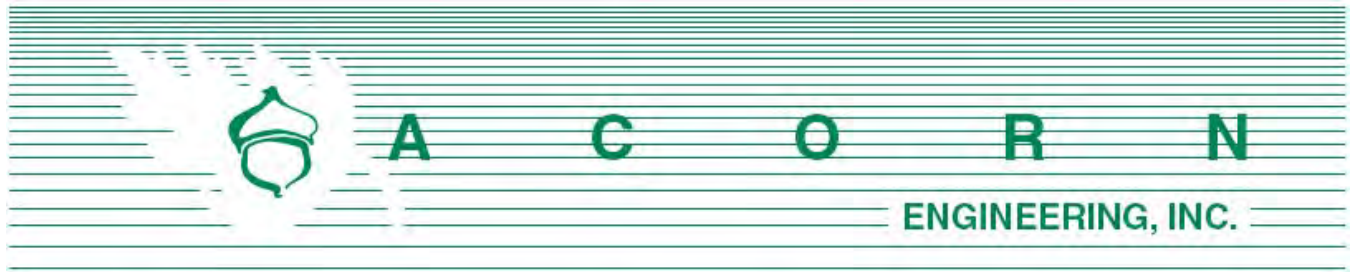
Note: the use of these survey tools will also assist the Mercy redevelopment with its TDM education efforts. That is, the questions themselves help people think differently about their transportation behavior. The surveys will also provide a reminder of the TDM online/on-site information center and the TDM Coordinators for more information about options.

Annual Report

The TDM Coordinators will then produce an annual TDM Report to meet the City's monitoring requirements. The report will include:

- a. the above survey data and percent of units occupied;
- b. how the data directly relates to the plan's reduction targets;
- c. details of that year's TDM operations – including management, strategies, marketing, number of contact points with residents, and any new infrastructure development;
- d. lessons learned and any changes in the TDM plan during the year;
- e. plans for the following year.





Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

March 19, 2021

Subject: 144 State Street Neighborhood Meeting

I, Peter Heil, hereby certify that a neighborhood meeting was held on March 11, 2021 remote via Zoom at 5:30 pm.

I also certify that on February 25th, 2021 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.
2. Residents on the “interested parties” list.

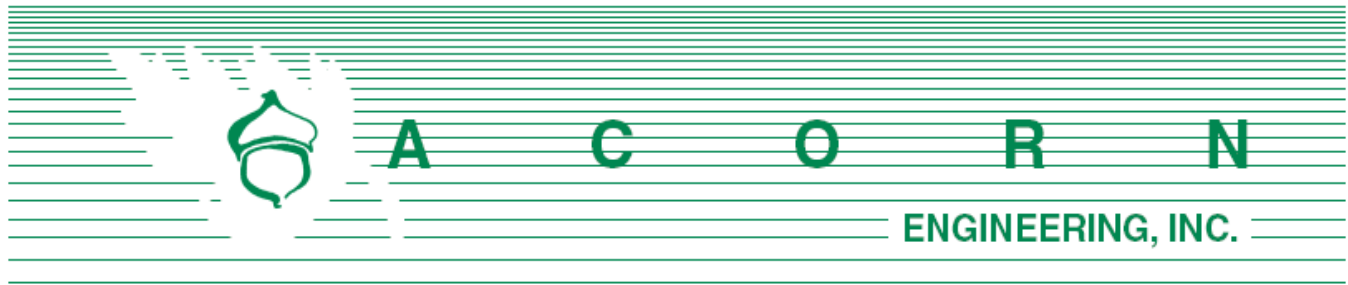
Sincerely,

A handwritten signature in blue ink, appearing to read 'Peter Heil', is positioned above the printed name.

Peter Heil, P.E.
Project Manager
Acorn Engineering, Inc.

Included with this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes



February 25th, 2021

Dear Neighbor:

On behalf of Community Housing of Maine and Portland Housing Development Corp., we are pleased to invite you to a virtual neighborhood meeting to discuss a proposed Level III Site Plan/Subdivision Application related to the property located at 144 State Street (Chart 45, Block C, Lot 7). The project proposes to redevelop the existing lot to provide two (2) affordable housing buildings along Winter Street, for a total of 93 units. This proposal is separate from the recent Mercy hospital redevelopment project located on the same parcel. The exiting parcel will be subdivided into three lots, including 2 lots along Winter Street for the new affordable housing buildings.

Meeting Location:

This meeting will **be held remotely via Zoom** according to state and local requirements around social distancing and will be available for public viewing and participation. **Please email admin@acorn-engineering.com to request a link or phone number to join the meeting.** You may also call the office line (listed below) to request this information.

Meeting Date/Time: Thursday, March 11, 2021 at 5:30 p.m.

The City code requires that property owners within 500 feet of the proposed development and residents on an “interested parties list” be invited to participate in a neighborhood meeting. Both the sign-in sheet and recorded meeting minutes will be submitted to the Planning Board. If you have any questions, please do not hesitate to call the office at (207) 775-2655. We look forward to seeing you at the meeting.

Sincerely,

William H. Savage, P.E. - Acorn Engineering, Inc.

Sign In Sheet

3/11/2021

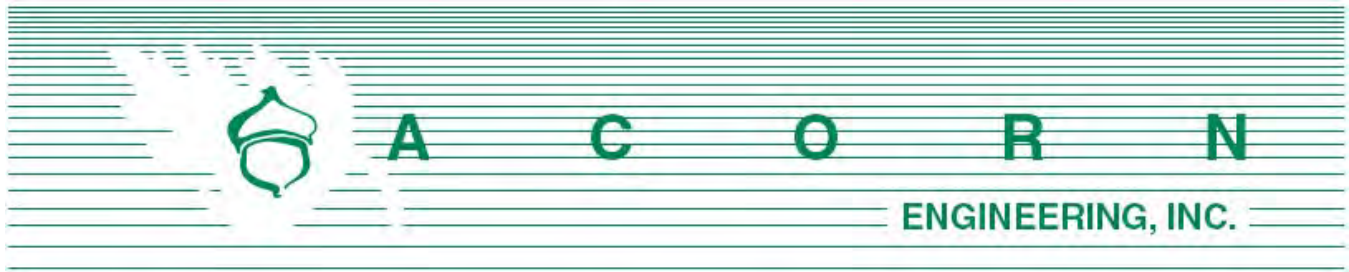
144 State Street Portland, ME 04101

Members of the Public in Attendance:

NAME	E-MAIL
1. Amy Grommes Pulaski	Amygrommes@gmail.com
2. Ian Jacob	lancasperjacob@gmail.com
3. Jennifer Defilipp	Jend@townendre.com
4. Suzanne Hunt	Shuntdoherty@gwi.net
5. Rose Marasco	Info@rosemarasco.com
6. Robert MacIntosh	Bob22mac@gmail.com
7. Elizabeth Parsons	Ecparsons33@hotmail.com
8. Charles Morris	Kittyandcharles@gmail.com
9. Kitty Gilbert	Kittyandcharles@gmail.com
10. Robert O'Brien	Rjobrien@mail.com
11. Michelle Dunham	Mdunham@hallkeen.com
12. Demetra Giatas	Demetrapiatas@yahoo.com
13. Kent Avery	Kentcavery@yahoo.com
14. Michael Pulaski	Michael.pulaski@gmail.com

Developer and Consultant Team in Attendance:

NAME	E-MAIL
1. Will Savage	wsavage@acorn-engineering.com
2. Peter Heil	pheil@acorn-engineering.com
3. Ryan Senatore	ryan@senatorearchitecture.com
4. Nick Aceto	na@acetola.com
5. Bree Lacasse	Bree@chomhousing.org
6. Brian Kilgallen	Brian@chomhousing.org
7. Jay Waterman	Jwaterman@porthouse.org
8. Maggie Stanley	Mstanley@cwsarch.com
9. Ben Walter	Bwalter@cwsarch.com



**144 State Street
Level III Site Plan Submission**

Neighborhood Meeting Minutes

March 11, 2021 / 5:30 pm

Remote meeting via Zoom

Project Team Attendees:

Will Savage (WS): Civil Engineer/Presenter (Acorn Engineering)

Peter Heil (PH): Civil Engineer/Presenter (Acorn Engineering)

Ryan Senatore (RS): Architect/Presenter (RSA)

Maggie Stanley (MS): Architect/Presenter (CWS)

Ben Walter (BW) Architect (CWS)

Nick Aceto (NA): Landscape Architect/Presenter (ALA)

Bree LaCasse (BL): Applicant/Presenter (Community Housing of Maine)

Brian Kilgallen (BK): Applicant/Presenter (Community Housing of Maine)

Jay Waterman (JW): Applicant/Presenter (Portland Housing Development Corp.)

Meeting started at approximately 5:30 pm.

Presentation:

Peter Heil:

- Project Manager
- Overview of meeting, housekeeping and Agenda
 - o This meeting is part of the planning board approval process, a sign in sheet is available for everyone which will become public record along with the meeting minutes.
- We will open to public comment at the end of the meeting.

Bree LaCasse:

- Introduction of Community Housing of Maine
- Introduction of project and project team
- This is the official neighborhood meeting that is required by the site plan application.
- We are using the same civil and landscapeteam from the larger Mercy redevelopment as part of this project. We believe this cohesiveness will result in a well-rounded design.

Jay Waterman:

- Intro of Portland Housing Development Corp.
 - o Partners with Community Housing of Maine on this project
- Has property in the project vicinity.
- Looking forward to the future and believes this project will be a great addition to the neighborhood.

Peter Heil:

- Professional Engineer and Project Manager
- Please enter contact information into chat box to act as a sign in sheet as required by the site plan application.
- Overview of site in relation to neighborhood
- Overview of CHOM / PHDC parcels & site development programming
 - o Family Building – 41 units
 - o Senior Building – 52 units
 - o Total of 93 units for affordable housing units
- Overview of zoning.
 - o Property was recently approved to rezone the parcel to the B3 Downtown Business Zoning District with height limitations along Winter Street.
- Portions of the existing Mercy building will be removed to make way for a shared woonerf.
- The site will handle stormwater runoff and provide water quality treatment prior to connecting to the municipal system.
 - o Modular Wetland System
- Parking overview – the proposal provides 70 parking spaces on site and 6 new parking spaces along Spring Street.
- As part of the B3 zoning there is a 35' height limitation along Winter Street but allows for height increase with affordable housing incentives. The project is proposing each building to be around 45' in height. The projects architects are also working through the City's Historic Preservation approval process.

Ryan Senatore:

- Project architect
- Overview of building uses: Family Building



- o Residential floor plans
- o Community Room
- o Bike Room
- o Utility Room
- Entry & Façade
 - o Materials description
 - o Main entry
 - o Porches
- Massing and material to help integrate this building into the neighborhood.
- Overview of elevations

Maggie Stanley:

- Overview of floor plans: Senior Apartments
- Overview of elevations
- Overview of Massing, Scale and Landscaping

Nick Aceto:

- Landscape architect
- Utilize site and landscape design to stitch these projects together using consistency.
- Overall approach to design
 - o Woonerf
 - o Emergency access
 - o Pedestrian scale courtyard
- Outline of different spaces within site
- Prospective views of site showing landscaped areas.
 - o Street trees
 - o Steel tree grate
 - o Hardscape elements
 - Stone blocks / Informal seating
- Plantings and textures
- Overview of planting material
- Overview of Woonerf

Peter Heil:

- Conclusion – Thank you for coming.
- Next step is a planning board workshop.
 - o Keep an eye out for the city agenda – all are welcome to join us at the planning board workshop.
- The floor is now open for public comment. We are excited to discuss this project with everyone.



Comments, Questions & Answers:

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the actual questions, answers, and discussion that took place at the meeting.

Charles Morris: The height generally is one of my concerns. Is there a commercial space as part of this project?

- **Brian Kilgallen:** There is no commercial space in the two CHOM/PHA projects. There is a 5' setback from the sidewalk. We will have to go through historic review.
- **Mat Morris** – Will the area between the senior building and the family building be a drive aisle?
- **Brian Kilgallen:** This area is more emergency access only. Not for normal traffic.

Robert Macintosh: Where can I read more about the stormwater collection system?

- **Peter Heil:** Information is available through the planning board. The system is a subsurface water quality system, and it will be collecting all the subsurface water from the woonerf to provide treatment and handle flooding control for a 25-year storm event.

Liz: Are there fewer street trees because of the underground utilities?

- **Peter Heil:** We are anticipating 12 street trees to replace the 3 existing street trees. The landscaping does need to be designed around utilities and required separation needed to not conflict.
- **Nick Aceto:** we have had to pull out a couple trees to allow for utilities. We have more than the average amount of street trees as part of this project.

Amy Pulaski: I thought there is a 35-height maximum not a 45' maximum.

- **Peter Heil:** With affordable housing an additional 25' is allowed.
- **Amy Pulaski:** Will the underground electric serve both sides of the street?
- **Peter Heil:** The underground electric will only serve the project side of the street.
- **Amy Pulaski:** One thing we talked about is units having direct access to Winter Street. What is the timeline on this project? How many parking spaces?
- **Bree Lacasse:** There is direct access to the street from the units along winter street. The fences have doors which will allow direct access to the street for the units that have porches. We hope to start construction in June 2022. We will be leasing parking from Redfern for up to 20 spaces.

Jennifer Defilipp: There is a blank wall on the Senior Center, why is there no windows? What building standard is passive housing? Will we improve Winter Street?

- **Maggie Stanley:** We do have the opportunity to add windows on that side.
- **Brain Kilgallen:** They will adopt 2021 passive house standards. It is a super tight envelope of buildings. Then it is heated in a manner without fossil fuels.



Ian Jacob: Where are the AC units located? Have you looked into screening those?

- **Ryan Senatore:** We centered them on the corridor of the building, I don't think they will be visible from the street.
- **Ian Jacob:** I think we should look at the long views specifically and add screening if necessary. Looking at the ground floor windows, usually it is higher than what is shown.
- **Ryan Senatore:** Due to the sloping grades along Winter and Spring Street.
- **Ian Jacob:** For the senior building, same question on the AC unit locations
- **Maggie Stanley:** Similar to the family building, they will be located centered on the corridor of the building.
- **Ian Jacob:** Questions the various architectural elements, including windows, locations of vertical and horizontal massing.
- **Maggie Stanley:** Used to break up the massing of the building and incorporate different architectural features into the building.
- **Ian Jacob:** I would still push back on this need to break up this massing.
- **Brian Kilgallen:** you bring up some great points and we will look into this.

Demetra Giatas: – Will there be onsite management and security? Is there a plan on how to handle rodents during construction?

- **Bree Lacasse:** Yes, there will be onsite management.
- **Jay Waterman:** We don't typically put security in our operation budget, it's more of an as needed basis. We have a site manager, resident service coordinator, and maintenance staff and with the open layout we hope that any issues would be resolved before we had to hire security.
- **Brian Kilgallen:** The existing site isn't a vacant building, so we hope this is not much of a problem. We'll keep issue in mind.

Michelle: What is the average square foot of the units for the Senior building?

- **Brian Kilgallen / Maggie Stanley:** there is 52 units proposed all one bedroom. 540 SF is the average.

Comment: How wide are the sidewalks?

- **Bree Lacasse:** The sidewalks are 8' wide.

Charles: I think we should talk about street lighting; Winter Street is a very dark street. With a proposed 45' structure the street will only darken.

- **Ryan Senatore:** Lighting on the street is something we have not talked about yet but we will defiantly start to look into it.

Bree Lacasse: Thank you all for coming. Brian and I will be putting our cell phone number in the chat. Reach out with any questions or concerns. We invite you to participate in the PB workshop. Thanks!

Meeting concluded at approximately 7:15 pm.



The abovementioned material was as interpreted and recorded from handwritten notes. Please note and relay any discrepancies or disputed information in the recorded minutes to the below address so that they can be reviewed, revised, and resubmitted, as necessary.

Recorded by,

A handwritten signature in blue ink, appearing to read 'P. Heil'.

Peter F. Heil, PE
Project Manager
Acorn Engineering, Inc.
pheil@acorn-engineering.com



From: **George Rheault** <george.rheault@gmail.com>

Date: Tue, Feb 23, 2021 at 9:49 AM

Subject: Public Comment 52 Hanover Street - Planning Equity - Mercy Hospital versus Tom Watson's Bayside Project

To: <planningboard@portlandmaine.gov>, Christine Grimando <cdg@portlandmaine.gov>, Kevin Kraft <kkraft@portlandmaine.gov>, James Rather <jrather@portlandmaine.gov>, James Dealaman <jdealaman@portlandmaine.gov>, jmy <jmy@portlandmaine.gov>, Caitlin Cameron <ccameron@portlandmaine.gov>
Cc: Kate Snyder <ksnyder@portlandmaine.gov>, April Fournier <afournier@portlandmaine.gov>, Nicholas Mavodones <nmm@portlandmaine.gov>, Pious Ali <pali@portlandmaine.gov>, Mark Dion <mdion@portlandmaine.gov>, Andrew Zarro <Azarro@portlandmaine.gov>, Tae Chong <tchong@portlandmaine.gov>, Spencer Thibodeau <sthibodeau@portlandmaine.gov>, Councilor Belinda Ray <bsr@portlandmaine.gov>

The City of Portland has a lot to answer for with respect to the radically different approaches it has taken in recent large-scale land-use matters.

I wish to submit the attached 2018 article for the Planning Board's review and absorption.

The article makes clear that when Jon Jennings's planning minions want to engage "early and often" with a neighborhood on a big project, they know how to do it.

The massive outstanding question is why NONE of this same approach was applied to the West Bayside neighborhood with respect to Tom Watson's proposed superblock apartment building planned for 52 Hanover Street. Mayor Snyder and Councilor Ray certainly know the answer to that question, but they do not plan to divulge any answers any time soon - absent public pressure.

This stark contrast is even more powerful with the spot zoning indulgences getting handed out for the Mercy Hospital site at last evening's City Council meeting.

Sadly we heard not a single peep from the "social justice" wing of the Council last evening about the equity shortcomings of the Mercy Hospital project (one block from a soon-to-be renovated elementary school in a high-opportunity area yet largely devoid of family housing opportunities).

Chilled into cowardly silence by the affluent elite consensus surrounding the sad NIMBY and developer compromises that are allowing the Mercy Hospital redevelopment to proceed, Ali, Fournier, Chong and Zarro showed their true commitment last evening to fair housing and the empty slogans of the "Equitable" bubble that remains inexplicably at the very top of our otherwise deeply reactionary Comprehensive Plan's "vision statement."

NB: It is also worth mentioning that Zarro spent another part of last evening tripping over himself to rationalize why he will soon restrict land-use further in Portland to protect affluent property-owners on Munjoy Hill, but was too shy and cowardly to ask why more was not being done to ensure equity on the Mercy Hospital parcels or why the intensive years-long "neighborhood outreach" there does not apply uniformly to all city land-use matters like the Riverton Homeless Services Shelter or the sale and redevelopment of the Bayside public works parcels.



Jennifer Munson <jmy@portlandmaine.gov>

Fwd: Parking and Trees Mercy Hospital redevelopment plan ref: CHOM plan for Winter Street

jmy <jmy@portlandmaine.gov>

Thu, Feb 25, 2021 at 11:19 AM

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

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

From: Ginger Raspiller <mainelyearth@aol.com>

Date: Tuesday, February 23, 2021 at 8:38:15 AM UTC-5

Subject: Parking and Trees Mercy Hospital redevelopment plan ref: CHOM plan for Winter Street

To: planningboard@portlandmaine.gov <planningboard@portlandmaine.gov>, afournier@portlandmaine.gov <afournier@portlandmaine.gov>, azarro@portlandmaine.gov <azarro@portlandmaine.gov>, bsr@portlandmaine.gov <bsr@portlandmaine.gov>, council@portlandmaine.gov <council@portlandmaine.gov>, jpj@portlandmaine.gov <jpj@portlandmaine.gov>, ksnyder@portlandmaine.gov <ksnyder@portlandmaine.gov>, mdion@portlandmaine.gov <mdion@portlandmaine.gov>, nmm@portlandmaine.gov <nmm@portlandmaine.gov>, pali@portlandmaine.gov <pali@portlandmaine.gov>, sthiebodeau@portlandmaine.gov <sthiebodeau@portlandmaine.gov>, tchong@portlandmaine.gov <tchong@portlandmaine.gov>

Cc: info@acorn-engineering.com <info@acorn-engineering.com>

All

CHOM has submitted their plan for 2 units of housing along Winter Street. I am happy to see more affordable housing in Portland. I continue to be concerned about the lack of parking for this project. Working folks in the affordable housing may need a car to get to and from work. This project will not give them the option for parking.

My second concern about the project is the lack of mature trees along the perimeter sidewalks. Portland is allowing developers to "build to the sidewalk" all over Portland. Commercial Street is now a brick wall that stretches for blocks without any trees. The West End is a residential neighborhood and should have tree-lined streets. What about climate change? What about shading units so they don't require as much cooling in the summer? Our condo is shaded by a large, mature tree which significantly reduces our summer cooling needs. Why not provide a strip of grass and some trees for the families that are going to live in these units and the pedestrians like me who will walk these streets?

Something more like this - just one block away on Winter Street:



I am including Acorn Engineering. I see in his profile that Mr. Savage enjoys the outdoors - perhaps he/we could try to keep a little more of the natural beauty of Maine - especially trees - in this project.

Ginger Raspiller

150 Spring Street #5

(20 year resident, avid walker and though 2 workers in the family, we only own one car and walk to as many destinations as possible)

NEWHEIGHT REDFERN, LLC
PORTLAND, MAINE 04101

DEVELOPERS:



PORTLAND HOUSING
DEVELOPMENT CORPORATION



ACORN
ENGINEERING, INC.

ACORN ENGINEERING, INC.
65 HANOVER STREET
PORTLAND, MAINE 04101
CONTACT: WILL SAVAGE, P.E.
(207) 775-2655

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS

SUMMIT
GEOENGINEERING SERVICES

ALA

BENNETT ENGINEERING, INC.
7 BENNETT ROAD
FREEPORT, MAINE 04032
CONTACT: WILL BENNETT, P.E.
(207) 865-9475

**BENNETT
ENGINEERING**
MECHANICAL • ELECTRICAL

CENTRAL MAINE
POWER

Consolidated
communications

Spectrum

REFER TO THE
EXISTING
CONDITIONS PLAN
FOR ADDITIONAL
INFORMATION































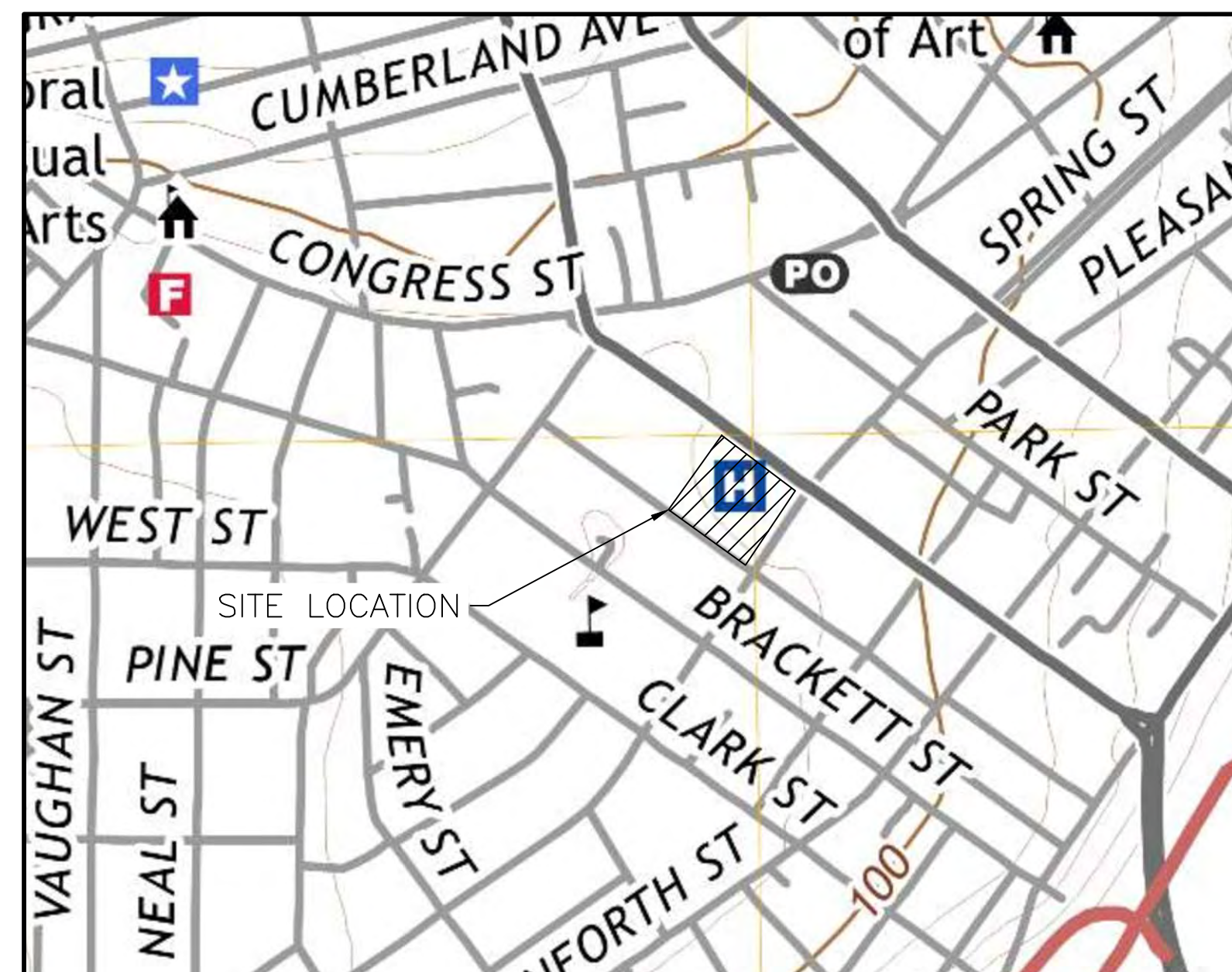


Figure 1 is a schematic diagram of the experimental setup. It shows a central horizontal tube with several sections labeled from left to right: UE, W, G, SD, and S. The tube is surrounded by a cooling jacket, which is labeled with 1.31 and 1.30. A temperature sensor, labeled QHE/T/°C, is positioned at the bottom right. A hatched rectangular box is also shown at the bottom right.

_____ UGE _____
 _____ 1°W _____ 1°W _____
 _____ 131 _____
 _____ 130 _____
 _____ > _____ > _____
 _____ S _____ S _____

 _____ - - - - - _____

CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233



PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE
CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DIP	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
GAL.	GALVANIZED
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROPOSED	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC
VIF	VERIFY IN FIELD

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
	DATE
SITE PLAN APP.	PFH 9/10/20
CITY REVIEW	PFH 11/10/20
HOME CITY REVIEW	PFH 12/4/20
COMMENT RESPONSE	PFH 3/17/21

COVER SHEET & LEGEND

MERCY HOSPITAL REDEVELOPMENT

217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101



A C O R
ENGINEERING, INC.

FILE:	1140_CIVIL
FILE:	1140
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	KRB
CHECKED BY:	WHS

DRAWING NO.

C-01

- THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE (IF APPLICABLE), ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
- ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.
- THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, EXCAVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN .DWG FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD CAPABILITY IS NOT AVAILABLE, EXCLUDE FROM BID IN WRITING.
- THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
- EXISTING CONDITIONS, BOUNDARY SURVEY, AND TOPOGRAPHY FROM THE PLAN TITLED BOUNDARY & TOPOGRAPHIC SURVEY BY OWEN HASKELL, INC FOR NEWHEIGHT REDFERN, LLC, DATED 8/4/2020.
- SUBSURFACE DATA HAVE BEEN OBTAINED BY **CES, INC.** AND SHALL BE INCLUDED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL ALSO REVIEW THE REPORT PRIOR TO SUBMITTING A BID.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THOUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
- CONSTRUCTION MANAGEMENT PLAN NARRATIVE PREPARED BY ACORN ENGINEERING, INC. SHALL BE REFERRED TO FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
- NO HOLES, TRENCHES, OR STRUCTURES SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT IN ANY AREA ACCESSIBLE TO THE PUBLIC OR WITHIN THE PUBLIC RIGHT-OF-WAY.
- THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. THIS SHALL BE COMPLETED AT A MINIMUM FOR STRUCTURES IMMEDIATELY ABUTTING THE SITE. A COPY OF THE SURVEY SHOULD BE PROVIDED TO THE OWNER. DOCUMENT WITH PICTURES AT A MINIMUM.
- THE CONTRACTOR SHALL PROVIDE A GPS MODEL OF THE PROPERTY TO PROVIDE TO ACORN ENGINEERING.
- THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH THE ENGINEER, ACORN ENGINEERING INC. (ACORN), IF ANY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY. REMOVAL OF WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE END OF THE WARRANTY PERIOD. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

CIVIL SITE NOTES:

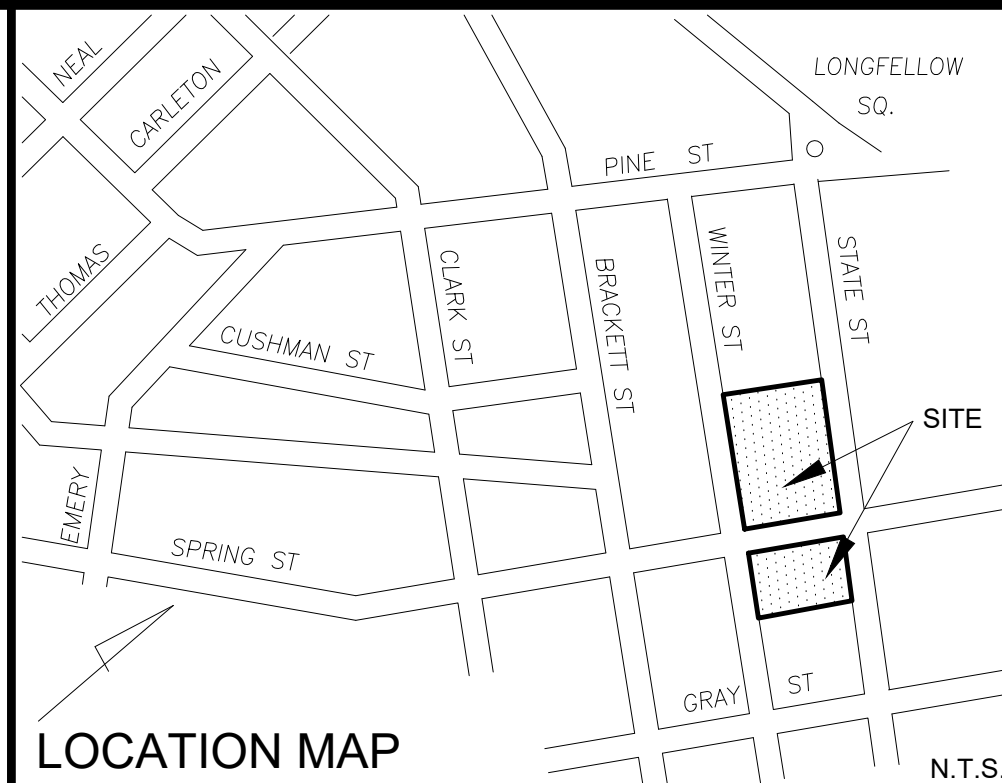
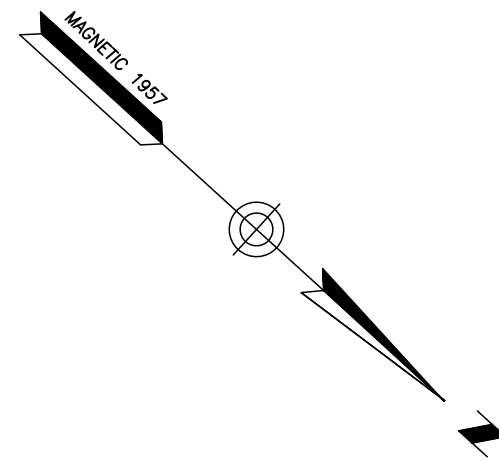
- THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.
- ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.
- CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY ACORN OF ANY DISCREPANCIES PRIOR TO PROCEEDING.
- DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
- ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
- ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.
- UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.
- THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.
- DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED. PRIOR TO BACKFILL, PROVIDE CURING OF CONCRETE FOR 28 DAYS OR AS DIRECTED BY MATERIALS TESTING ENGINEER.
- TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE, IF APPLICABLE.
- ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
- ACORN BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND SITE OBSERVATION VISITS DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.
- EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650--.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
- ALL TRENCH PAVEMENT REPAIR SHALL BE COMPLETED WITH THE USE OF A STREET PAYER WITH A SCREED WIDTH CAPABLE OF SPANNING THE FULL WIDTH OF THE TRENCH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

1. ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.
2. ALL SITE DRAINAGE-RELATED WORK SHALL BE REVIEWED BY ACORN ENGINEERING.
3. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT, NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.

1. DISTURBED AREAS ARE DEFINED AS THOSE SURFACES WHERE EXISTING VEGETATION OR STRUCTURES HAVE BEEN REMOVED, EXPOSING NATIVE SOIL TO THE ELEMENTS.
2. ALL ROUTINE WORK ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
3. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
6. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND

4. CONTRACTOR TO REFER TO PHASE 1 ENVIRONMENTAL SITE ASSESSMENT BY CES, INC.

C-02



LEGEND	
●	IRON PIPE OR ROD FOUND
●	MONUMENT FOUND
○	GAS VALVE
○	UTILITY POLE
○	MANHOLE
⊗	EM/GM ELECTRIC/GAS METER
⊗	SIGN
⊗	CATCH BASIN
⊗	HYDRANT
⊗	WATER VALVE OR SHUTOFF
⊗	LIGHT POLE
⊗	DECIDUOUS TREE
⊗	CONIFEROUS TREE
—	GUARDRAIL
—	FENCE
—	CURB
—	OHW
—	UNDERGROUND POWER
—	WATER LINE
—	GAS LINE
—	TELEPHONE
—	STORM DRAIN
—	SANITARY SEWER
—	1' CONTOUR
—	IRON PIPE OR ROD FOUND
—	N/F
—	DEED BOOK / PAGE
—	LANDSCAPED AREA
—	CONC.
—	CONCRETE

- PLAN REFERENCES**
- "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR MERCY HOSPITAL DATED 3 FEB. 1982 REVISED THROUGH 15 MARCH 1982" BY H.I. & E.C. JORDAN, SURVEYORS.
 - "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR MERCY HOSPITAL DATED JUNE 17, 1981 REVISED OCT. 2, 1981" BY H.I. & E.C. JORDAN, SURVEYORS.
 - "STANDARD BOUNDARY & TOPOGRAPHIC SURVEY ON STATE STREET, PORTLAND, MAINE MADE FOR MERCY HOSPITAL DATED NOVEMBER 30, 1999 REV. 2 OCT. 04, 2012" BY OWEN HASKELL, INC.
 - "ALTA/ACSM LAND TITLE SURVEY, 102, 120 (AKA 144) & 148 STATE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR MERCY HOSPITAL AND EASTERN MAINE HEALTHCARE SYSTEMS" FEBRUARY 27, 2013 LAST REVISION DATE: SEPT. 20, 2013 BY OWEN HASKELL, INC.

- GENERAL NOTES**
- PREMISES IS SHOWN AS TM 45-C-6 & 7 AND TM 45-D-1 ON THE CITY OF PORTLAND ASSESSORS MAPS.
 - BEARINGS ARE BASED ON MAGNETIC 1957. COORDINATES ARE BASED ON CITY DATUM UTILIZING THE MONUMENTS SHOWN.
 - THE LOCATIONS OF ALL UTILITIES SHOWN ON THE SURVEY ARE FROM VISIBLE SURFACE EVIDENCE ONLY.
 - ELEVATIONS ARE BASED ON CITY DATUM AS PER MONUMENT T104-45-11 AT CORNER OF CLARK AND SPRING STREETS, ELEVATION = 127.91 FEET.

OWNER OF RECORD
NEWHEIGHT REDFERM LLC
CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 36459, PAGE 218

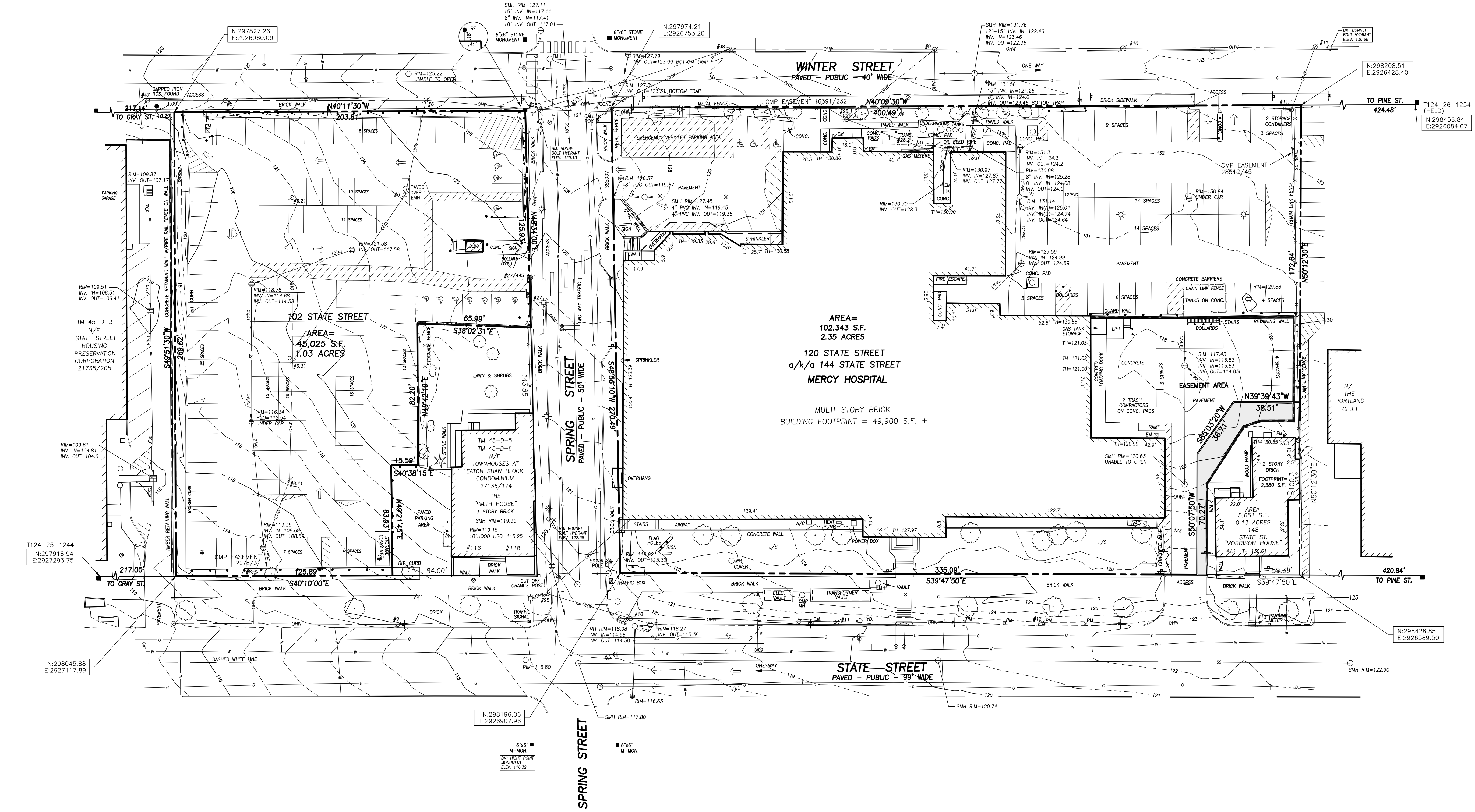
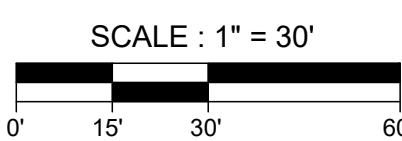
CERTIFICATE
OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

Randy R. Loubier
RANDY R. LOUBIER, PLS #2407
8/4/2020
DATE

STATE OF MAINE
PROFESSIONAL LAND SURVEYOR
RANDY R. LOUBIER
2407

Boundary & Topographic Survey
At
102 & 120 State Street, Portland, Maine
Made for
NewHeight Redferm, LLC
c/o Jonathan Culley
167 Newbury Street, #503 Portland, Maine

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424
DRAWN BY: RS / JLW DATE: AUGUST 4, 2020 JOB NO. 2020-161 P
CHECKED BY: RRL SCALE: 1" = 30' DRWG. NO. 1



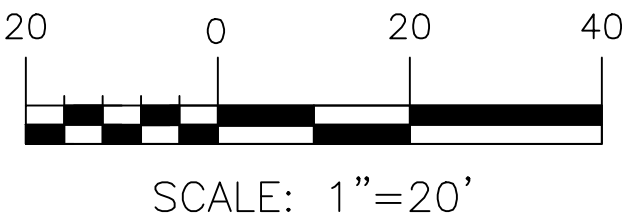
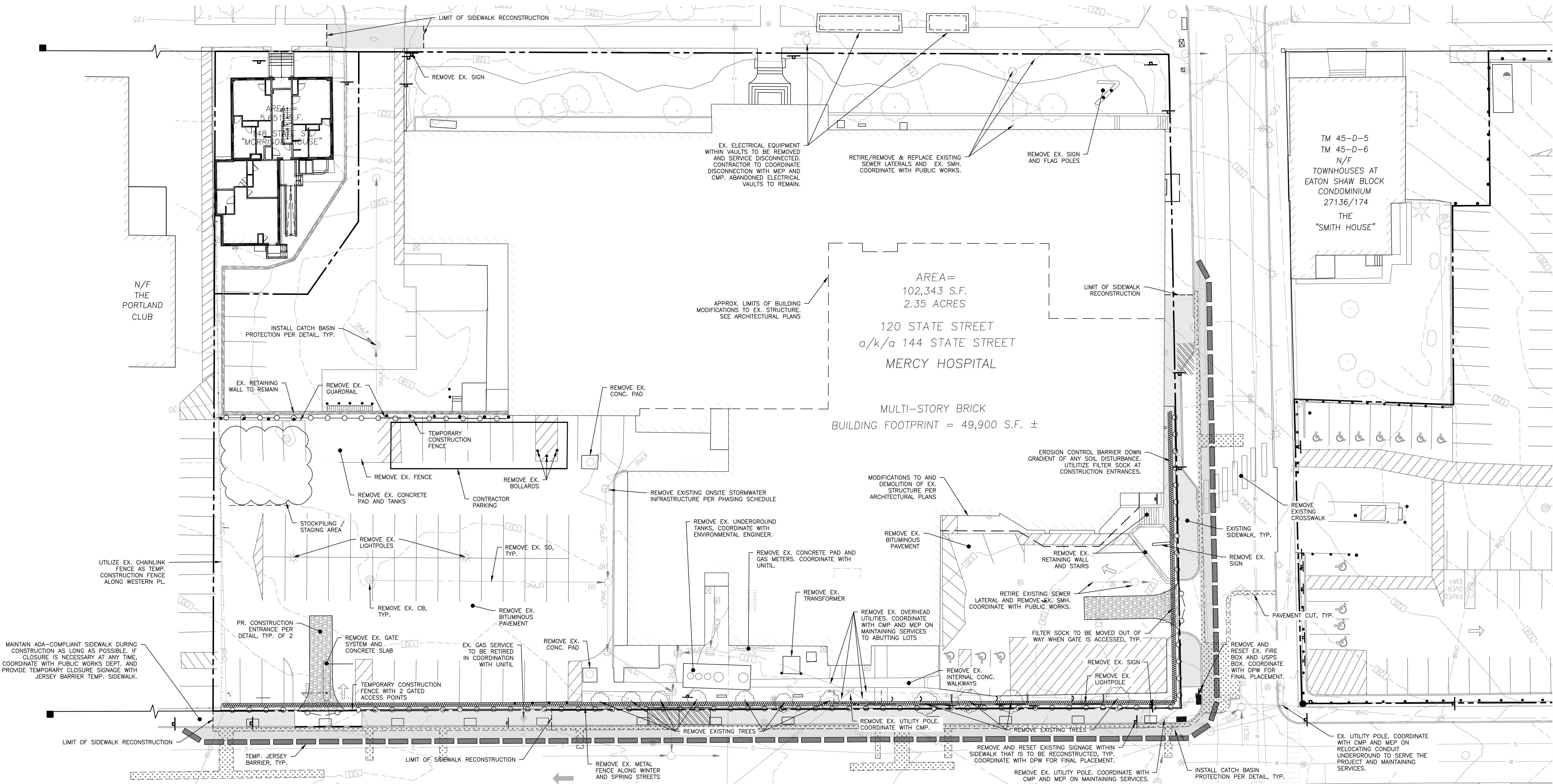
UTILITY NOTE
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEY HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

GENERAL NOTES:

- EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
- ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
- SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE OCCURRED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
- ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND WILL BE REMOVED AT PROJECT COMPLETION. FINAL SIGNAGE WORDING AND PLACEMENT LOCATION TO BE ACCEPTED BY THE CITY.
- SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES, DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL; FENCES ARE OFFSET OF THE PROPERTY LINES AS SHOWN ON THE PLAN FOR CLARITY PURPOSES AND DO NOT NECESSARILY DEPICT THE PHYSICAL LOCATION.
- CONTRACTOR SHALL PLACE CATCH BASIN INLET PROTECTION ON CATCH BASINS AND FIELD INLETS DOWN-GRADIENT OF ALL NON-STABILIZED SURFACES, PER DETAIL.
- DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT NOT LIMITED TO LANDSCAPING, UTILITIES, WORK WITHIN THE ROW, ETC. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND REGULATIONS.
- CONTRACTOR TO BE RESPONSIBLE FOR PROVIDING OFF-SITE PARKING TO EMPLOYEES; ON-SITE PARKING WILL NOT BE PROVIDED OR GUARANTEED. CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING THE APPROPRIATE PERMITS FROM THE CITY FOR CLOSING ANY ON-STREET PARKING SPACES DURING THE CONSTRUCTION PERIOD.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW REMOVAL ALONG CONSTRUCTION FENCE AND GATE.
- REMOVAL OF UNDERGROUND FUEL TANKS TO BE IN ACCORDANCE WITH MAINE DEP CHAPTER 691 REGULATIONS.

PHASING SCHEDULE:

- CONTRACTOR TO INSTALL EROSION AND SEDIMENTATION CONTROLS AT THE ONSET OF CONSTRUCTION
- INSTALL TEMPORARY CONSTRUCTION FENCE & CONSTRUCTION ENTRANCE
- REMOVE ONSITE PAVEMENT, CONCRETE, AND INDICATED SITE FEATURES
- REMOVE ONSITE STORM STRUCTURES
- PROVIDE TEMPORARY GRADING TO DRAIN TOWARDS WINTER STREET



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
PPH	PPH
SITE PLAN APP.	9/16/26
CHOM CITY REVIEW	PPH
COMMENT RESPONSE	12/4/26
	PPH
	1/17/27

CONSTRUCTION MANAGEMENT PLAN

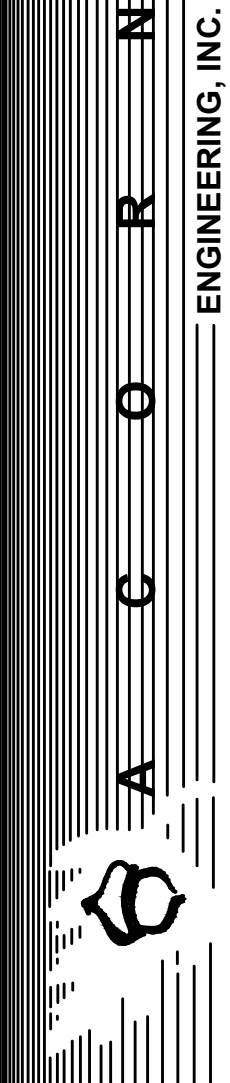
MERCY HOSPITAL REDEVELOPMENT

CLIENT/OWNER OF RECORD
NEWHEIGHT REDFERN, LLC
217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101

DRAWING NAME:

PROJECT NAME/

ADDRESS:



ACO ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2655
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACOB ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED BY THE CLIENT, SHALL BE THE RESPONSIBILITY OF THE CLIENT. ACOB ENGINEERING, INC. SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE TO THE PROJECT OR TO THE CLIENT'S SOLE RISK AND WITHOUT LIABILITY TO ACOB ENGINEERING, INC.

FILE: 1140_CIVIL
JN: 1140
SCALE: AS NOTED
DESIGNED BY: PPH
DRAWN BY: KRB
CHECKED BY: WHS



DRAWING NO.
C-03

GENERAL NOTES:

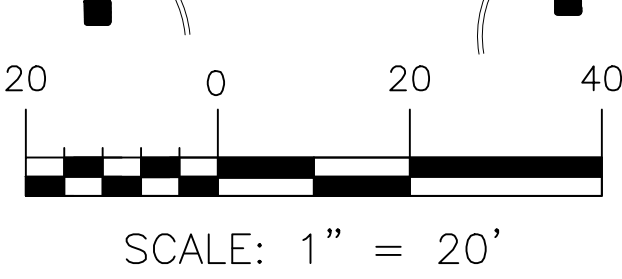
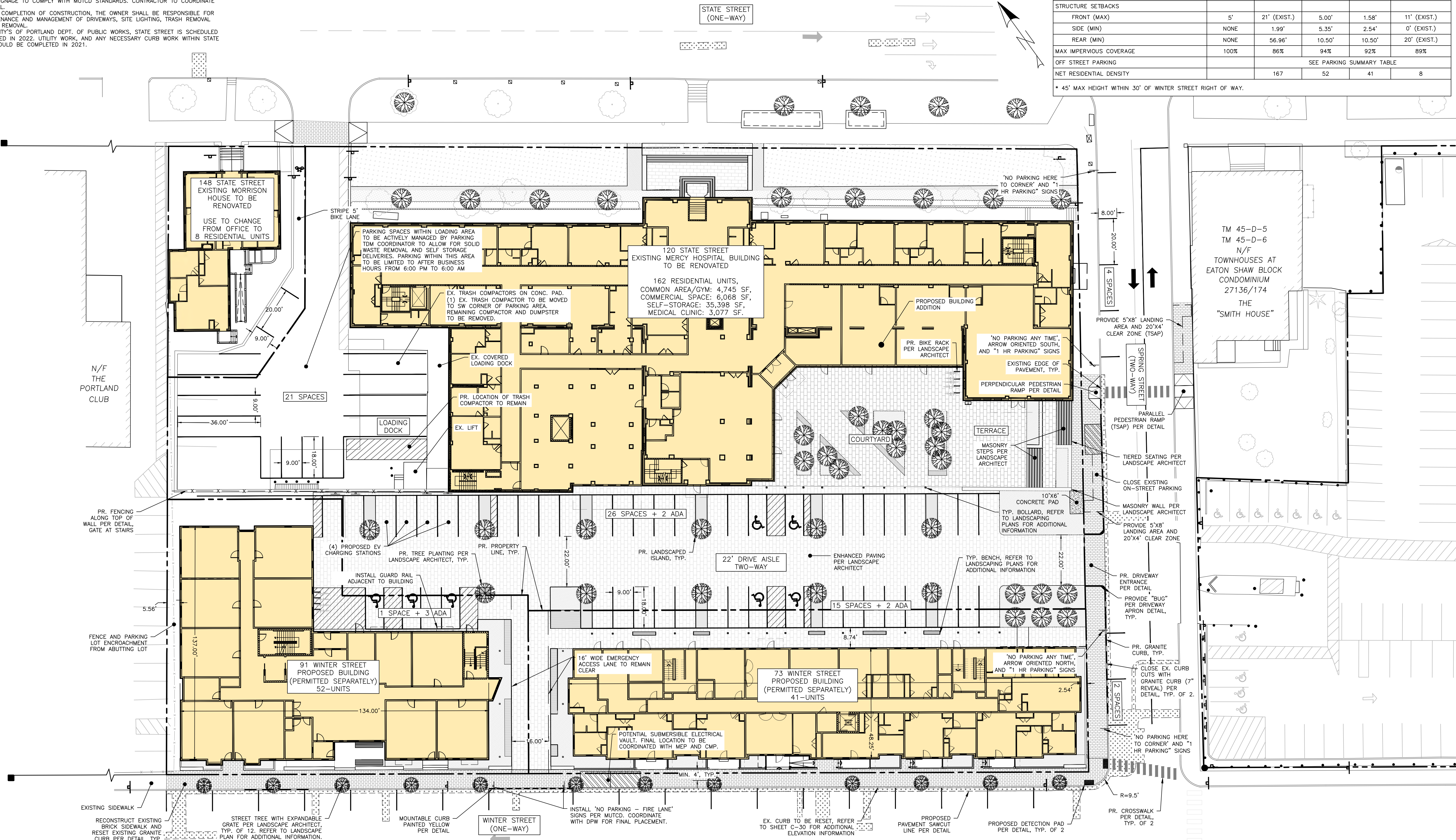
1. ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
8. PER THE CITY'S OF PORTLAND DEPT. OF PUBLIC WORKS, STATE STREET IS SCHEDULED TO BE PAVED IN 2022. UTILITY WORK, AND ANY NECESSARY CURB WORK WITHIN STATE STREET SHOULD BE COMPLETED IN 2021.

ON STREET PARKING SUMMARY			
	WINTER STREET	SPRING STREET	STATE STREET
EXISTING	17	0	0
PROPOSED	17	6	0

PARKING SUMMARY	
	# PARKING SPACES
EXISTING	59
STANDARD (9'X18')	63
ADA (8'X18')	7
NEW ON STREET (SPRING ST)	6
TOTAL PROPOSED SPACES	76

SPACE AND BULK STANDARDS					
ZONE: B-3	REQUIRED	PROPOSED LOT A	PROPOSED LOT A-1	PROPOSED LOT A-2	148 STATE STREET (MORRISON HOUSE)
MINIMUM LOT AREA	NONE	69,812 SF	15,364 SF	17,167 SF	5,651 SF
MIN LOT FRONTAGE	15'	335'	151'	237'	59'
MIN LOT WIDTH	NONE	242'	76'	242'	59'
MAX HEIGHT	85' *	86'	45'	45'	40'
STRUCTURE SETBACKS					
FRONT (MAX)	5'	21' (EXIST.)	5.00'	1.58'	11' (EXIST.)
SIDE (MIN)	NONE	1.99'	5.35'	2.54'	0' (EXIST.)
REAR (MIN)	NONE	56.96'	10.50'	10.50'	20' (EXIST.)
MAX IMPERVIOUS COVERAGE	100%	86%	94%	92%	89%
OFF STREET PARKING	SEE PARKING SUMMARY TABLE				
NET RESIDENTIAL DENSITY		167	52	41	8

* 45' MAX HEIGHT WITHIN 30' OF WINTER STREET RIGHT OF WAY.



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR: SITE PLAN APP.
DATE: 9/16/20
BY: PPH

CHOM CITY REVIEW
DATE: 12/4/20
BY: PPH

COMMENT RESPONSE
DATE: 3/7/21
BY: PPH

SITE PLAN

MERCY HOSPITAL REDEVELOPMENT

PROJECT NAME/ ADDRESS:
NEWHEIGHT REDFERN, LLC
217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101

ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2655

STATE OF MAINE
PETER F. HEIL
16318
LICENSED PROFESSIONAL ENGINEER

FILE: 1140_CIVIL

JN: 1140

SCALE: AS NOTED

DESIGNED BY: PPH

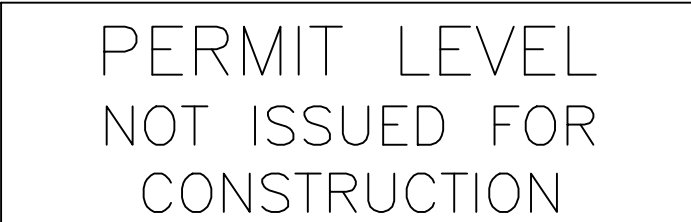
DRAWN BY: KRB

CHECKED BY: WHS

DRAWING NO.
C-10

1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIATION FROM PLANS IS SIGNIFICANT.
2. CONTRACTOR SHALL BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR SHALL VERIFY ALL INFORMATION WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, AROUND ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY CITY OF PORTLAND.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE INSTALLED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE PROPERTY LINES FOR EACH SEWER. SEWER CONTRACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
- 5.1. EXISTING SEWER & STORM INFRASTRUCTURE DATA OBTAINED FROM PORTLAND STORM & SEWER SHOP FILES, DATED 06/15/2017.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE PROVIDED BY CONTRACTOR WITH THE TRANSFORMER SIZE WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE PROVIDED BY CONTRACTOR WITH THE TRANSFORMER SIZE STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
7. GAS UTILITIES: PROJECT GAS LOAD, GAS UTILITY DESIGN, AND GAS UTILITY SERVICE CONNECTIONS TO BE DEFINED BY M.E.P. AND IN ACCORDANCE WITH UNIFIT.
8. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. CONTRACTOR TO COORDINATE WITH M.E.P. ENGINEER IF NECESSARY DEFINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING. ALL ELECTRIC CONNECTION SHALL COMPLY WITH CEC CODEBOOK OR NECA/IBEW REQUIREMENTS, MOST RECENT EDITION. CONTRACTOR TO OBTAIN FINAL APPROVAL FROM CMP.
- 8.1. SECONDARY ELECTRICAL SERVICES SERVING THE MERCY HOSPITAL BUILDING, MORRISON HOUSE, CHOW SENIOR & CHOW FAMILY BUILDING, AND CHOW SENIOR CENTER SHALL BE REPRESENTATION. FINAL DESIGN PER BENNETT ENGINEERING. CONTRACTOR TO COORDINATE WITH CMP & CMP ON ELECTRICAL REDUCTION REQUIREMENTS.
9. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY CHARTER COMMUNICATIONS AND FAIRPOINT PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.
10. PER THE CITY'S OF PORTLAND DEED, OF PUBLIC WORKS, STATE STREET IS SCHEDULED TO BE PAVED IN 2022. UTILITY WORK, INCLUDING THE INSTALLATION OF UTILITY WORK WITHIN STATE STREET SHOULD BE COMPLETED IN 2021.

*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE;
OTHERWISE, 10' OF HORIZONTAL SEPARATION MUST BE MAINTAINED.

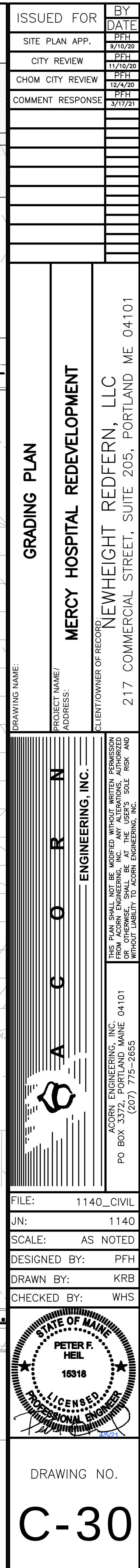


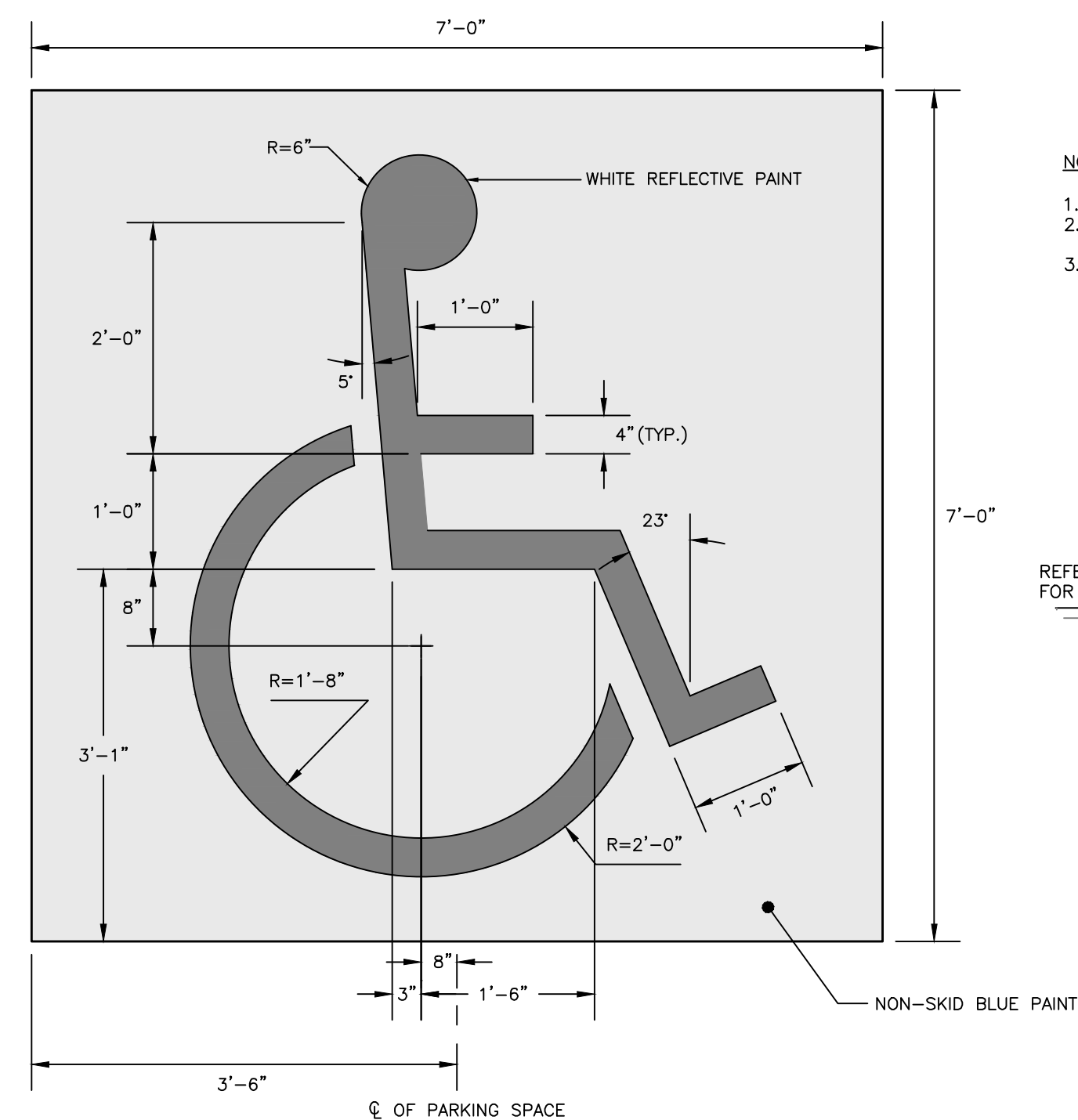
DRAWING NAME:	UTILITY PLAN
PROJECT NAME/ ADDRESS:	MERCY HOSPITAL REDEVELOPMENT
CLIENT/OWNER OF RECORD:	NEWHEIGHT REDFERN, LLC 217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101

FILE:	1140_CIVIL
JN:	1140
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	KRB
CHECKED BY:	WHS

DRAWING NO.

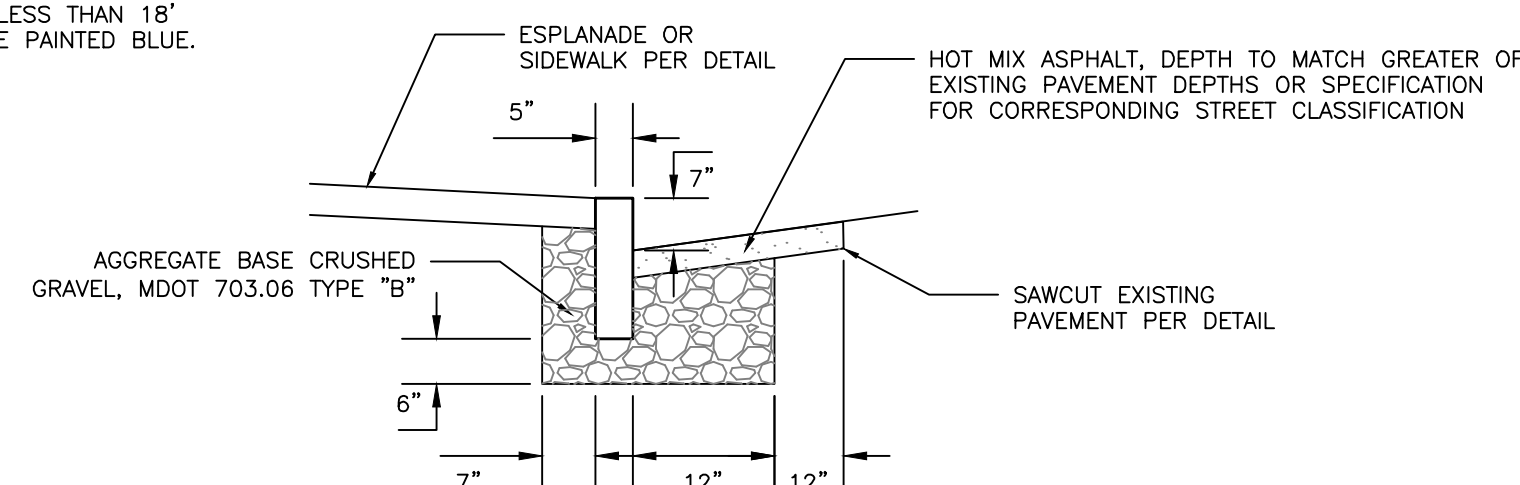
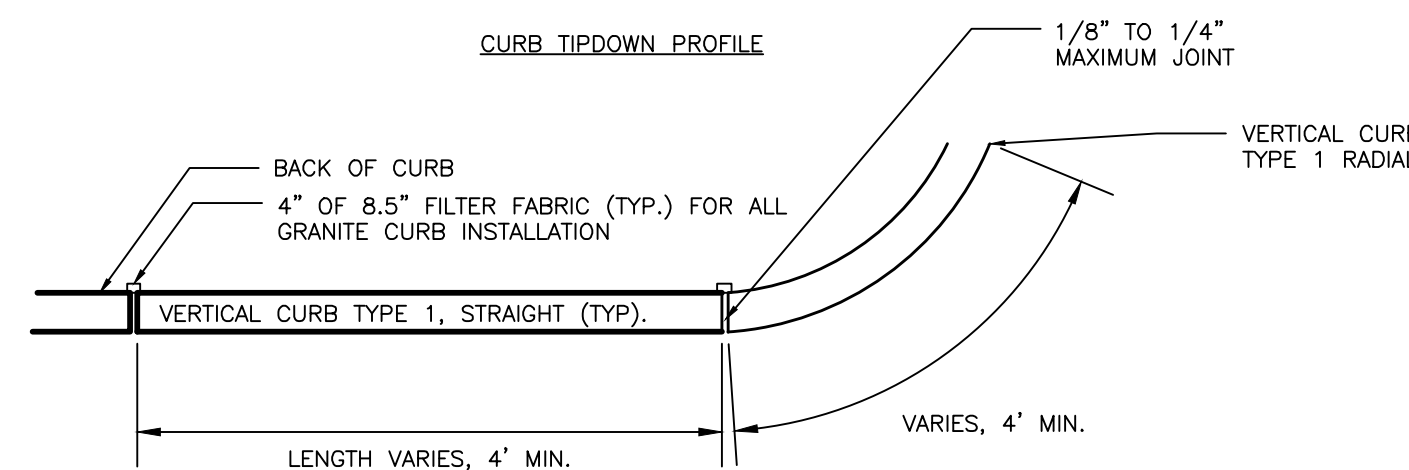
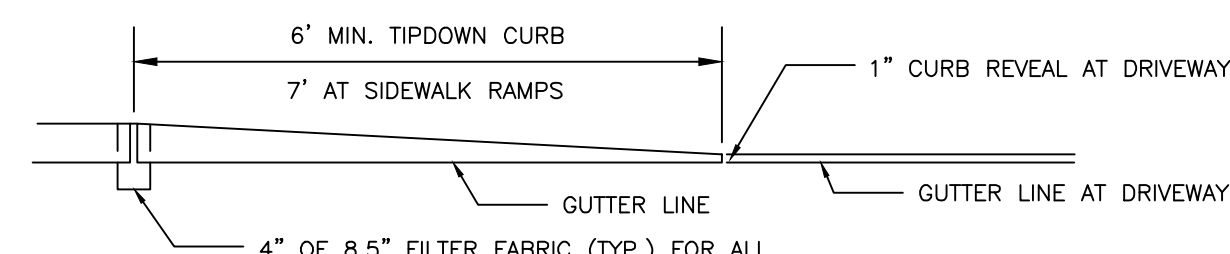
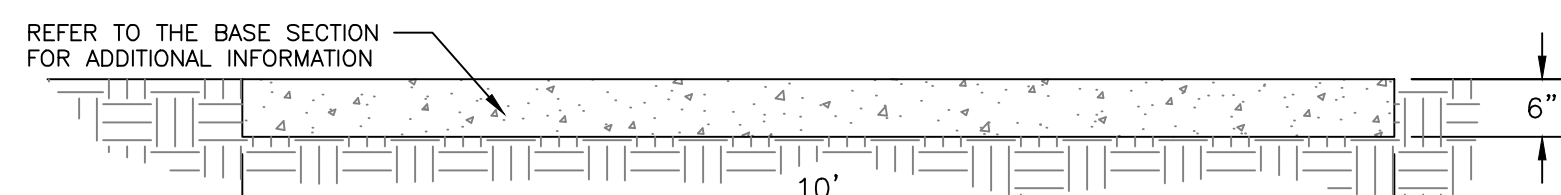
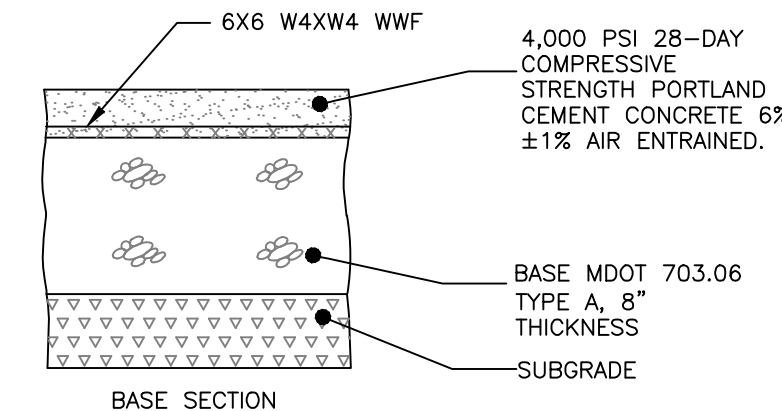
1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED DRAINAGE.
4. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.
5. SEDIMENTATION BARRIERS ARE TO BE INSTALLED DOWNGRADIENT OF ALL ACTIVE CONSTRUCTION WORK PER DETAIL. BARRIERS TO NOT EXTEND PAST PROPERTY LINES; BARRIERS SHOWN OFFSET FROM PROPERTY LINES ON PLANS FOR VISUAL CLARITY ONLY.
6. RESET SIDEWALK AS NEEDED TO MAINTAIN SMOOTH WALKING SURFACE PER CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.





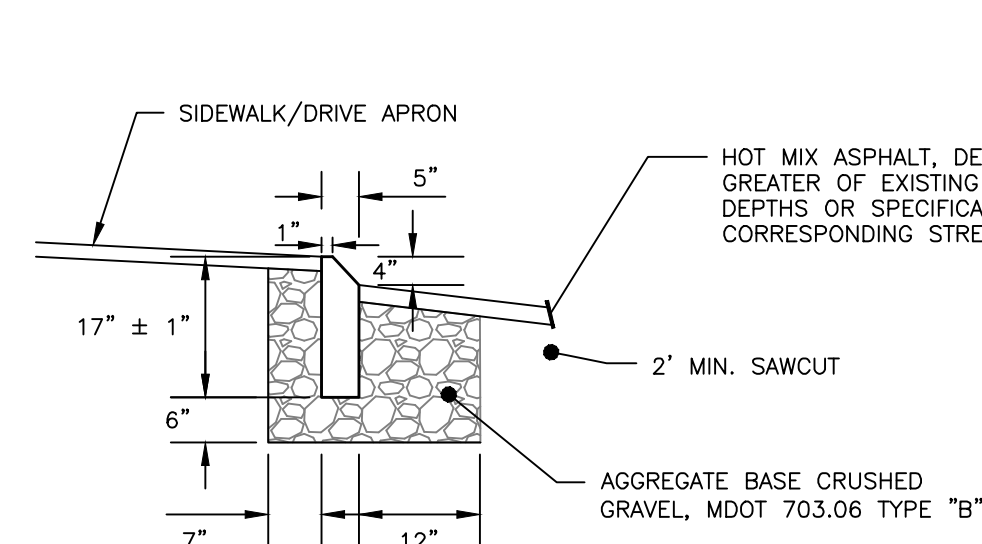
- NOTES:

1. THE CONCRETE PAD SHALL BE 10'X3.25'X6" IN SIZE.
2. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY ACCORDANCE WITH ASTM D-1557.
3. FINISH WITH A STIFF, COARSE, FIBER BROOM.



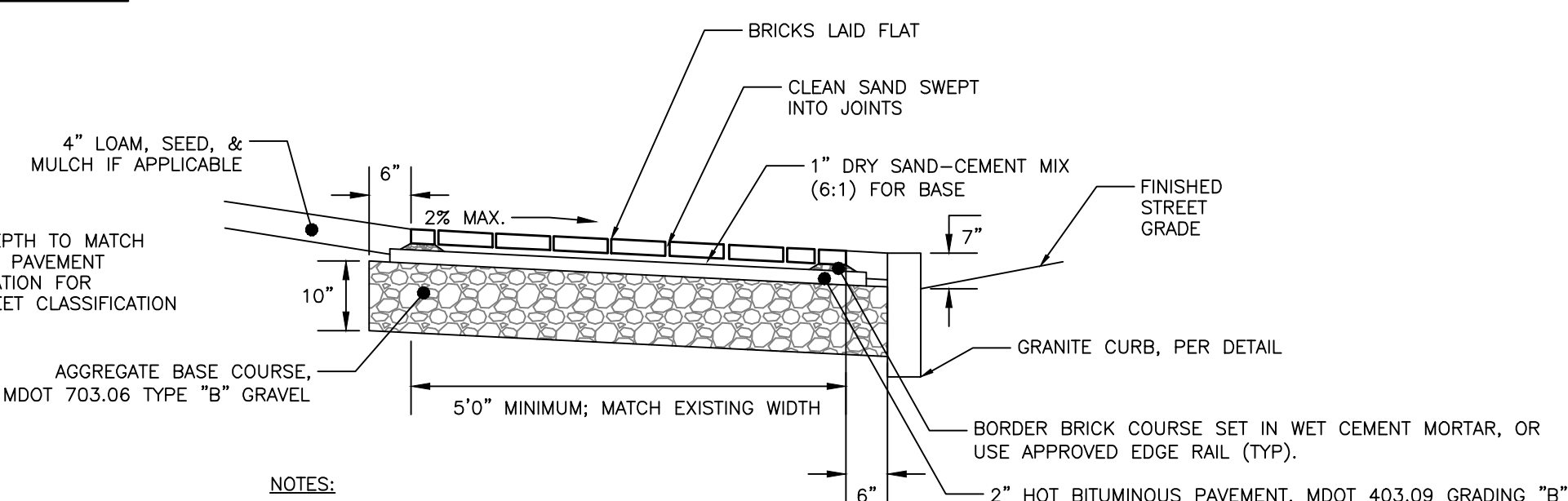
VERTICAL GRANITE CURB AND TIPDOWN INSTALLATION

NOT TO SCALE



- NOTES:

1. INSTALL PER MANUFACTURER'S SPEC'S.
2. PROVIDE CUSTOM TRANSITION CURB THAT TIPS DOWN 3" IN BETWEEN MOUNTABLE AND VERTICAL CURBS.



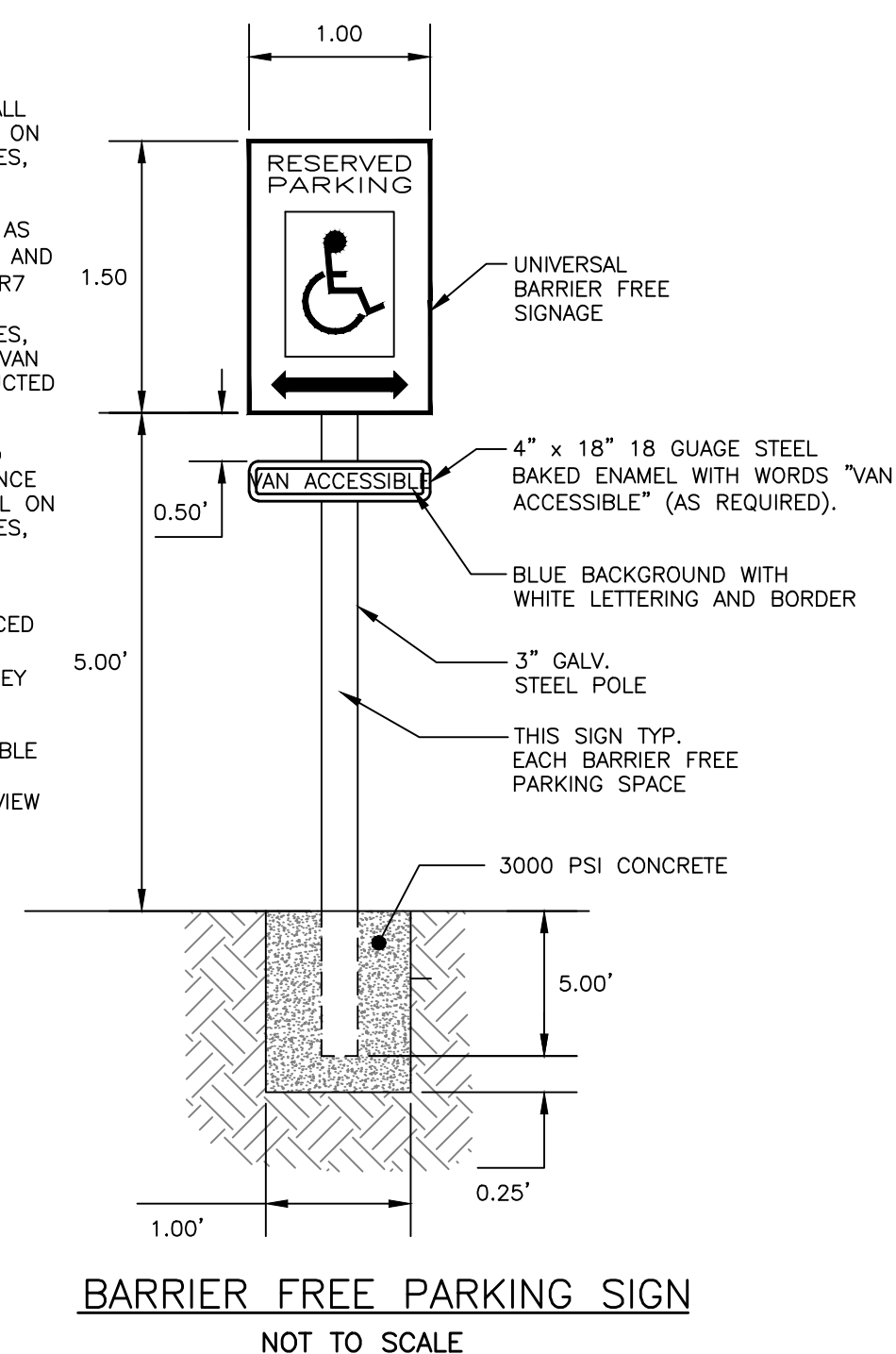
- NOTES:

1. BRICKS TO BE USED:

NEW CONSTRUCTION:

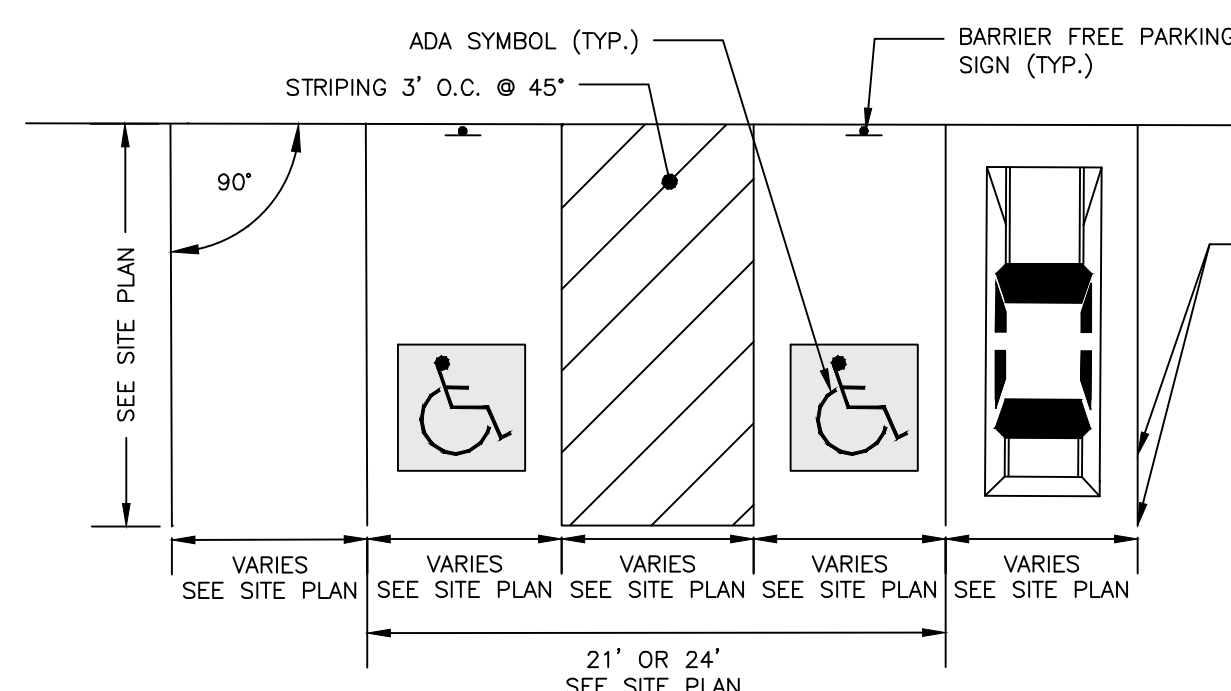
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM #193623; PINE HALL PATHWAY PAVER BRICK.

2. INSTALL BRICK FLUSH UP TO BUILDING, PAVEMENT, STAIRS, CONCRETE SURFACES, CURB OR LANDSCAPED AREAS.



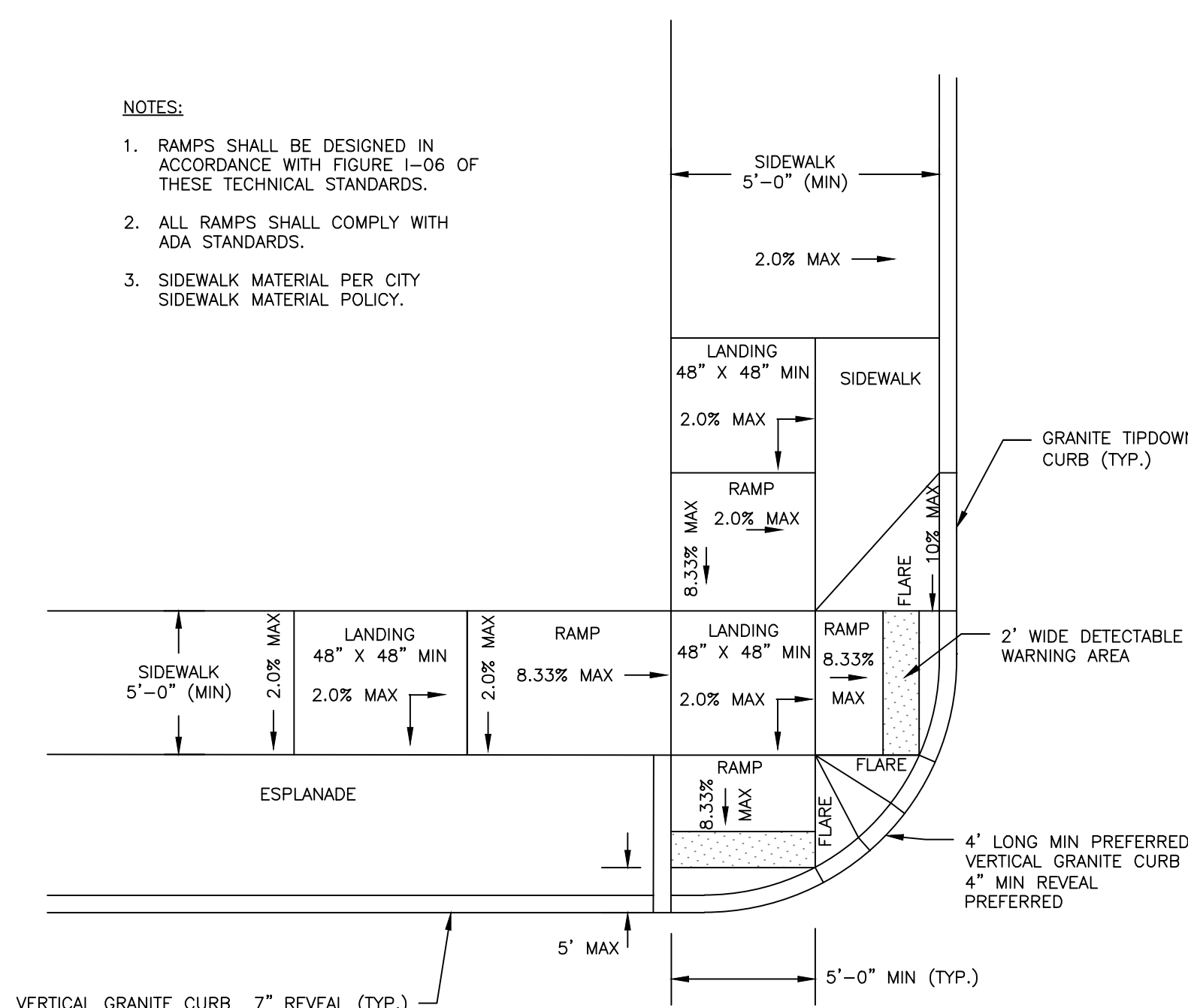
- NOTES:

1. ALL ASPECTS OF RESERVED PARKING SIGN CONSTRUCTION SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION
2. SIGN SHALL BE CONSTRUCTED AS SIGN R7-8 UNDER THE "PARKING AND STANDING SIGNS AND PLAQUES" (R7 SERIES) WITHIN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION. VAN ACCESSIBILITY SHALL BE CONSTRUCTED AS SIGN R7-8a OR R7-8b.



- NOTES:

1. RAMPS SHALL BE DESIGNED IN ACCORDANCE WITH FIGURE I-06 OF THESE TECHNICAL STANDARDS.
2. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
3. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
SITE PLAN APP.	DATE
CHOM CITY REVIEW	PFH
COMMENT RESPONSE	9/10/20
	PFH
	12/4/20
	PFH
	3/17/21

SITE DETAILS - 1

MERCY HOSPITAL REDEVELOPMENT

WITNESSES:
NEWHEIGHT REDFERN, LLC

217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101

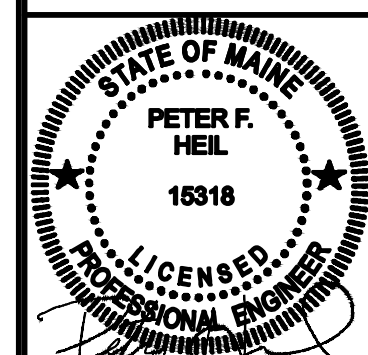
DRAWING NAME:

PROJECT NAME/

CLIENT/OWNER OF

A C O R N

FILE:	1140_CIVIL
JN:	1140
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	KRB
CHECKED BY:	WHS



DRAWING NO.

C-40

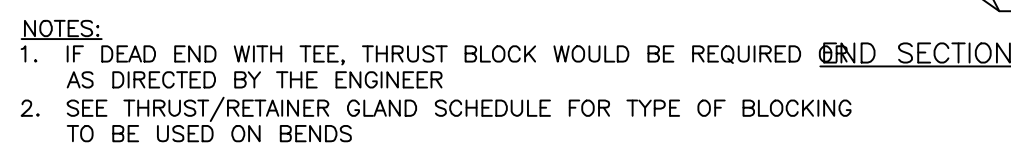
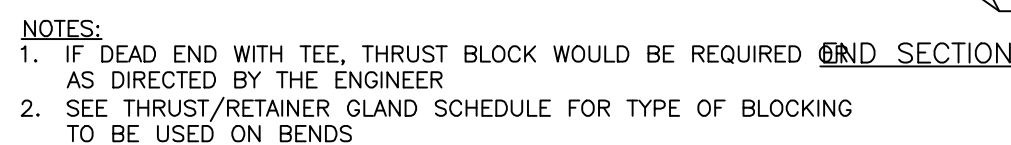
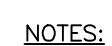
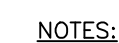
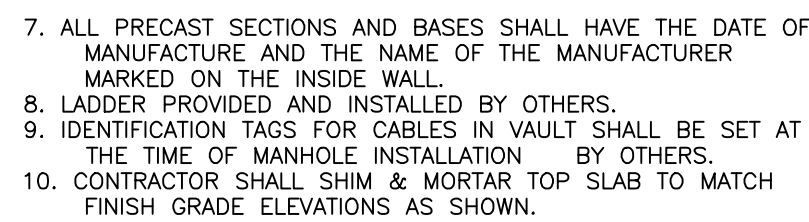
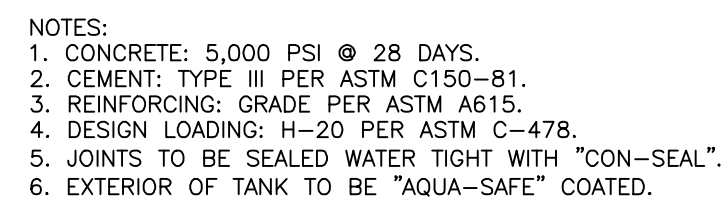
DRAWING NAME:		SITE DETAILS - 2	
PROJECT NAME/ ADDRESS:		MERCY HOSPITAL REDEVELOPMENT	
CLIENT/OWNER OF RECORD:		NEWHEIGHT REDEFERN, LLC 217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101	

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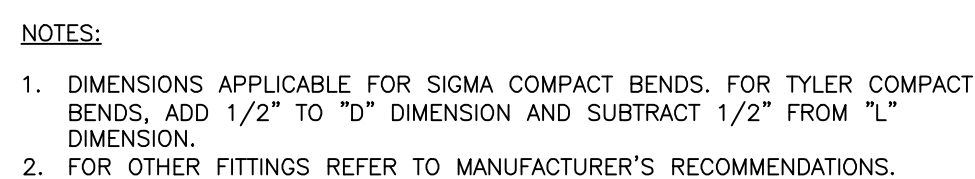
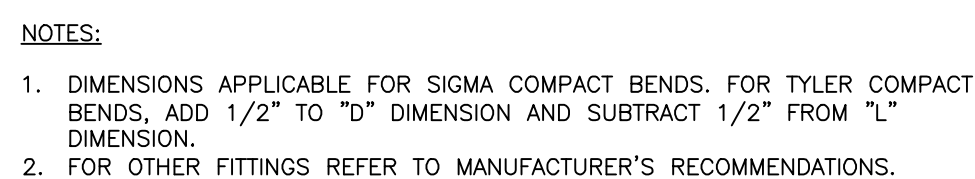
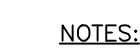
A circular professional engineer seal for the State of Maine. The outer ring contains the text "STATE OF MAINE" at the top and "LICENSED PROFESSIONAL ENGINEER" at the bottom, separated by two stars. The center of the seal contains the name "PETER F. HEIL" and the license number "15318". The seal is stamped over a document with a grid background.

C-41



NOTES:

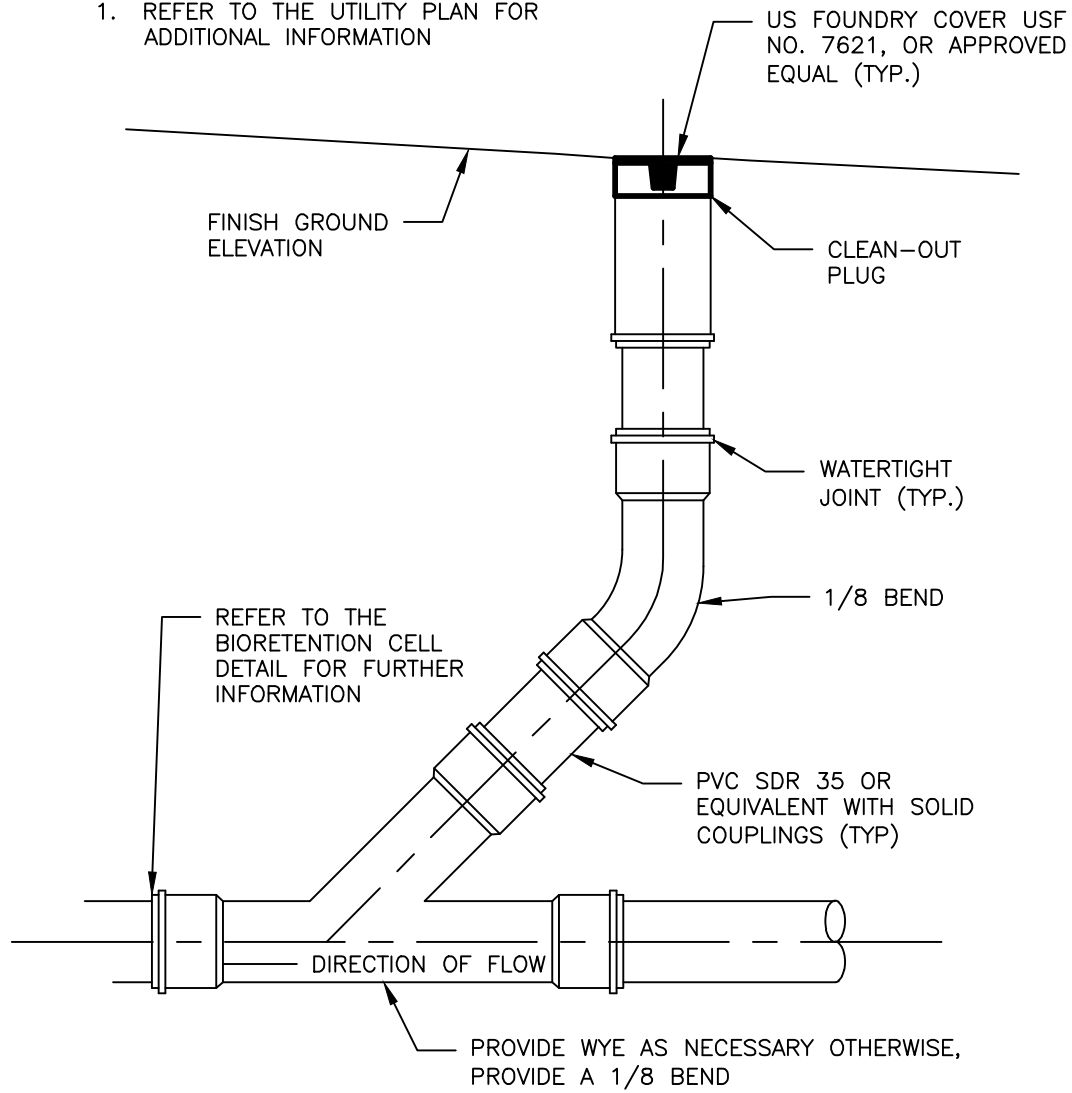
1. DIMENSIONS APPLICABLE FOR 5 1/4" BUFFALO VALVE BOXES
2. BASE SECTION MAY BE USED AS INTERMEDIATE SECTION



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

NOTES:

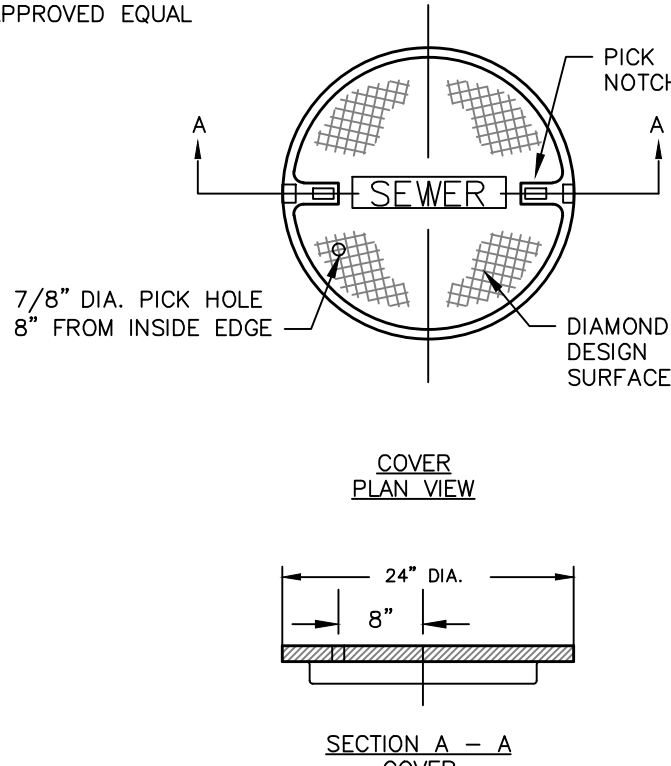
1. REFER TO THE UTILITY PLAN FOR ADDITIONAL INFORMATION



CLEANOUT DETAIL
NOT TO SCALE

NOTES:

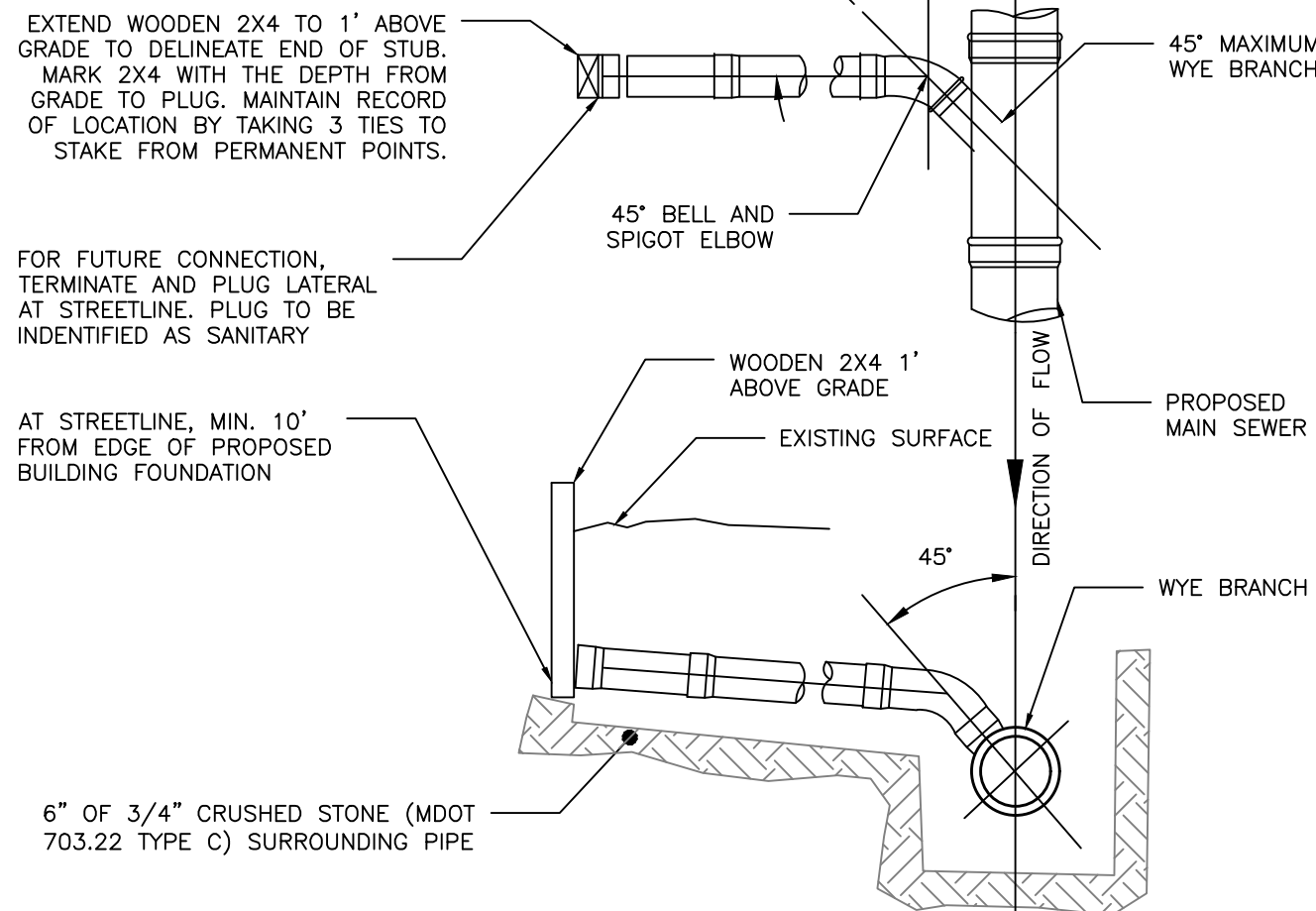
1. ALL MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE, LOCATED 8" FROM THE CENTER OF THE COVER.
2. ALL SANITARY AND STORMWATER/DRAIN MANHOLE COVERS SHALL BE 24" x 5".
3. ALL SANITARY MANHOLE COVERS AND SHALL HAVE "SEWER" CAST INTO THE COVER.
4. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
5. APPROVED MANHOLE FRAMES:
 - 5.1. EAST JORDAN = 1690Z
 - 5.2. NEENAH = R-1496
 - 5.3. OR APPROVED EQUAL
6. APPROVED MANHOLE COVERS
 - 6.1. EAST JORDAN = 2160A
 - 6.2. NEENAH = R-1496
 - 6.3. OR APPROVED EQUAL



CAST IRON MANHOLE COVER AND FRAME
NOT TO SCALE

NOTES:

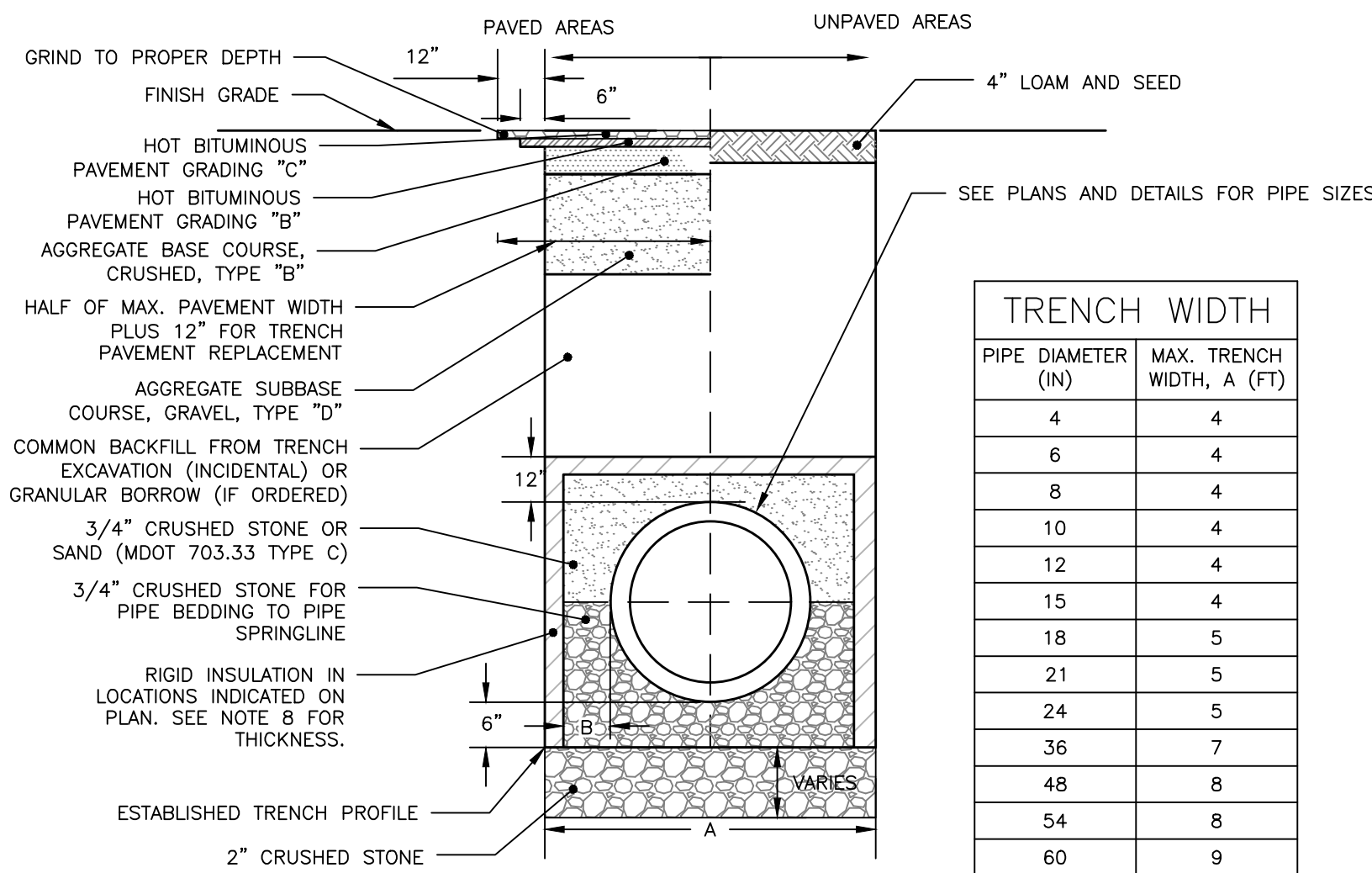
1. LOCATION WITH WARNING TAPE SHALL BE INSTALLED OVER CENTERLINE OF PIPE AT A MAXIMUM OF 24 INCHES BELOW FINISH GRADE.
2. SITE CONTRACTOR TO COORDINATE CONNECTION OF SEWER LATERAL TO STRUCTURE PLUMBING WITH ARCHITECTURAL CONTRACTOR.
3. CONNECTION OF PROPOSED SEWER LATERAL TO STRUCTURE PLUMBING SHOULD INCORPORATE USE OF SIMILAR PIPE MATERIALS. IN THE CASE OF DISSIMILAR PIPES BEING USED, A FERNCO FLEXIBLE COUPLING SHALL BE USED.



SEWER TEE/WYE CONNECTION DETAIL
NOT TO SCALE

DESIGN NOTES:

1. ANY ALTERNATE TRENCHING METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. ALL CONSTRUCTION METHODS SHALL CONFORM TO THE CITY OF PORTLAND TECHNICAL STANDARDS FIGURE II-2.
3. BRACING & SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. WHERE APPLICABLE, PERFORATIONS IN STORM DRAIN (PERF. SD) SHALL BE ORIENTED UP.
5. ALL STORM DRAINS SHALL BE PVC SDR 35 MIN PS-46 RATING OR IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL MANUAL, SECTION 2 - SANITARY SEWER AND STORM DRAIN - PART 2.5.2
6. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
7. THIS DETAIL SHALL BE APPLIED ONLY TO PIPE TRENCHES WITHIN OF THE CITY OF PORTLAND R.O.W.
8. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION, COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION, OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.
9. DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.
10. DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9".
11. DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE TABLE BELOW.

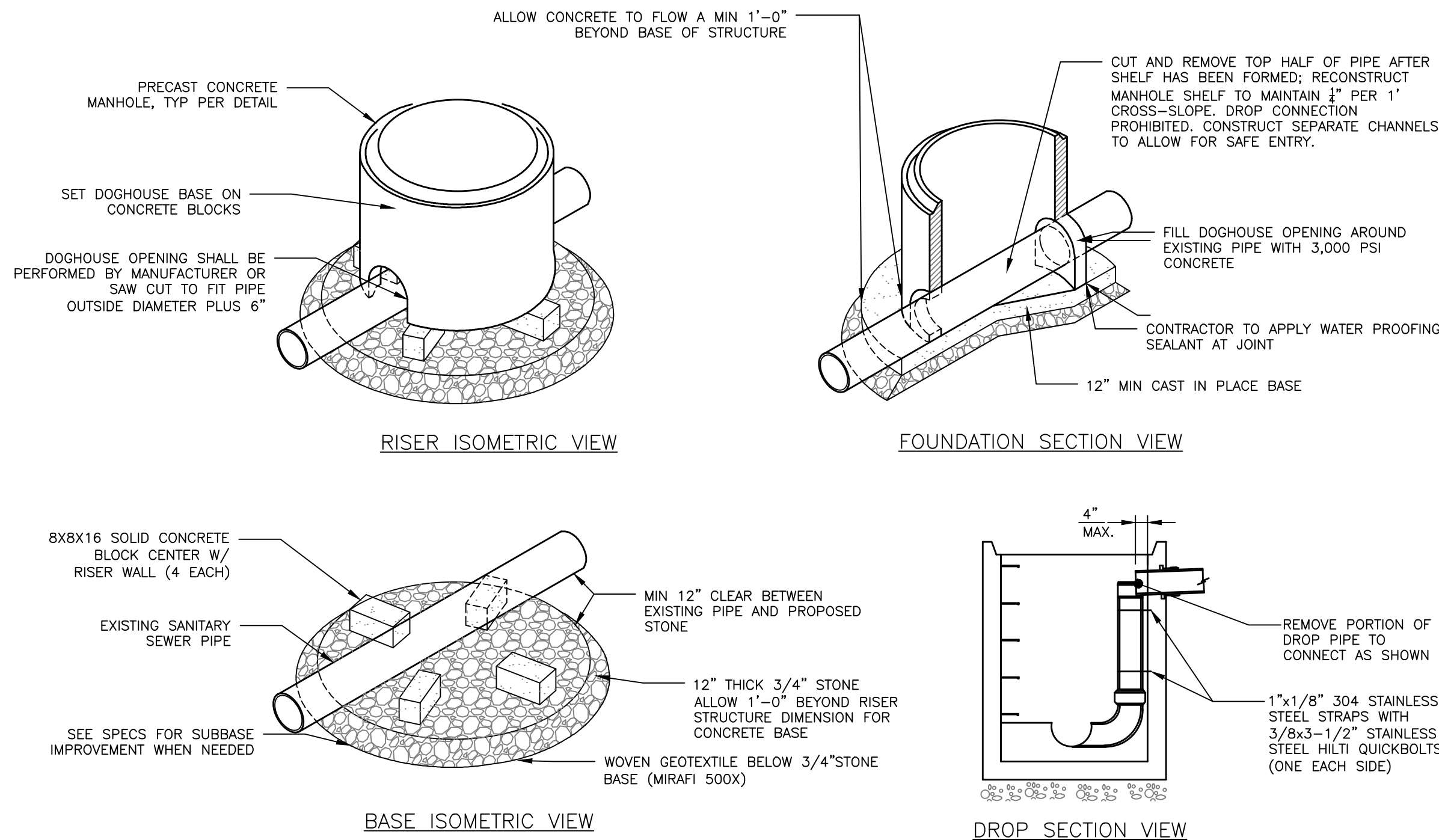


TRENCH WIDTH	
PIPE DIAMETER (IN)	MAX. TRENCH WIDTH, A (FT)
4	4
6	4
8	4
10	4
12	4
15	4
18	5
21	5
24	5
36	7
48	8
54	8
60	9

CITY OF PORTLAND TYPICAL PIPE TRENCH DETAIL WITHIN RIGHT-OF-WAY
NOT TO SCALE

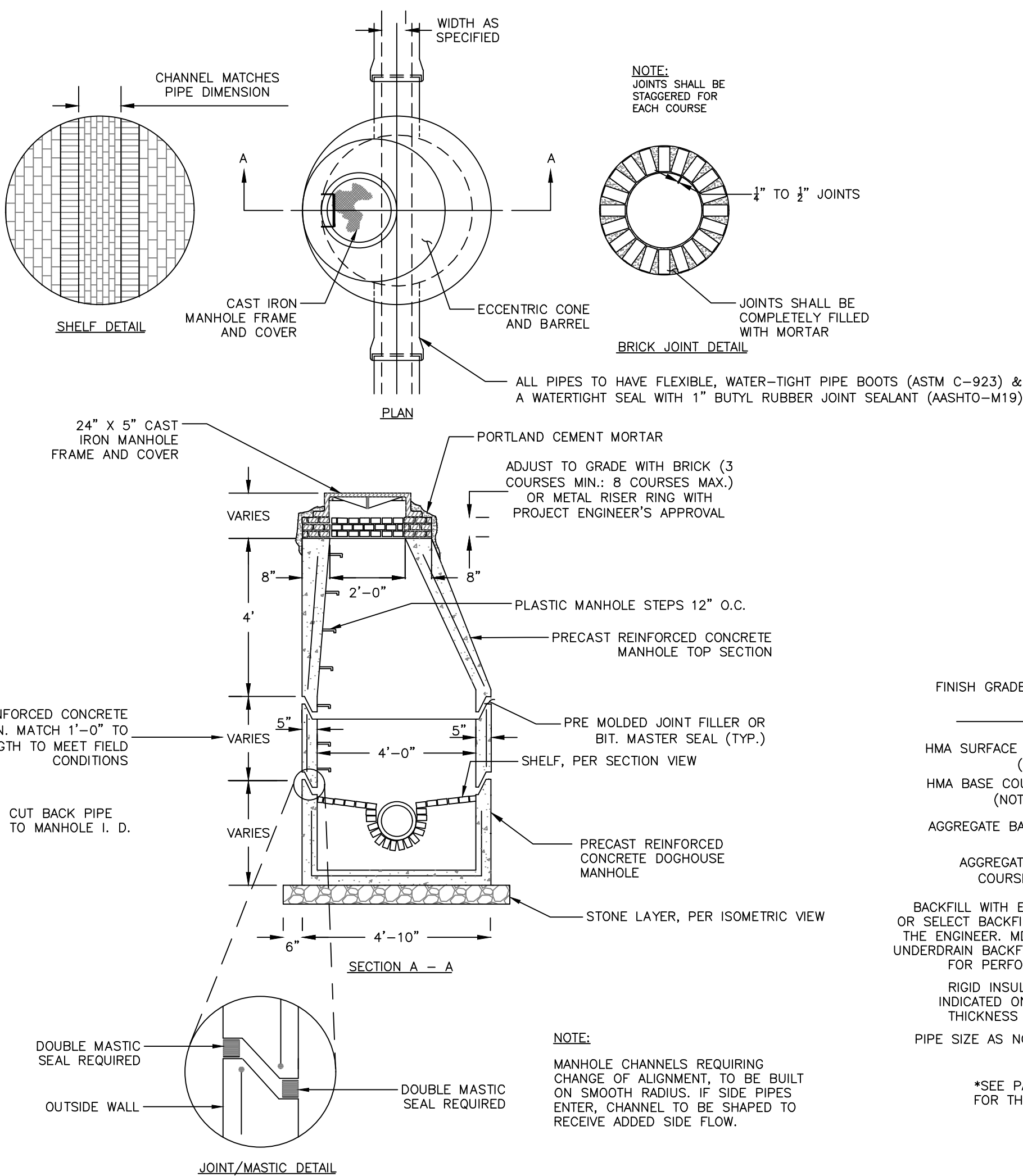
1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLD AND SHALL HAVE ONE " DIAMETER DRILLED PICK HOLE & LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVAL EQUAL.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
9. CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
12. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP PER DETAIL.

GENERAL NOTES FOR MANHOLES AND CATCH BASINS



BASE ISOMETRIC VIEW

PRECAST DROP
DOGHOUSE DETAIL
NOT TO SCALE

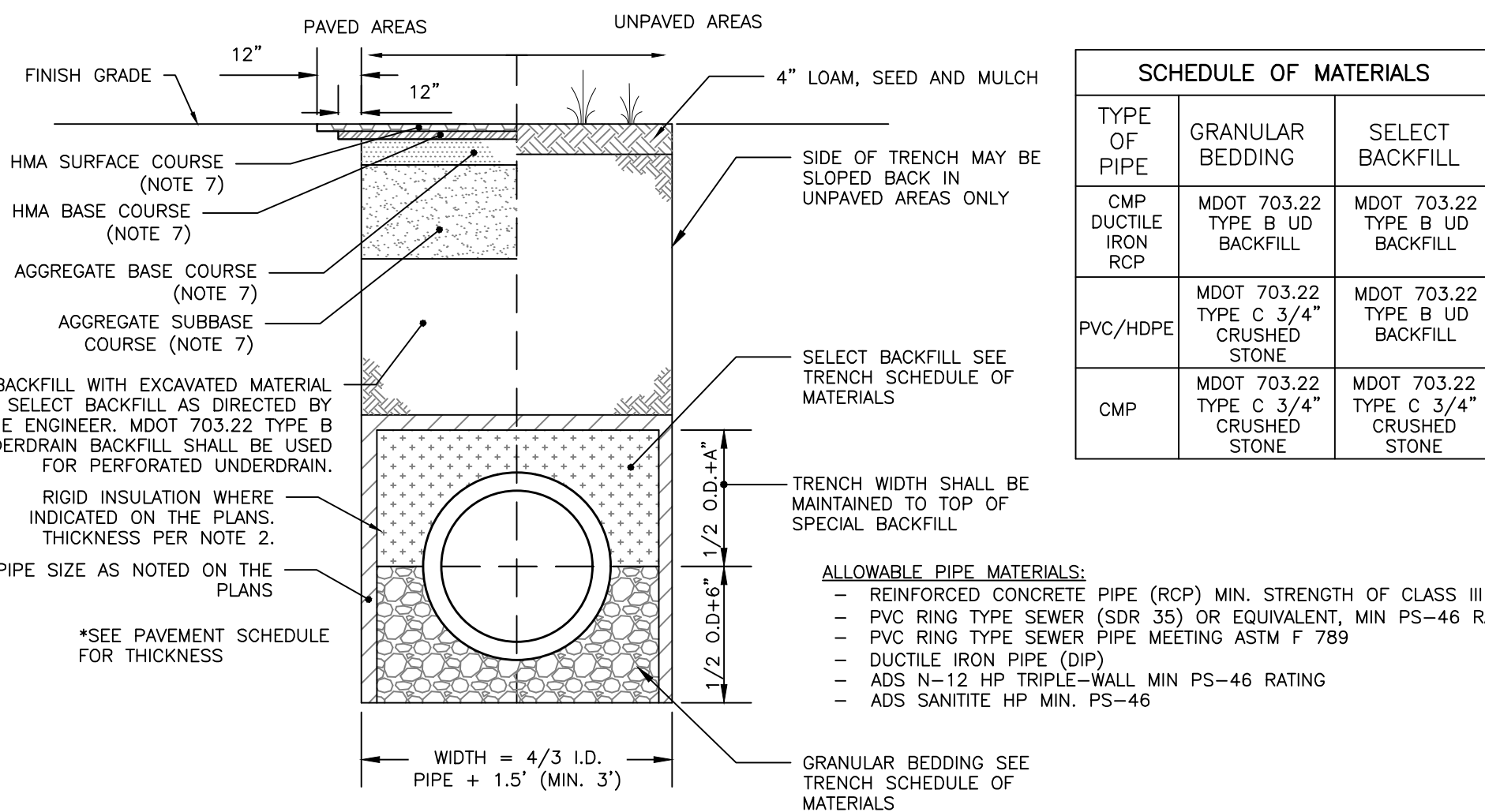


1. UNLESS OTHERWISE SPECIFIED, CONCRETE SHALL BE 4000 PSI @28 DAYS.
2. RECONSTRUCT INTERIOR MANHOLE INVERT AS NECESSARY TO ACCOMMODATE NEW PIPE.
3. THIS DETAIL IS INTENDED TO PROVIDE ADDITIONAL INFORMATION TO THE CONTRACTOR IN REGARDS TO THE CONNECTION OF THE DOGHOUSE MANHOLE BASE TO THE EXISTING SANITARY SEWER SYSTEM.
4. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
5. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVAL EQUAL.
7. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
8. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.

PRECAST CONCRETE MANHOLE - CITY OF PORTLAND
NOT TO SCALE

NOTES:

1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION, COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION. OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.
3. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES AT THE TOP OF SUBGRADE.
4. MINIMUM COVER
 - 4.1. 2'-0" - STORM DRAIN
 - 4.2. 5'-0" - SEWER
5. NO TREES SHALL BE PLANTED WITHIN 5' OF A SEWER PIPE OR SERVICE.
6. THIS DETAIL SHALL BE APPLIED ONLY TO DRAINAGE PIPE TRENCHES OUTSIDE OF THE CITY OF PORTLAND ROW.
7. THICKNESS AS NOTED BY SURFACE DETAILS
8. ALL PROPOSED TREES PLANTED WITHIN 10' OF A STORM OR SEWER PIPE SHALL BE PLANTED AT A DEPTH NO GREATER THAN 3' DEEP. PERMEABLE LANDSCAPE FABRIC SHALL CREATE A ROOT BARRIER AROUND THE PIPES. CONTRACTOR SHALL COORDINATE WITH THE LANDSCAPE DRAWINGS.



STORM DRAIN AND SEWER TYPICAL TRENCH SECTION WITHIN PROPERTY
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
PPH	DATE
SITE PLAN APP.	8/16/26
CHOM CITY REVIEW	PPH
COMMENT RESPONSE	12/4/26
	PPH
	1/7/27

UTILITY DETAILS - 2

MERCY HOSPITAL REDEVELOPMENT
NEWHEIGHT REDFERN, LLC
217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101

DRAWING NAME:

PROJECT NAME/ ADDRESS:

CLIENT/OWNER OF RECORD:

ACORN ENGINEERING, INC.
ENGINEERING, INC.

ACORN ENGINEERING, INC.
FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2655

FILE: 1140_CIVIL

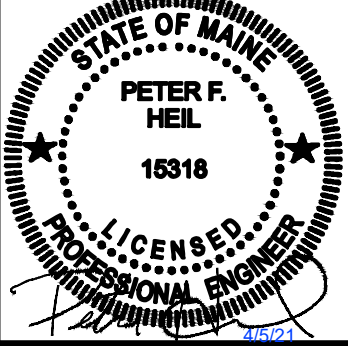
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DESIGNED BY: PPH

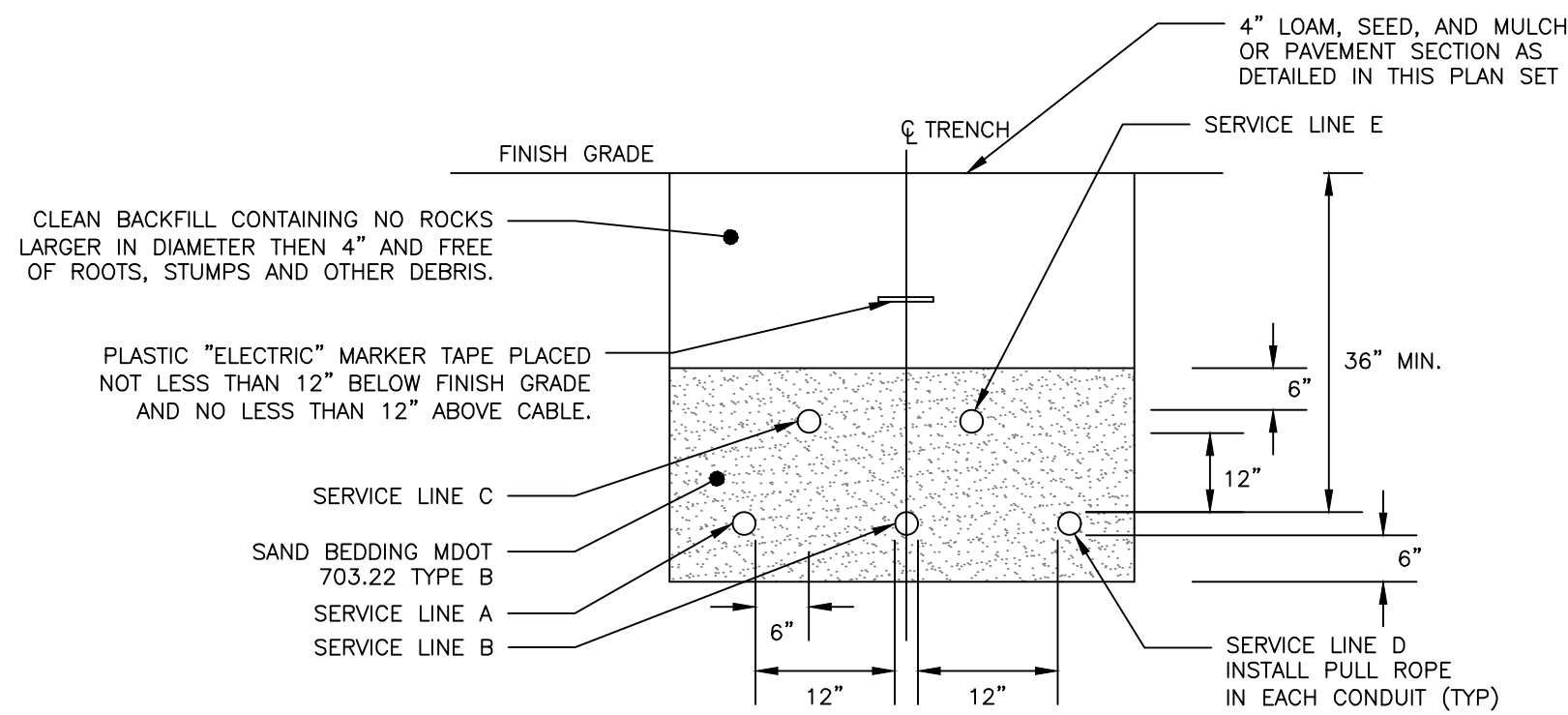
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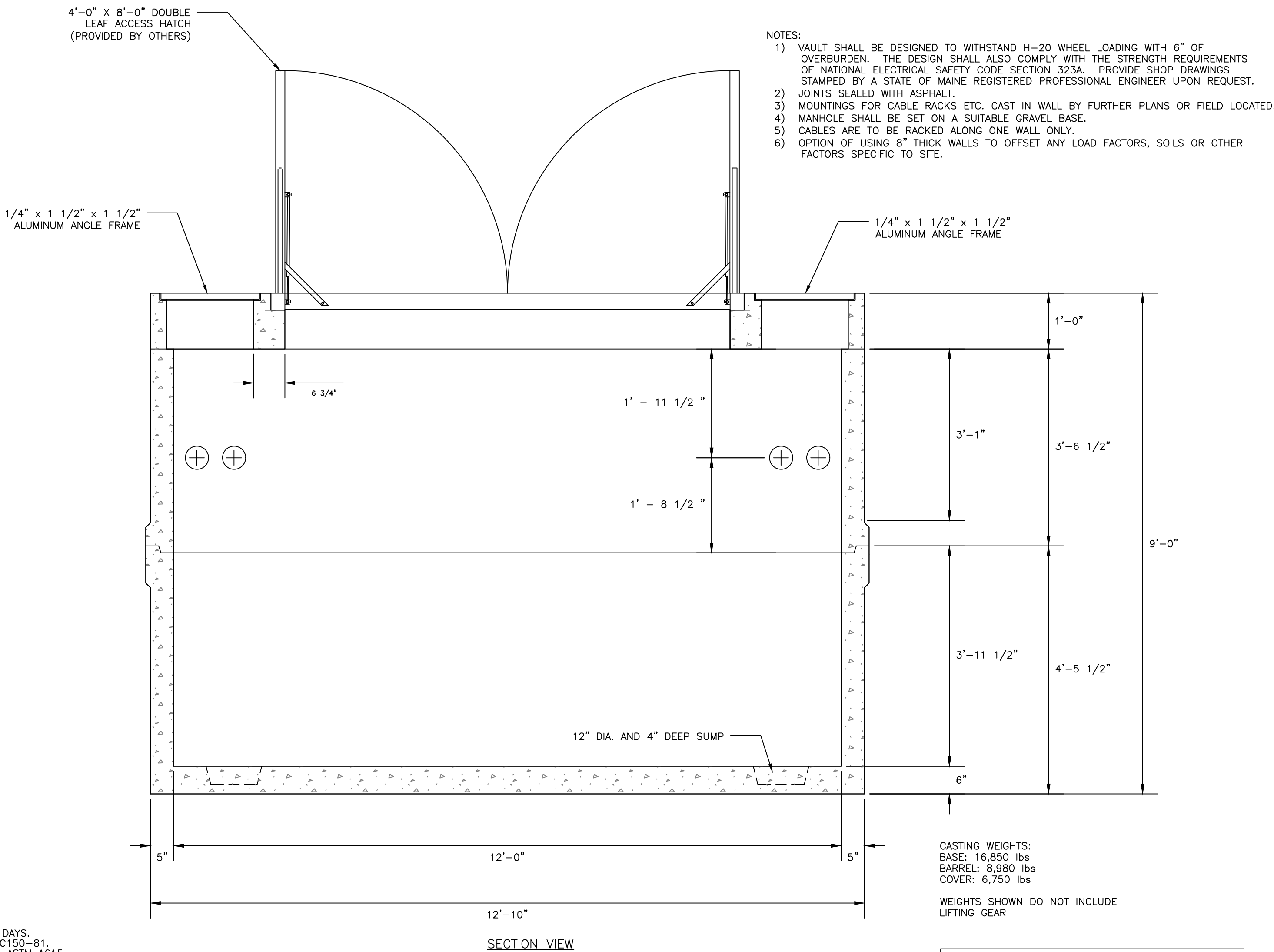
DRAWING NO.

C-43



CONDUIT TYPE				
SERVICE	CONDUIT SIZE	GRASS AND PAVED AREAS	UTILITY	REMARKS
A	5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER	SEE NOTE 1
B	5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER	SEE NOTE 1
C	2-4"	SCHEDULE 40 PVC	COMMUNICATION	-
D	5"	SCHEDULE 40 PVC ELECTRICAL GRADE	SPARE	SEE NOTE 1
E	2-4"	SCHEDULE 40 PVC	CABLE	-

- NOTES:**
1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10" ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS.
 2. MINIMUM SEPARATION OF 24 INCHES BETWEEN PRIMARY CABLE/CONDUIT AND GAS LINES SHALL BE MAINTAINED.
 3. CONDUITS WITHIN CITY RIGHT-OF-WAY SHALL BE ENCASED IN CONCRETE.
 4. FINAL SIZE OF CONDUITS TO BE SPECIFIED BY MEP, ELECTRICIAN, OR DESIGN/BUILD ELECTRICAL CONTRACTOR.



DESCRIPTION	WEIGHT	QUANTITY
3'-9 1/2" BASE	16,202 LBS	1
3'-11" TOP	18,892 LBS	1

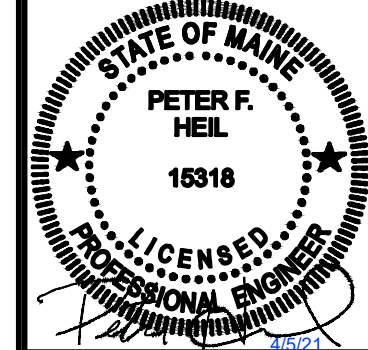
PRECAST CONCRETE 38Y MANHOLE DETAIL
NOT TO SCALE

ISSUED FOR	BY
CHOM CITY REVIEW	DATE
COMMENT RESPONSE	PFH
	12/4/20
	PFH
	3/17/21

UTILITY DETAILS - 3

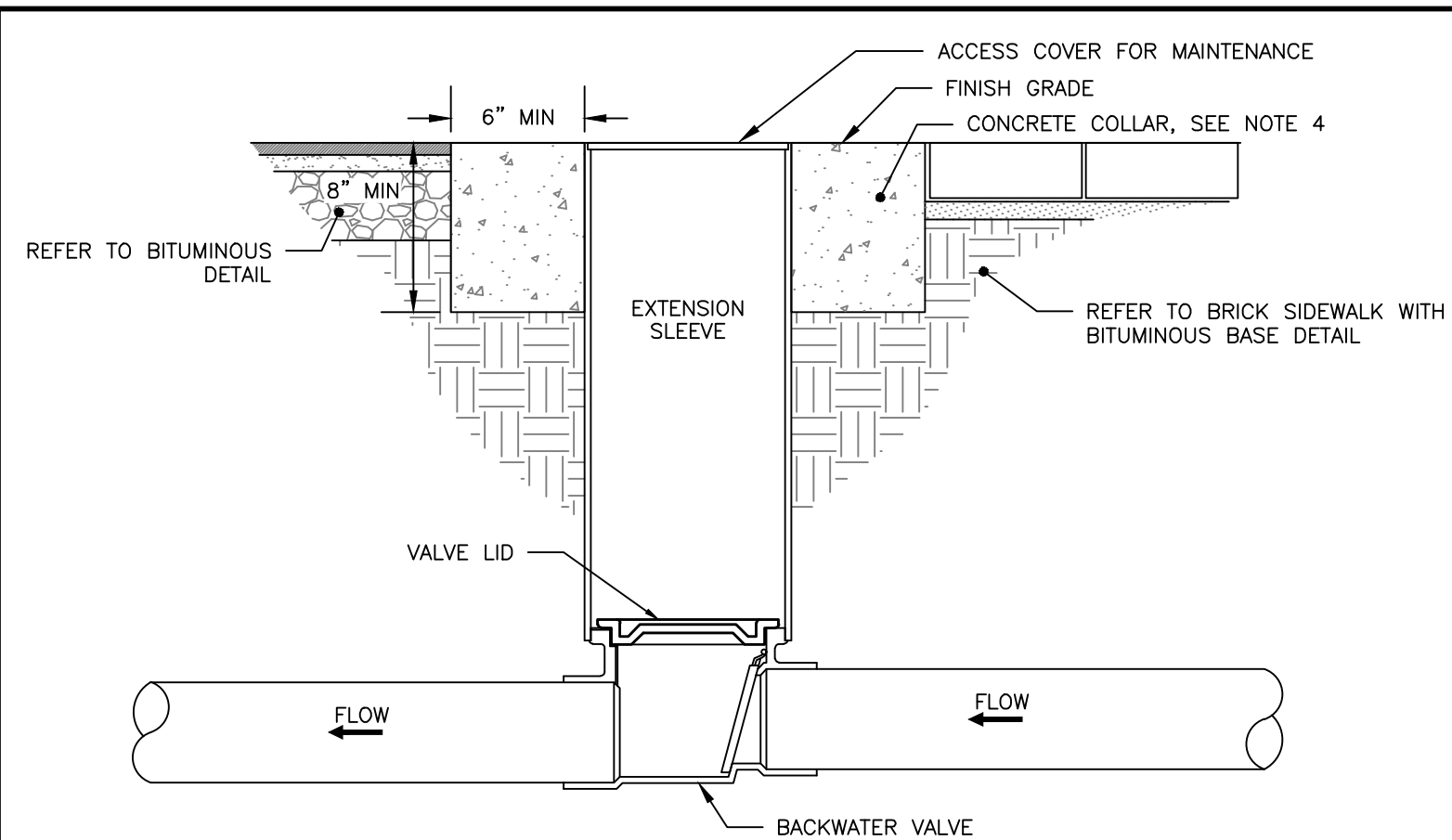
	ACORN ENGINEERING, INC. P.O. BOX 3370, SUITE 04101 DALLAS, TEXAS 75222-0370 TEL: (214) 343-7700 FAX: (214) 343-7701 WWW.ACORN-ENG.COM	DRAWING NAME: _____ PROJECT NAME/ ADDRESS: _____ CLIENT/OWNER OF: _____
	THIS DRAWING HAS BEEN PREPARED BY THE DESIGN PERSONNEL OF ACORN ENGINEERING, INC. ANY REVISIONS, ADDITIONS OR DELETIONS, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.	

FILE:	1140_CIVIL
JN:	1140
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	KRB
CHECKED BY:	WHS



DRAWING NO.

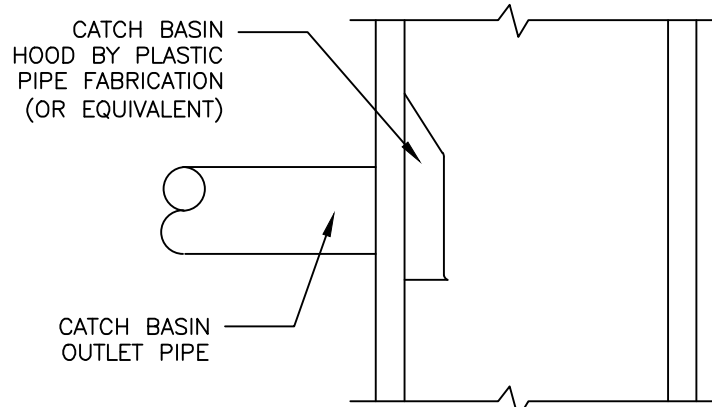
C-44



- NOTES:
1. BACKFLOW VALVE TO BE PROVIDED BY AGRI DRAIN CORPORATION OR AN APPROVED EQUAL.
 2. VALVE TO BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS AND COMPLY WITH RULES AND REGULATIONS AS OUTLINED IN SECTION 2 OF THE CITY OF PORTLAND TECHNICAL MANUAL.
 3. VALVE SHALL BE INSTALLED WITH A VALVE BOX AND COVER TO PROVIDE EASY ACCESS AND MAINTENANCE. VALVE COVER SHALL STATE "SEWER" ON LID FLUSH TO SURFACE. REFER TO VALVE & BOX COVER DETAIL FOR ADDITIONAL INFORMATION.
 4. CONCRETE COLLAR AT A MINIMUM 24-HOUR COMPRESSIVE STRENGTH OF 3,000 PSI.

BACKFLOW VALVE ASSEMBLY
NOT TO SCALE

- NOTES:
1. INSTALL CATCH BASIN HOODS IN ALL CATCH BASINS WITH A 12" OR 15" OUTLET PIPE.
 2. PREFERRED STYLE DESIGNED TO ELIMINATE CEMENTING OF THE TRAP.
 3. REFER TO MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION REQUIREMENTS.



CATCH BASIN HOOD DETAIL
NOT TO SCALE

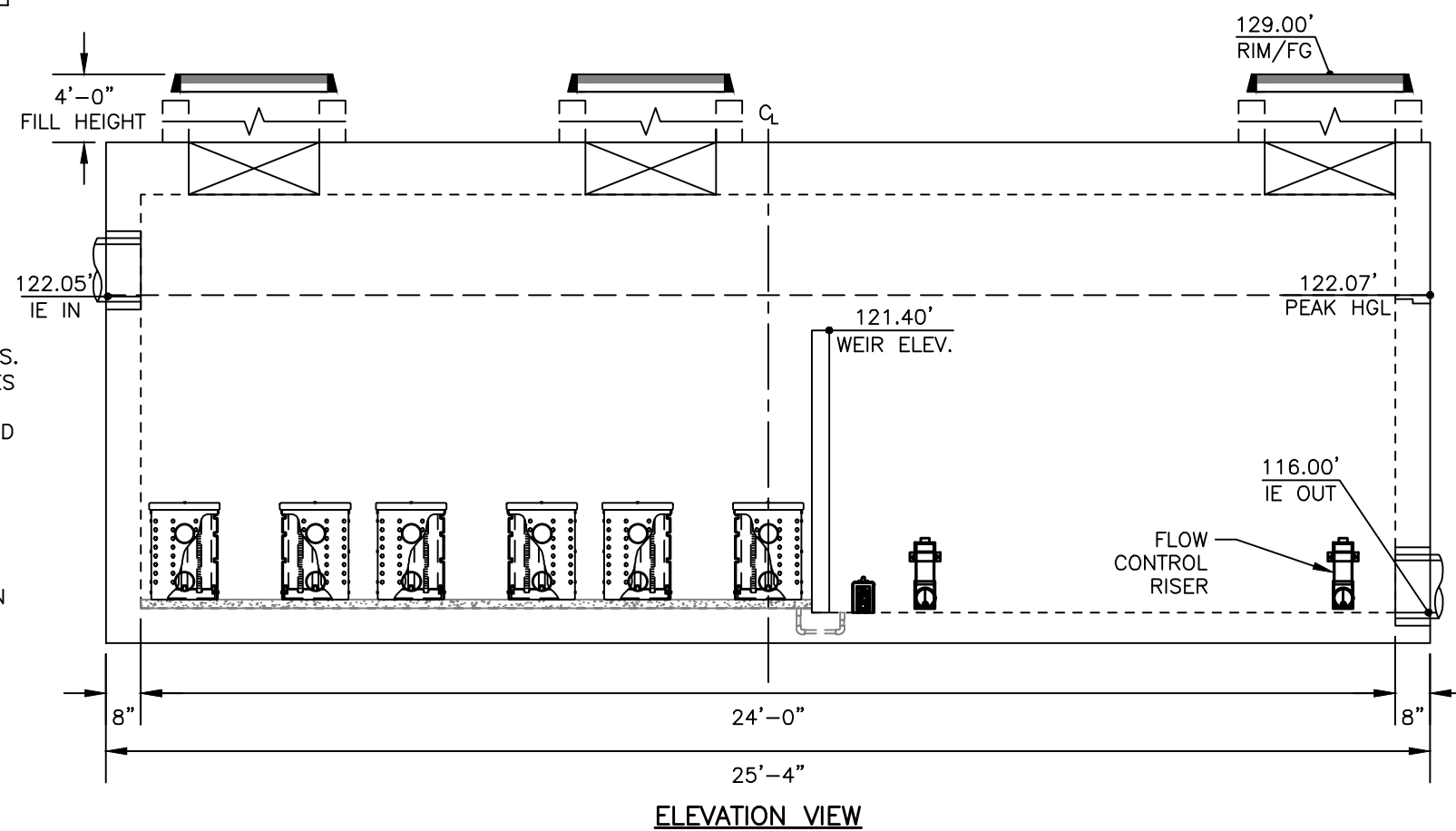
SITE SPECIFIC DATA			
PROJECT NUMBER		12534	
PROJECT NAME		MERCY HOSPITAL	
PROJECT LOCATION		PORTLAND, ME	
STRUCTURE ID		MODULAR WETLAND	
TREATMENT REQUIRED			
VOLUME BASED (CF)		FLOW BASED (CFS)	
N/A		1.11	
TREATMENT HGL AVAILABLE (FT)			5.4
PEAK BYPASS REQUIRED (CFS)- IF APPLICABLE			5.9
PIPE DATA	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	122.05	PVC	12"
INLET PIPE 2	N/A	N/A	N/A
OUTLET PIPE	116.00	PVC	12"
	PRETREATMENT	BIOFILTRATION	DISCHARGE
RIM ELEVATION	129.00	129.00	129.00
SURFACE LOAD	H-20	H-20	H-20
FRAME/COVER	#30"	3 EA 30"x48"	#30"
WETLAND MEDIA VOLUME (CY)			16.16
ORIFICE SIZE (DIA. INCHES)			#2.99 EA
NOTES: PRELIMINARY, NOT FOR CONSTRUCTION			

INSTALLATION NOTES:

1. CONTRACTOR TO PROVIDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO OFFLOAD AND INSTALL THE SYSTEM AND APPURTENANCES IN ACCORDANCE WITH THIS DRAWING WITH THE MANUFACTURER'S SPECIFICATIONS, UNLESS OTHERWISE STATED IN MANUFACTURER'S CONTRACT.
2. UNIT MUST BE INSTALLED ON LEVEL BASE. MANUFACTURER RECOMMENDS A MINIMUM 6" LEVEL ROCK BASE UNLESS SPECIFIED BY THE PROJECT ENGINEER. CONTRACTOR IS RESPONSIBLE TO VERIFY PROJECT ENGINEER'S RECOMMENDED BASE SPECIFICATIONS.
3. CONTRACTOR TO SUPPLY AND INSTALL ALL EXTERNAL CONNECTING PIPES. ALL PIPES MUST BE FLUSH WITH INSIDE SURFACE OF CONCRETE. (PIPES CANNOT INTRUDE BEYOND FLUSH). INVERT OF OUTFLOW PIPE MUST BE FLUSH WITH DISCHARGE CHAMBER FLOOR. ALL PIPES SHALL BE SEALED WATER TIGHT PER MANUFACTURER'S STANDARD CONNECTION DETAIL.
4. CONTRACTOR RESPONSIBLE FOR INSTALLATION OF ALL PIPES, RISERS, MANHOLES, AND HATCHES. CONTRACTOR TO GROUT ALL MANHOLES AND HATCHES TO MATCH FINISHED SURFACE UNLESS SPECIFIED OTHERWISE.
5. CONTRACTOR RESPONSIBLE FOR CONTACTING BIO CLEAN FOR ACTIVATION OF UNIT. MANUFACTURER'S WARRANTY IS VOID WITHOUT PROPER ACTIVATION BY A BIO CLEAN REPRESENTATIVE.

GENERAL NOTES:

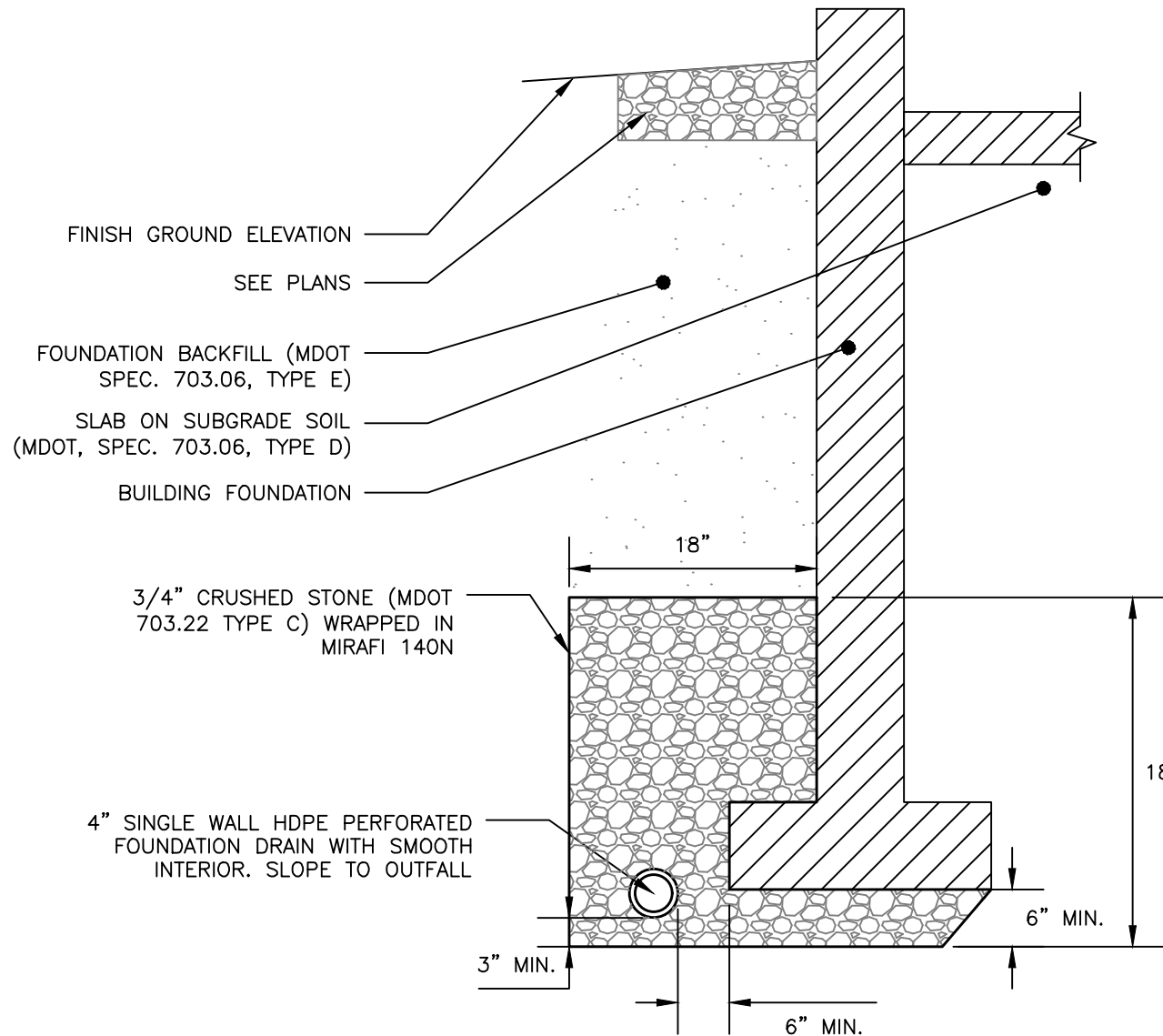
1. PRODUCT MODEL MWS-L-8-24-12"-11"-V-UG MANUFACTURER BY BIO CLEAN ENVIRONMENTAL SERVICES, INC.
2. MANUFACTURER TO PROVIDE ALL MATERIALS UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS, ELEVATIONS, SPECIFICATIONS AND CAPACITIES ARE SUBJECT TO CHANGE. FOR PROJECT SPECIFIC DRAWINGS DETAILING EXACT DIMENSIONS, WEIGHTS AND ACCESSORIES PLEASE CONTACT BIO CLEAN.



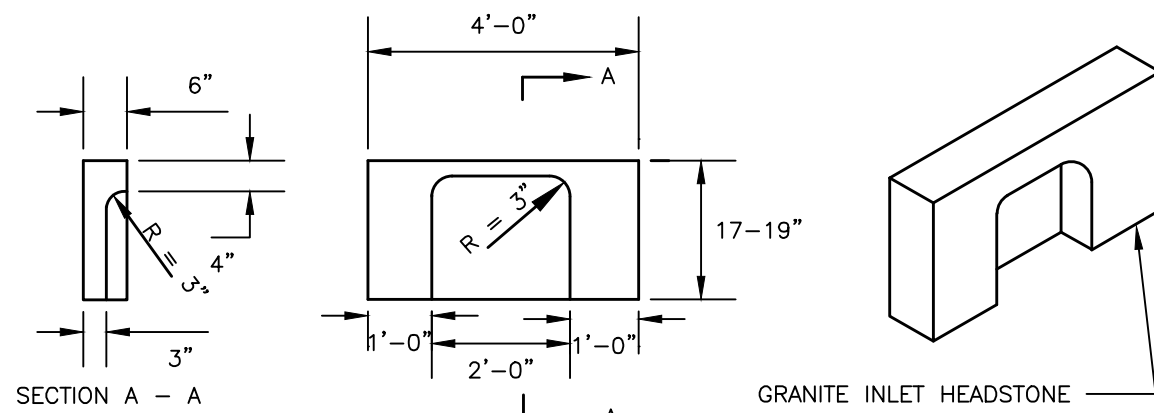
MODULAR WETLAND SYSTEM — LINEAR BIOFILTRATION SYSTEM
NOT TO SCALE

NOTES:

1. REFER TO THE BUILDING ARCHITECTS PLANS FOR THE BUILDING FOUNDATION, BACKFILL, ROOF DRAIN, SIDEWALK AND OTHER DETAILS.
2. PERFORATIONS IN UNDERDRAIN PIPE SHALL BE ORIENTED DOWN.
3. INSTALL STONE DRIP EDGE IN A LOCATIONS SUBJECT TO ROOF RUNOFF. WIDTH SHALL BE A MIN. 12" BEYOND THE PROJECTION OF THE ROOF EVE.
4. FOUNDATION WALL FOOTINGS SHALL BE CONSTRUCTED TO A MIN. DEPTH OF 4 FT BELOW ADJACENT FINISH GRADE. REFER TO STRUCTURAL ENGINEERS PLANS FOR ADDITIONAL INFORMATION AND MIN. REQUIREMENTS.
5. IF FOUNDATION DRAIN DAYLIGHTS, INSTALL DRAINAGE SOLUTIONS ANIMAL GUARD 4" EXTERNAL PVC OR CORRUGATED PLASTIC PIPE, OR INDUSTRY APPROVED EQUAL.



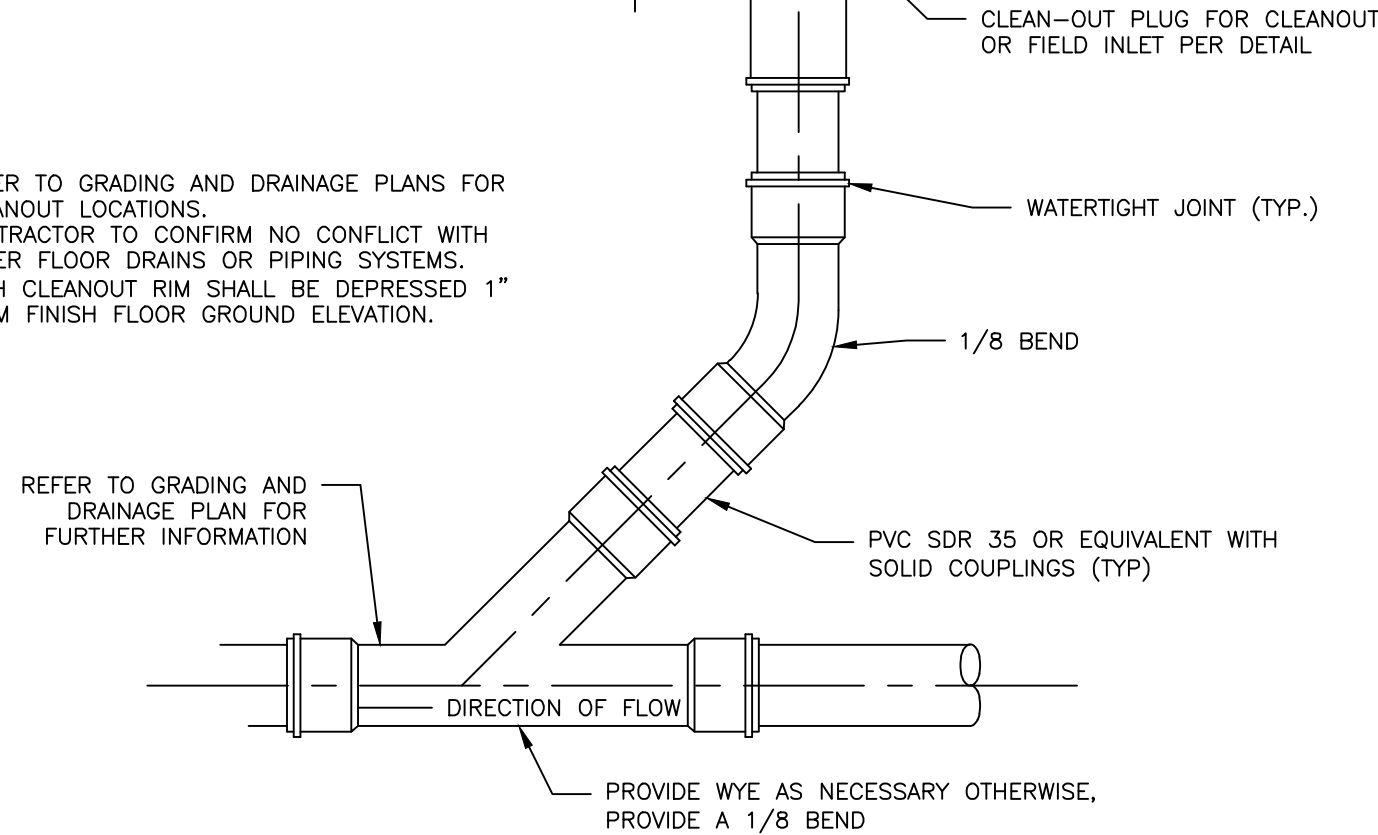
FOUNDATION DRAIN DETAIL
NOT TO SCALE



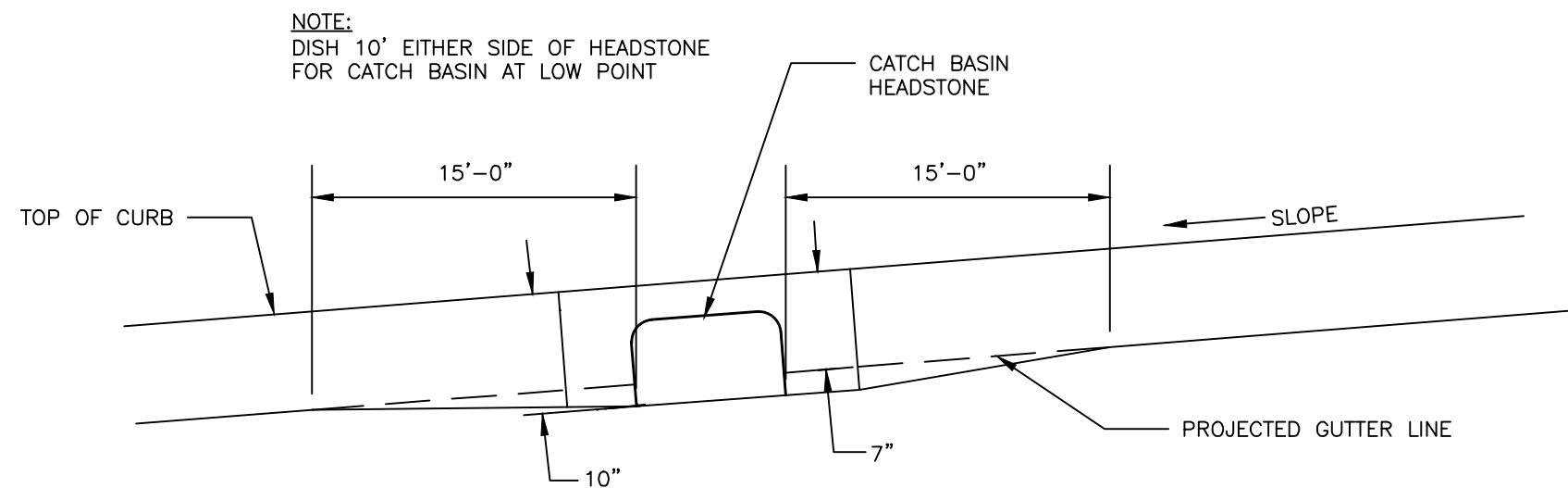
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NOTES:

1. REFER TO GRADING AND DRAINAGE PLANS FOR CLEANOUT LOCATIONS.
2. CONTRACTOR TO CONFIRM NO CONFLICT WITH OTHER FLOOR DRAINS OR PIPING SYSTEMS.
3. EACH CLEANOUT RIM SHALL BE DEPRESSED 1" FROM FINISH FLOOR GROUND ELEVATION.



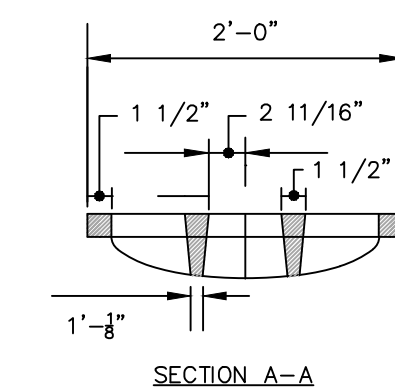
CONCRETE COLLAR FOR CLEANOUTS AND FLOOR DRAINS IN THE TRAVEL WAY
NOT TO SCALE



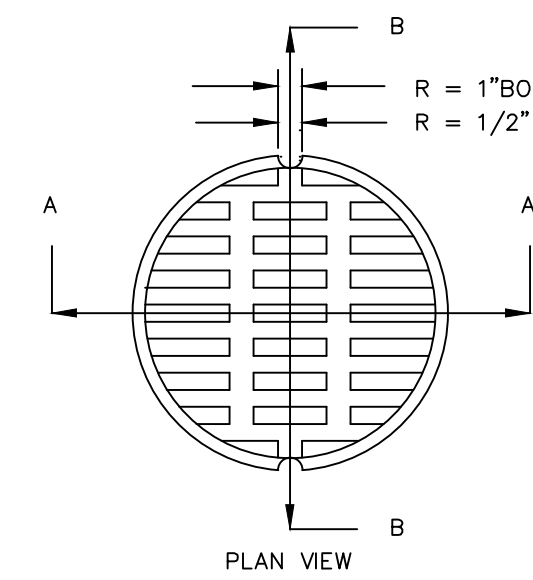
PAVEMENT GRADING ON SLOPES FOR CATCH BASIN AND INLET
NOT TO SCALE

NOTES:

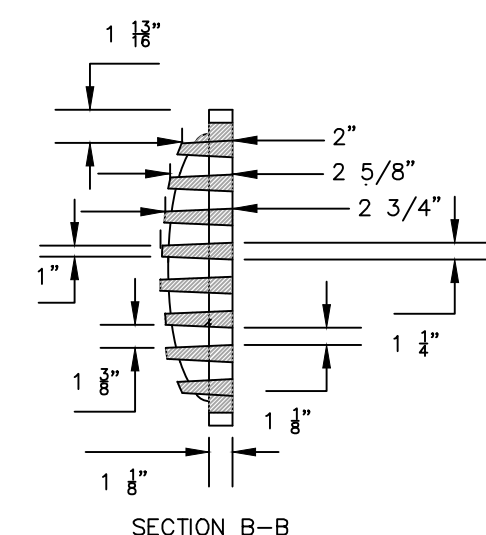
1. APPROVED CATCH BASIN FRAMES:
 - 1.1. EAST JORDAN = 7375Z
 - 1.2. NEENAH = R-3248
 - 1.3. OR APPROVED EQUAL
2. APPROVED CATCH BASIN GRATES
 - 2.1. EAST JORDAN = 2440M
 - 2.2. NEENAH = R-3248
 - 2.3. OR APPROVED EQUAL
3. PROVIDE 24" SQUARE GRATE FOR CATCH BASINS ADJACENT TO CURB



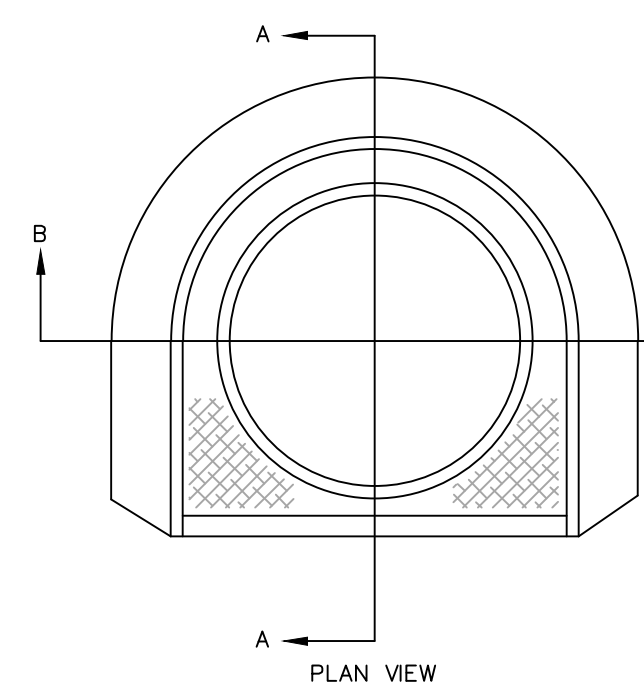
SECTION A-A



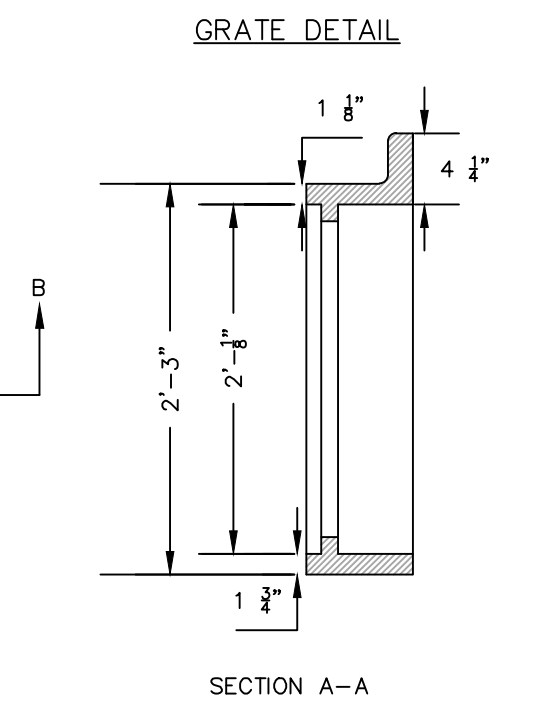
PLAN VIEW



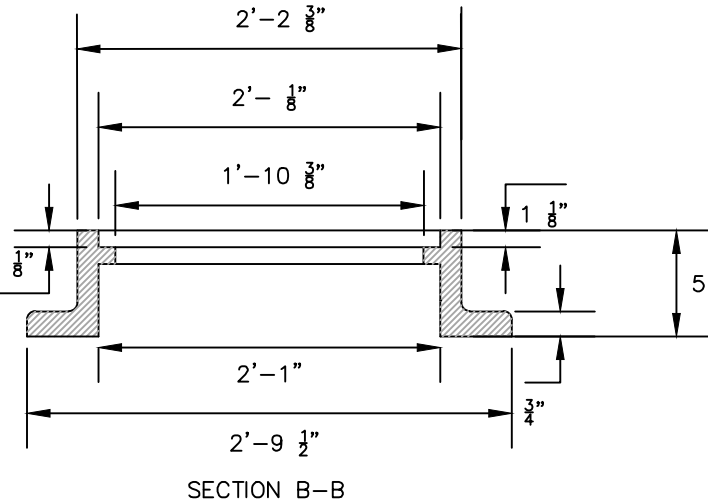
SECTION B-B



PLAN VIEW



SECTION A-A

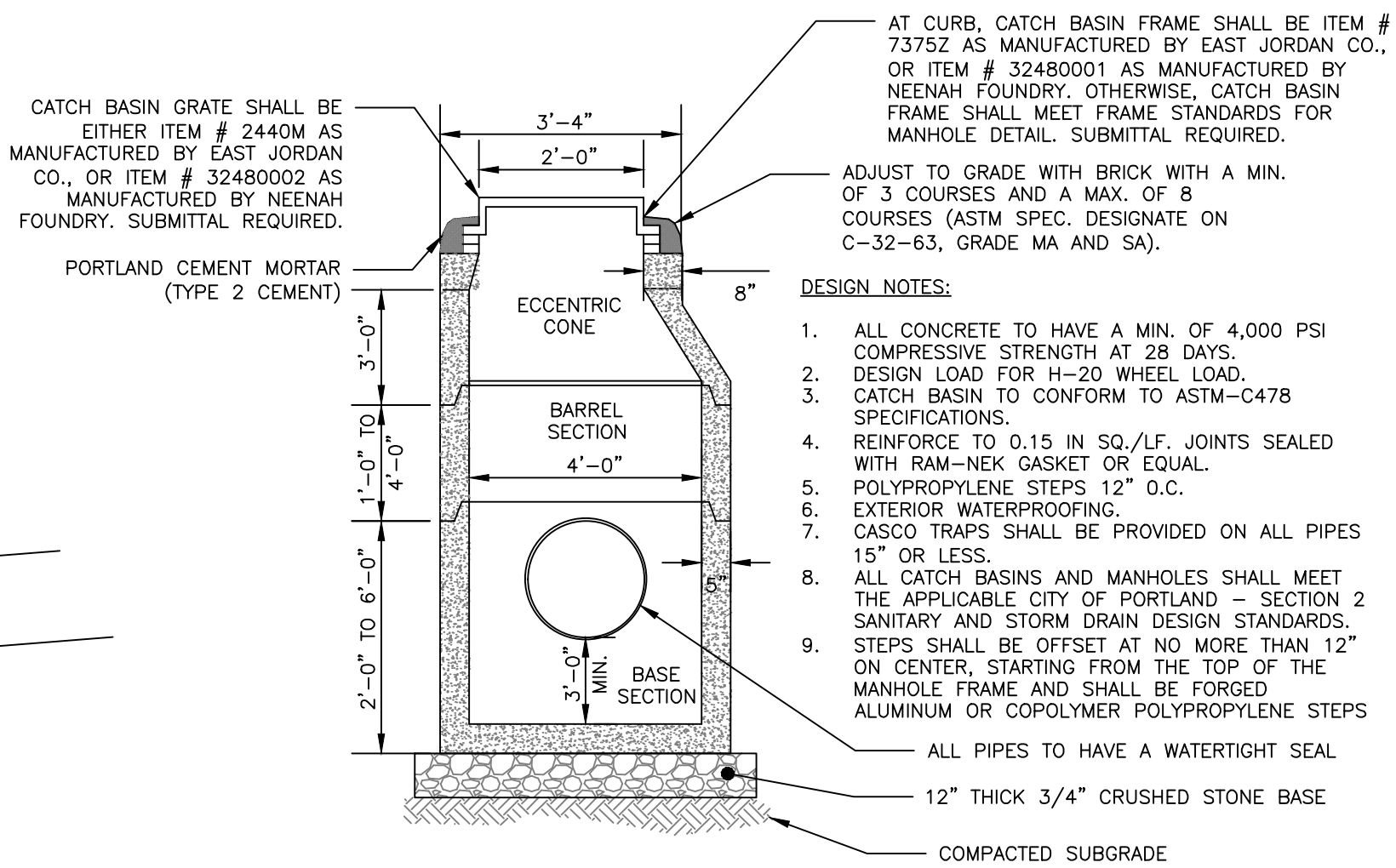


SECTION B-B

CATCH BASIN FRAME & GRATE
NOT TO SCALE

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANHOLE MANUFACTURED PER ASTM SPEC. C-478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLD AND SHALL HAVE ONE 3/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/RAIN MANHOLE COVERS SHALL HAVE "RAIN" CAST INTO THE COVER.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVAL EQUAL.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
9. CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DRSA OR APPROVED EQUAL.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
12. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP PER DETAIL.

GENERAL NOTES FOR MANHOLES AND CATCH BASINS



4'-0\"/>

ISSUED FOR	BY
SITE PLAN APP.	PPH
CHOM CITY REVIEW	PPH
COMMENT RESPONSE	PPH

DRAINAGE DETAILS

MERCY HOSPITAL REDEVELOPMENT

NEWHEIGHT REDFERN, LLC

217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101

DRAWING NAME:

PROJECT NAME/

ADDRESS:

CLIENT/OWNER OF RECORD:

DATE:

SCALE:

DESIGNED BY:

DRAWN BY:

CHECKED BY:

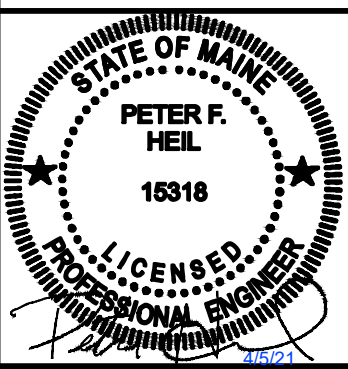
ACORN ENGINEERING, INC. ENGINEERING, INC.

ACORN ENGINEERING, INC. ENGINEERING, INC.

PO BOX 3372, PORTLAND MAINE 04101

(207) 775-2655

FILE:	1140_CIVIL
JN:	1140
SCALE:	AS NOTED
DESIGNED BY:	PPH
DRAWN BY:	KRB
CHECKED BY:	WHS



DRAWING NO.

C-45

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD:

- 1.1.1 CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS. THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:
- STONE SIZE SHALL BE 2-3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 - THE THICKNESS OF THE ENTRANCE STONE LAYER SHALL BE NO LESS THAN 6 INCHES.
 - THE ENTRANCE SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
 - GEOTEXTILE FABRIC (WOVEN OR NON-WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA.
 - THE ENTRANCE/EXIT SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROADWAYS.
- 1.1.2 SILTATION FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE SILT FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE CONSTRUCTION. IMMEDIATELY AFTER EACH RAINFALL EVENT, LESS THAN 1/4" OF RAIN, THE FENCE OR BERM SHALL BE INSPECTED FOR ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE OR BERM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.
- 1.1.3 SLOPES OF LESS THAN 1:1 SHALL BE COVERED WITH MULCH PLACED IN AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
- 1.1.4 AT ANY TIME OF THE YEAR, ALL SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BARRIER BLONKET SC1505BN BY NORTH AMERICAN GREEN OR APPROVED EQUIV, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.
- 1.1.5 WINTER STREET AND SPRING STREET SHALL BE SWEEP TO CONTROL MUD AND DUST FROM THE CONSTRUCTION SITE AS NECESSARY. ADD ADDITIONAL STONE TO THE STREET AND CONSTRUCTION ENTRANCES TO MINIMIZE THE TRACKING OF MUD AND DUST ONTO SURROUNDING ROADWAYS.
- 1.1.6 DURING DEMOLITION, CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MAINTAIN THE SIDE OF THE DAM TO BE DOWNHILL OF THE DAM. THE DAM SHALL BE MAINTAINED TO A MINIMUM OF 24 HOURS PRIOR TO ANY RAINFALL EVENT.
- 1.1.7 SILT FENCE STAKE SPACING SHALL NOT EXCEED 6 FEET UNLESS THE FENCE IS SUPPORTED WITH 14 GAUGE WIRE IN WHICH CASE THE MAXIMUM SPACING SHALL NOT EXCEED 10 FEET. THE SILT FENCE SHALL BE "TODD" INTO THE GROUND.
- 1.1.8 STORMDRAIN INLET PROTECTION SHALL BE PROVIDED TO STORMDRAINS THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE DROP INLET SEDIMENT TRAP, STORMDRAIN INLET PROTECTION, CURB INLET SEDIMENT FILTER, OR CURB INLET SEDIMENT FILTER. BARRIERS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT AND REPAIRED AS NECESSARY. SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED 4" OF THE DESIGN HEIGHT.
- 1.1.9 DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MDEP PRODUCT. DUST CONTROL SHALL BE MAINTAINED UNTIL THE END OF THE PROJECT.
- 1.1.10 TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.
- 1.1.11 STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILE SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.
- 1.1.12 FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.
- 1.1.13 IT IS OF THE UTMOST IMPORTANCE THAT THE STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL THE TRENCH IS BACKFILLED.

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

- 1.2.1 ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4" OF LOAM AND SHALL BE LIMED, AND MULCHED.
- 1.2.2 EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.2 OF THIS REPORT.
- 1.2.3 ALL STORMWATER DEVICES SHALL BE INSTALLED AND TRIBUTARY AREAS STABILIZED PRIOR RECEIVING STORMWATER.
- 1.2.4 REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

2.1 THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

3.1 EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

WINTER CONSTRUCTION CONSISTS OF EARTHWORK DISTURBANCE BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER-WINTER STABILIZATION. ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP, OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED OPEN.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

ALL AREAS SHALL BE CONSIDERED TO BE DENUDE D UNTIL 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 ACCEPTED RATE OF 75-1B5/1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MUX MUST BE APPLIED AT A RATE OF 10 LB. PER 1,000 S.F. OR 1 TON/ACRE. MULCH SHALL BE APPLIED TO ALL EXPOSED AREAS OF THE PROJECT SITE, INCLUDING ALL EXPOSED AREAS PRIOR TO APPLICATION. AFTER EACH DISTURBANCE, ALL GRADING, THE AREAS SHALL BE PROPERLY STABILIZED WITH EROSION HAY OR STRAW OR EROSION CONTROL MATTING. AREAS SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED OR ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1ST AND APRIL 15TH, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, TRACKING OR WOOD ANCHORS. MULCH SHALL BE REAPPLIED TO ALL AREAS WHERE MULCHING OR ANCHORING IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 15TH, MULCHING AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL 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 NOT 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 PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS./1,000 S.F. ALL AREAS SEEDD DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION** - by OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F., LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. MONITOR GROWTH OF THE RYE OVER THE NEXT SEVERAL WEEKS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST. IF THE RYE DOES NOT GROW, THEN MULCH THE AREA FOR OVER-WINTER PROTECTION.
- STABILIZE THE SOIL WITH SOD** - STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES 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.
- STABILIZE THE SOIL WITH MULCH** - BY NOVEMBER 15TH, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. COVER THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

ALL STONE-COVERED SLOPES SHALL BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEEDED AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

1. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS - BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEEDED WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDING. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR DOES NOT TAKE LEAST 75% OF THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR WITH STONE RIPRAP.
2. STABILIZE THE SOIL WITH SOD - THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR PROMOTING 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 CONTRACTOR SHALL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS IN THE SLOPE FACE.
3. STABILIZE THE SOIL WITH EROSION CONTROL MIX - EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
4. STABILIZE THE SOIL WITH STONE RIPRAP - PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WEEKS, AS WELL AS AFTER A "STORM EVENT". A "STORM EVENT" SHALL CONSIST OF 0.5 INCHES OF RAIN WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL - BEST MANAGEMENT PRACTICES (BMP'S) SHALL BE INSPECTED IN THE MANNER AS DESCRIBED.

HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPLACED WITH A TEMPORARY CHECK DAM. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD 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.

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 AND REDISTRIBUTED ON SITE IN A STABLE MANNER. THE ENTRANCE SHOULD THEN BE RECLOSED. THE CONTRACTOR SHALL SWEETEN THE ENTRANCE WITH AGGREGATE, WHICH HAS BEEN EXPERIENCED MOVING INTO THE TRAVELWAY OR TRAVELERS' WAY, WHEN SUCH MOVING IS REQUIRED. SUCH WORK SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS.

ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINFALL, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE-INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE. WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

ALL UNDERDRAINS, STORM DRAINS, AND CATCH BASINS NEED TO BE OPERATING EFFECTIVELY AND FREE OF DEBRIS.

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE

TELEPHONE: (207) 775-2633

Ø MAINE PROFESSIONAL ENGINEERING LICENSE #11419
 Ø MAINE DEP – CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
 Ø CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
 Ø CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

1. INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
2. INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
3. INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
4. COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
5. PRIORITIZE THE DOWNHILL SIDE TO CONTAIN RUNOFF WITHIN THE SITE WHILE PROVIDING AN ENGINEERED OUTLET WITH SILTATION BARRIER TO THE MUNICIPAL STORMWATER SYSTEM WITHIN WINTER STREET.
6. COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
7. COMMENCE INSTALLATION OF UTILITIES.
8. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
9. COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
10. COMPLETE REMAINING EARTHWORK OPERATIONS.
11. INSTALL SUB-BASE AND BASE GRAVELS IN PAVED AREAS.
12. INSTALL PAVING, CURBING AND BRICKWORK.
13. LOAM AND FERTILIZE SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
14. ONCE THE SITE IS STABILIZED, 90% CATCH OF GRASS HAS BEEN OBTAINED, OR MULCHING OF LANDSCAPE AREAS IS COMPLETE REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
15. TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
16. COMPLETE SITE SIGNAGE AND STRIPING.
17. EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREAS TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL RE-VEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

7.1 SITE PREPARATION

THE SEEDED AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10-10-10 (N-P2O5-K2O) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 138 POUNDS PER 1,000 SQUARE FEET.

THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

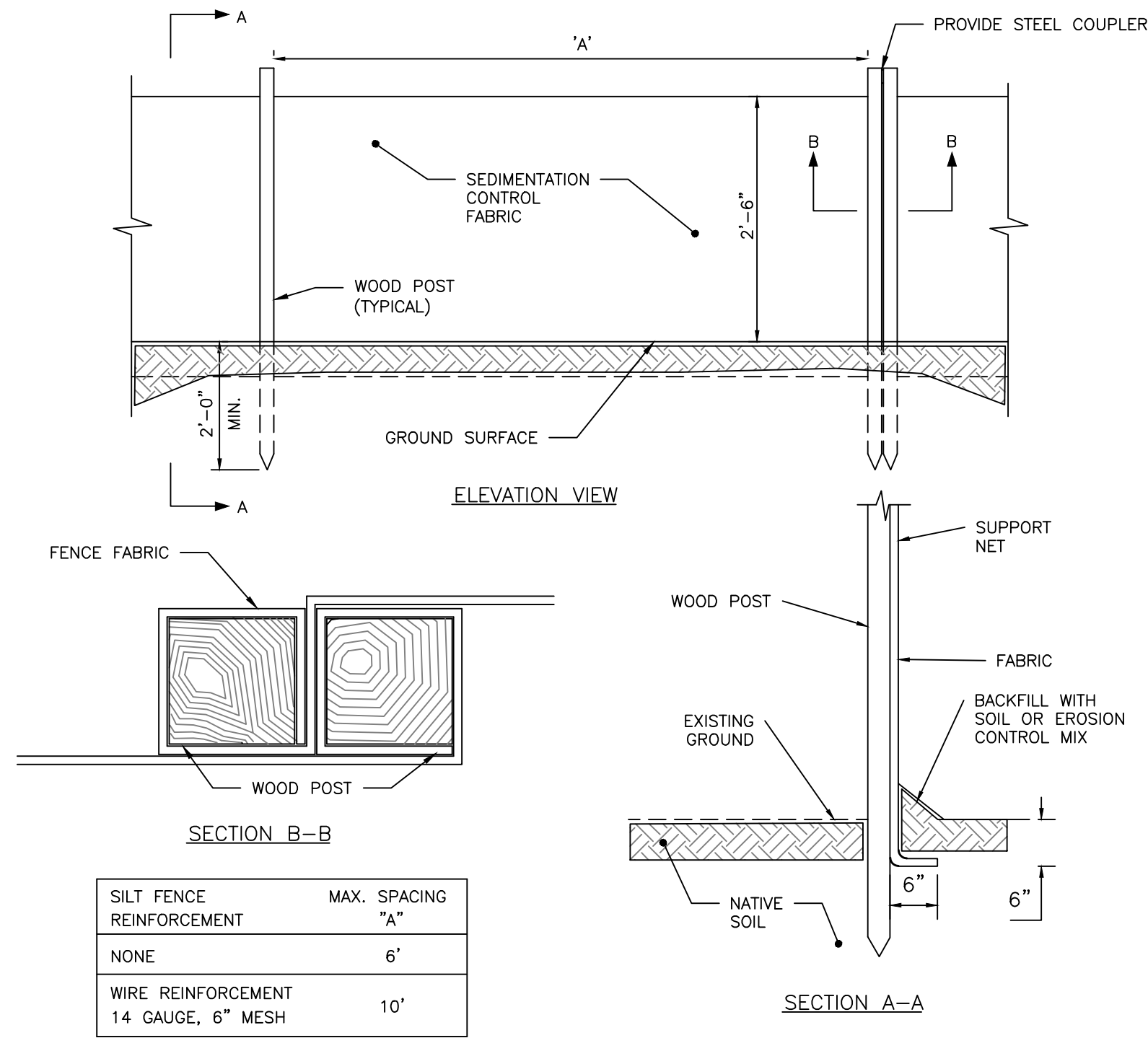
TEMPORARY SEED APPLICATION RATES			
SEED	LBS / ACRE	LBS / 1,000 SF	RECOMMENDED SEEDING DATES
WINTER RYE	112	2.6	8/15 TO 10/1
OATS	80	1.8	4/1 TO 7/1 8/15 TO 9/15
ANNUAL RYEGRASS	40	0.9	4/1 TO 7/1
SUDANGRASS	40	0.9	5/15 TO 8/15
PERENNIAL	40	0.9	8/15 TO 9/15
TOTAL	312	7.1	

PERMANENT SEED APPLICATION RATES	
SEED	LBS / ACRE
KENTUCKY BLUEGRASS	20.00
CREEPING RED FESCUE	20.00
PERENNIAL RYEGRASS	4.80
TOTAL	44.8 LBS/ACRE

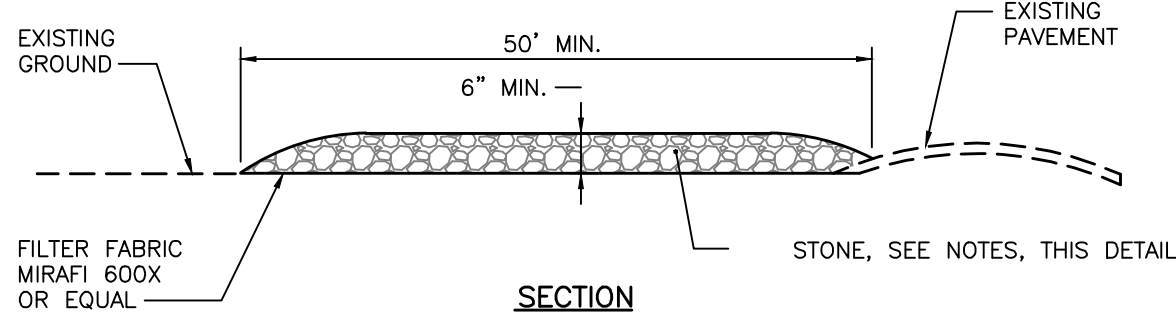
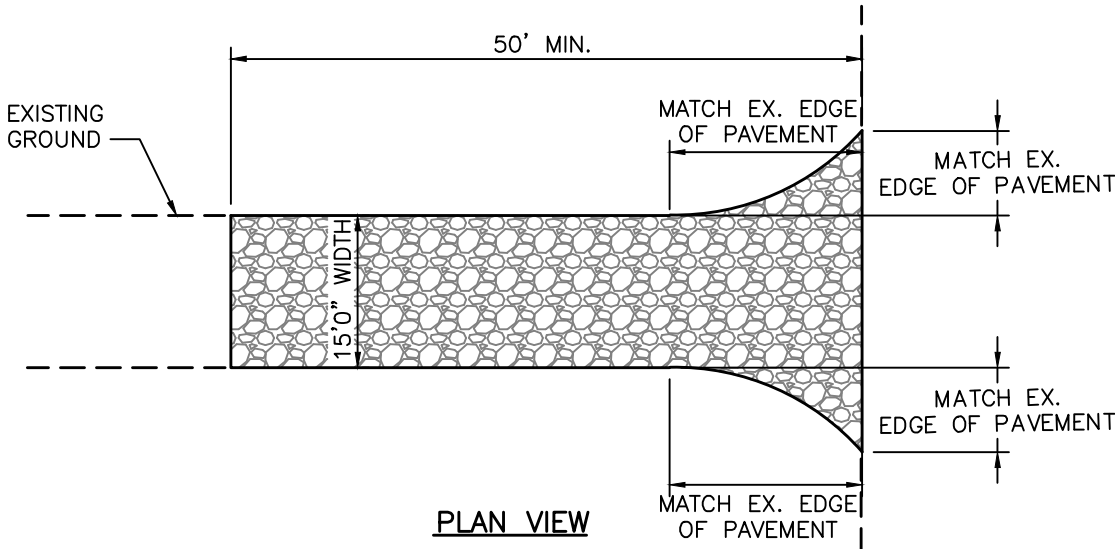
MULCH SHALL BE HARDWOOD AND APPLIED AT A RATE OF 70 LBS - 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEEDED AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT. REFER TO DETAIL FOR MORE INFORMATION.

THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

[illegible]



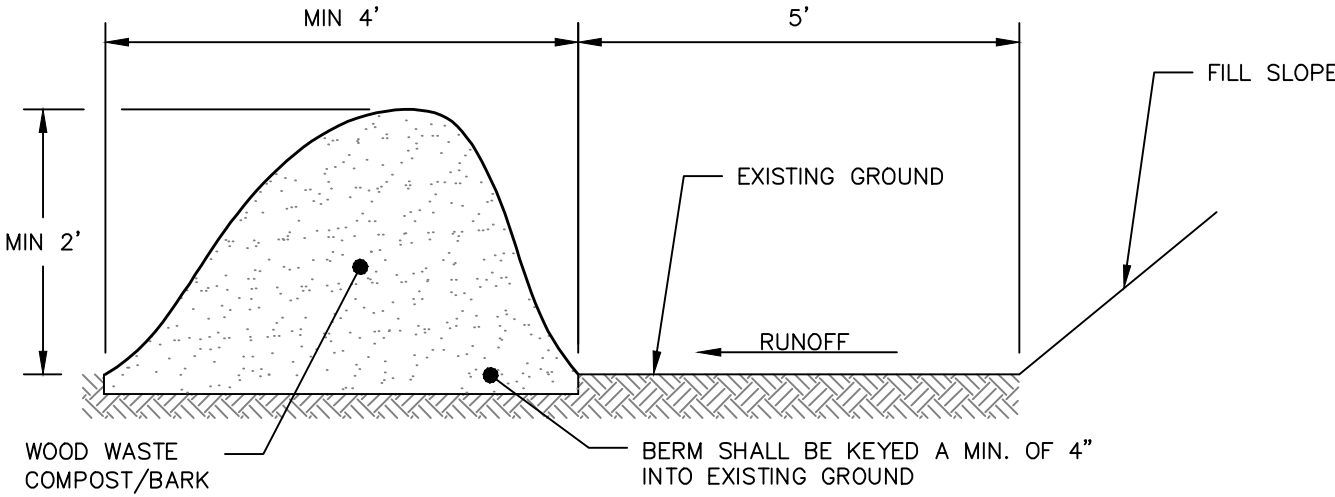
SILTATION FENCE DETAIL
NOT TO SCALE



- NOTES:
1. CONTRACTOR SHALL ADD STONE TO ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES
 2. STONE SHALL BE 2\"-3\" COARSE AGGREGATE
 3. CONSTRUCTION ENTRANCE SHALL BE GRADED TO NOT ALLOW ANY STORMWATER TO BE CONVEYED OFF SITE. IN SITUATIONS WHERE THIS IS NOT POSSIBLE, ANY STORMWATER CONVEYED OFFSITE SHALL BE TREATED OR RETAINED IN A MANNER APPROVED BY ENGINEER.
 4. WHEN NECESSARY, ON-SITE VEHICLES SHALL HAVE THEIR WHEELS CLEANED PRIOR TO LEAVING SITE.
 5. CONSTRUCTION ENTRANCE SHALL BE GRADED IN A MANNER THAT PREVENTS TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT-OF-WAY

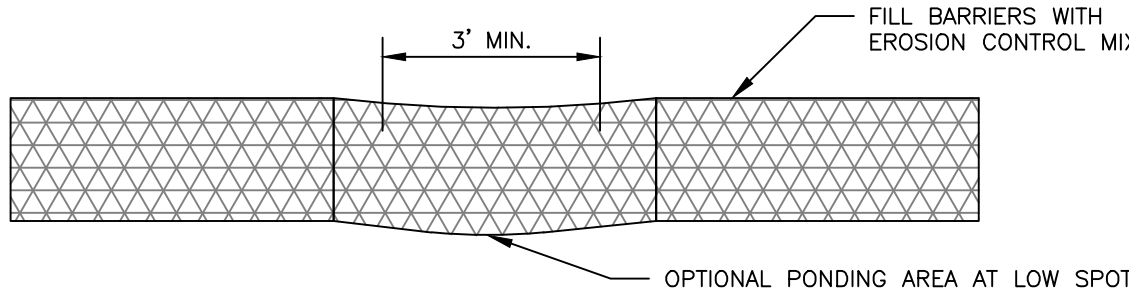
STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

- NOTES:
1. THE EROSION CONTROL MIX SHALL CONFORM TO THE FOLLOWING STANDARDS AND IN ACCORDANCE WITH THE MAINE DOT CHAPTER 700, SECTION 717.04(D):
 - 1.1. pH BETWEEN 5.0 - 8.0
 - 1.2. PARTICLE SIZE (BY WEIGHT):
 - 1.2.1. - 100% PASSING A 150 MM (6 IN) SCREEN
 - 1.2.2. 75 TO 85% PASSING A 19 MM (0.75 IN) SCREEN
 - 1.3. SOLUBLE SALTS CONTENT < 4.0 MMHOS/CM
 - 1.4. ORGANIC MATTER 20 TO 100% , DRY WEIGHT BASIS
 2. THE BERM SHOULD BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR, WHEN NECESSARY THE BERM MAY BE PLACED PERPENDICULAR TO THE SLOPE ALONG THE PROPERTY LINE TO CONTAIN THE SEDIMENT PROVIDED A BERM IS LOCATED AT THE BASE OF THE SLOPE.
 3. BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS STABILIZED OR 90% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED OFFSITE OR BY SPREADING SUCH THAT NATIVE EARTH CAN BE SEEN BELOW.

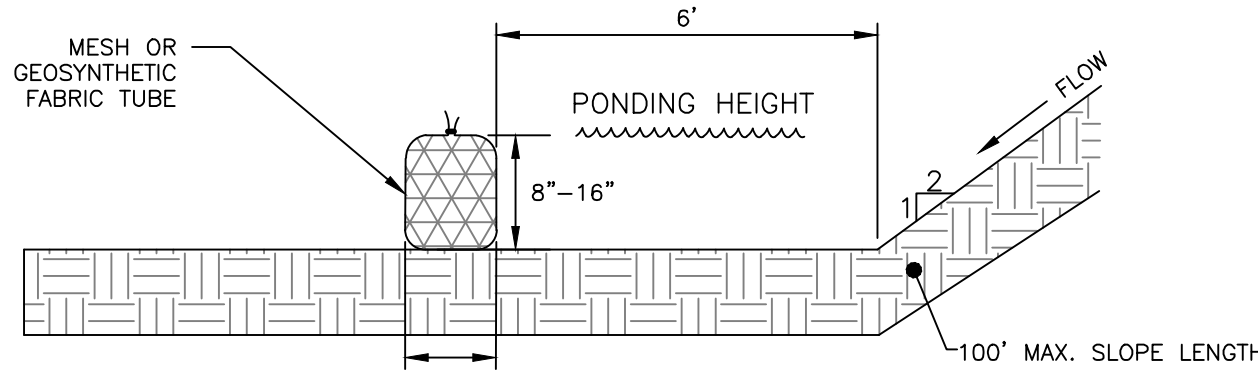


EROSION CONTROL MIX BERM DETAIL
NOT TO SCALE

- NOTES:
1. FULL CONTACT WITH THE GROUND IS CRITICAL TO PREVENT SHORT CIRCUITING UNDER THE TUBE - THE GROUND SURFACE SHOULD BE SMOOTH AND LEVEL. IN WOODED AREAS, PROTRUDING ROOTS AND DEBRIS MAY NEED TO BE REMOVED. IN GRASSED AREAS, THE GRASS NEEDS TO BE EITHER MOWED OR COMPRESSED DOWN.
 2. STAKING MAY BE NECESSARY ON STEEP SLOPES.
 3. UPON FINAL STABILIZATION, THE TUBE CAN BE CUT OPEN AND THE MATERIAL SPREAD OUT ONTO THE GROUND. THE MESH MATERIAL SHOULD BE REMOVE.
 4. LOOSE COMPOST MAY BE BACKFILLED ALONG THE UPSLOPE SIDE OF THE COMPOST FILTER SOCK, FILLING THE SEAM BETWEEN THE SOIL SURFACE AND THE DEVICE, IMPROVING FILTRATION AND SEDIMENT RETENTION.

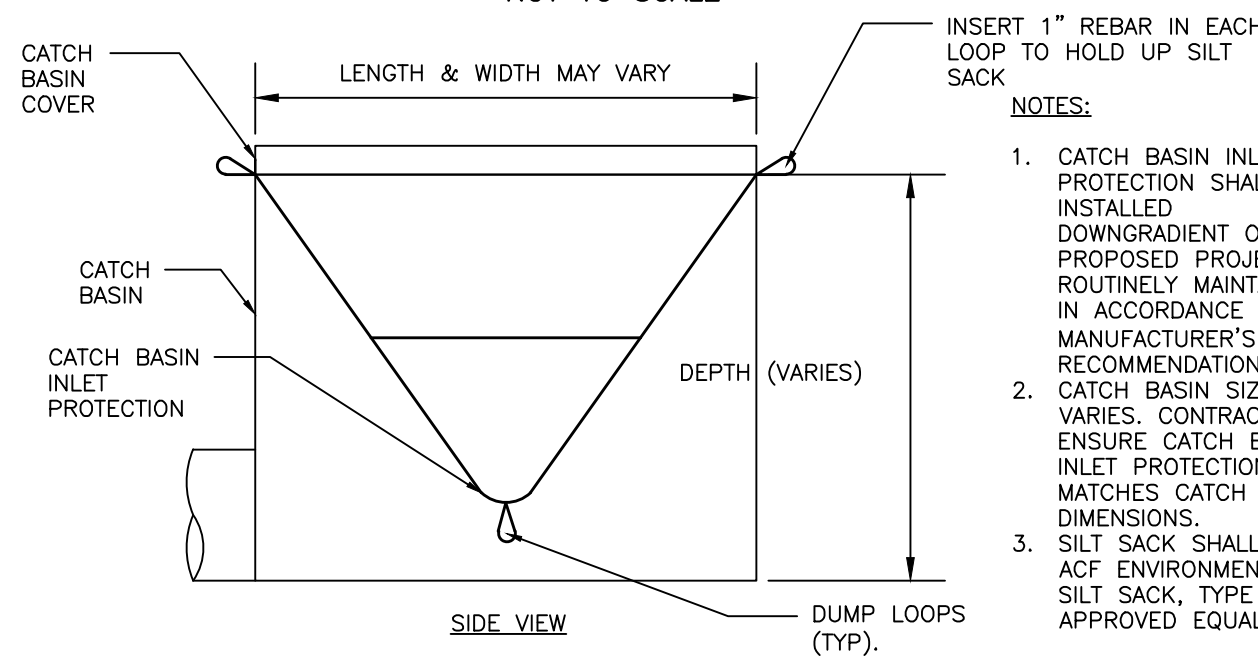


FRONT VIEW



SIDE VIEW

FILTER SOCK DETAIL
NOT TO SCALE



CATCH BASIN INLET PROTECTION
NOT TO SCALE

- NOTES:
1. CATCH BASIN INLET PROTECTION SHALL BE INSTALLED DOWNGRADIENT OF PROPOSED PROJECT AND ROUTINELY MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS
 2. CATCH BASIN SIZE VARIES. CONTRACTOR TO ENSURE CATCH BASIN INLET PROTECTION MATCHES CATCH BASIN DIMENSIONS.
 3. SILT SACK SHALL BE ACF ENVIRONMENTAL SILT SACK, TYPE A, OR APPROVED EQUAL.

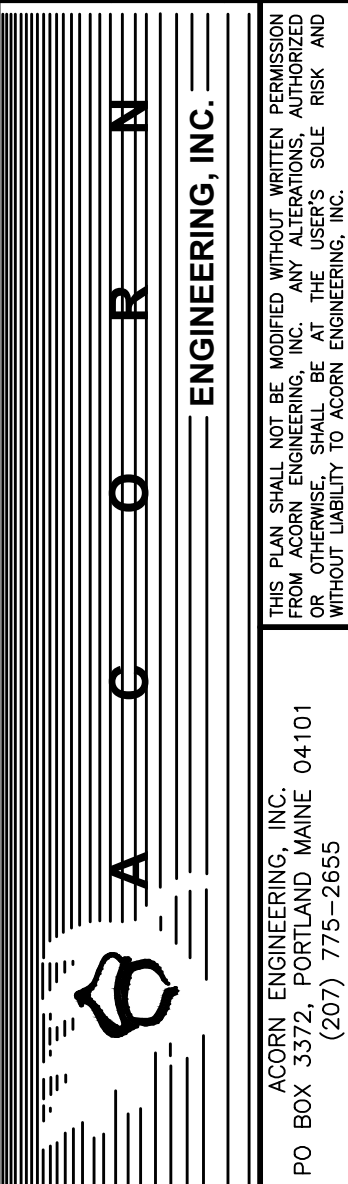
PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
PFH	DATE
SITE PLAN APP.	8/16/26
CHOM CITY REVIEW	PFH
COMMENT RESPONSE	12/4/26
	PFH
	3/17/27

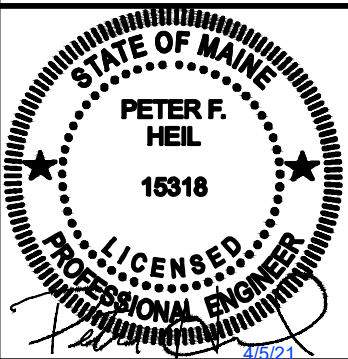
DRAWING NAME: EROSION & SEDIMENTATION CONTROL DETAILS

PROJECT NAME/ ADDRESS: MERCY HOSPITAL REDEVELOPMENT

CLIENT/OWNER OF RECORD: NEWHEIGHT REDFERN, LLC
217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101



FILE: 1140_CIVIL
JN: 1140
SCALE: AS NOTED
DESIGNED BY: PFH
DRAWN BY: KRB
CHECKED BY: WHS



DRAWING NO.

C-47



FAMILY BUILDING



SENIOR BUILDING



FAMILY BUILDING



WOONERF / ALLEY CONCEPT

CONCEPT IMAGES
(PLANTING REPRESENTATIVE OF SCALE/MASSING, COLOR MAY VARY)

12.04.2020 LEVEL III SITE PLAN

SHEET INDEX
LANDSCAPE DRAWINGS

■	L0-00	COVER SHEET
■	L0-01	NOTES
■	L1-00	LAYOUT PLAN
■	L2-00	MATERIALS PLAN
■	L3-00	PLANTING PLAN
■	L4-00	DETAILS
■	L4-01	DETAILS
■	L4-02	DETAILS
■	L4-03	SITE FURNISHINGS

VICINITY MAP:



PROJECT LOCATION



NORTH

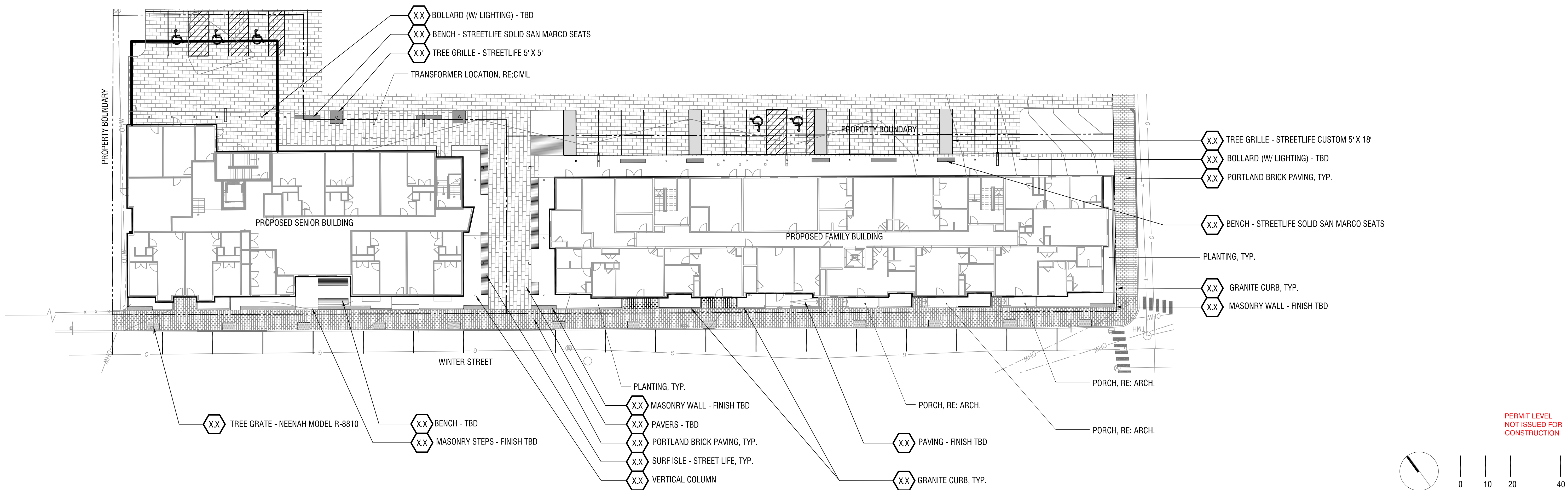
COMMUNITY HOUSING OF MAINE
SENIOR AND FAMILY BUILDINGS
WINTER STREET
PORTLAND, ME

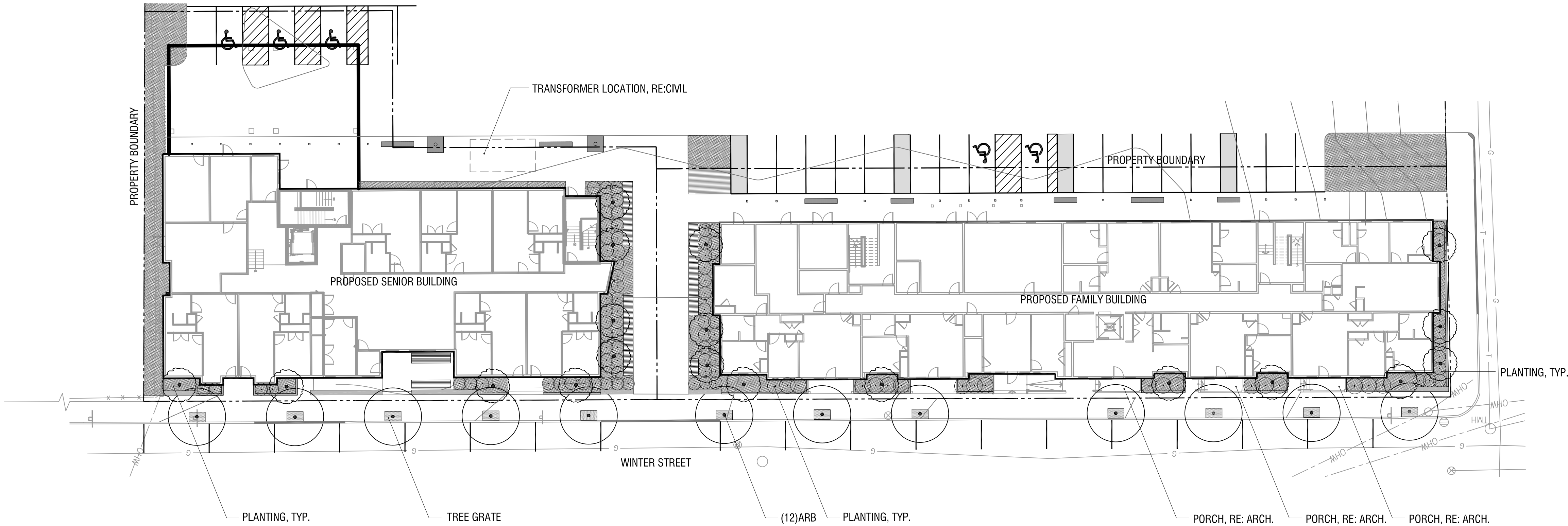
COMMUNITY HOUSING OF MAINE

LEVEL III SITE PLAN
DECEMBER 4, 2020

MATERIALS PLAN

L 2-00





PLANTING LEGEND

SYMBOL	ABBR.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING
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TREES-DECIDUOUS

	ARB	ACER RUBRUM 'BOWHALL'	BOWHALL RED MAPLE	12	3" CAL.	PER PLAN
	AL	AMELANCHIER LAEVIS	AMELANCHIER LAEVIS	TBD	8'-10' HT 8/8	PER PLAN

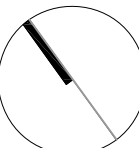
SHRUBS & WOODY GROUNDCOVER

	CS	CORNUS SERICEA	REDTIG DOGWOOD	TBD	#5	PER PLAN
	JHBR	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR JUNIPER	TBD	#3	PER PLAN
	RA	RHUS AROMATICA 'GRO-LOW'	GROW-LOW SUMAC	TBD	#3	3.5' O.C.
	MP	MYRICA PENNSYLVANICA	NORTHERN BAYBERRY SHRUBS	TBD	#5	PER PLAN

GRASSES / PERENNIALS

	SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	TBD	#2	2' O.C.
	PV	PANICUM VIRGATUM	SWITCH GRASS	TBD	#2	2' O.C.

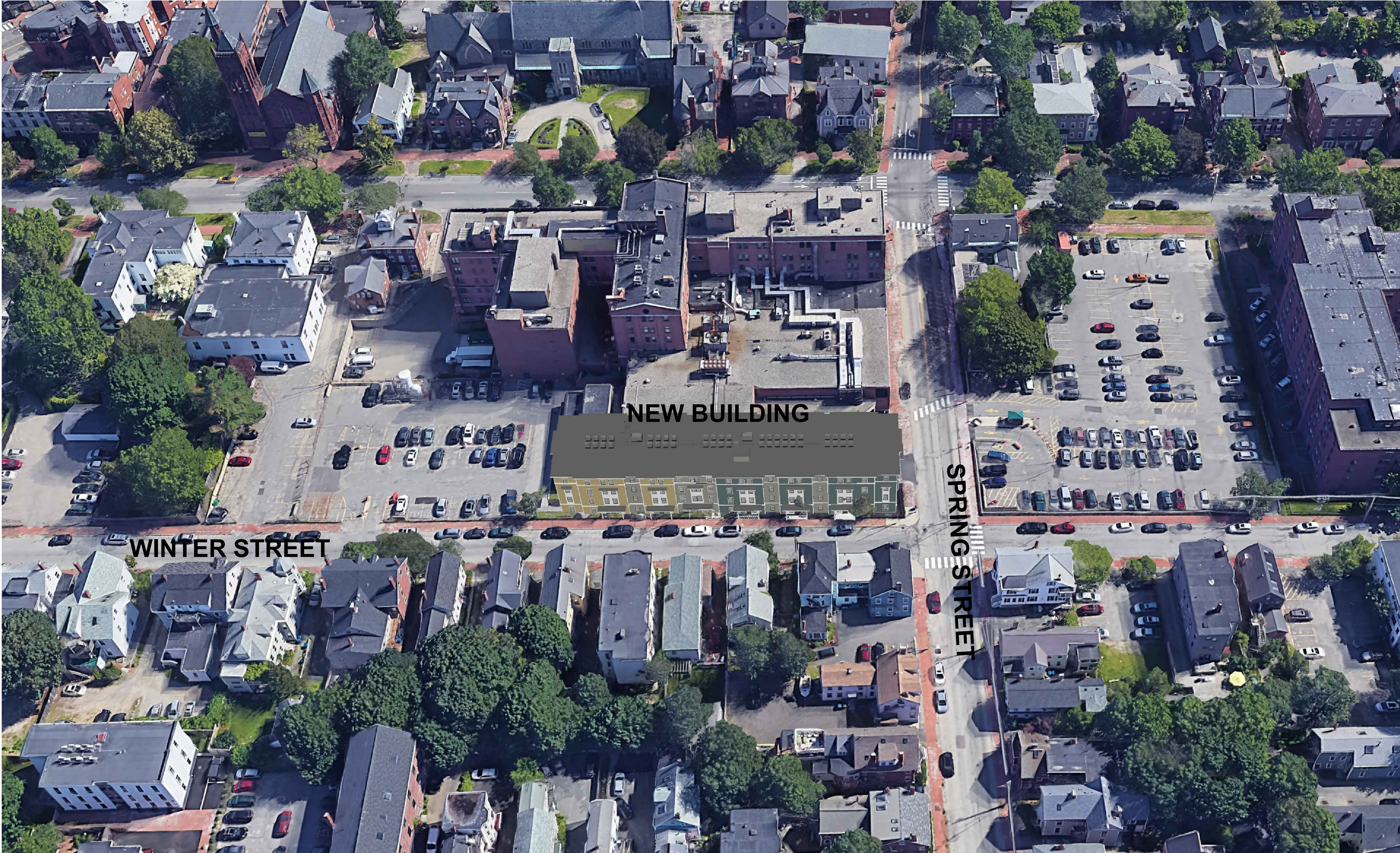
PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION



FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 VIEW FROM ABOVE
NTS

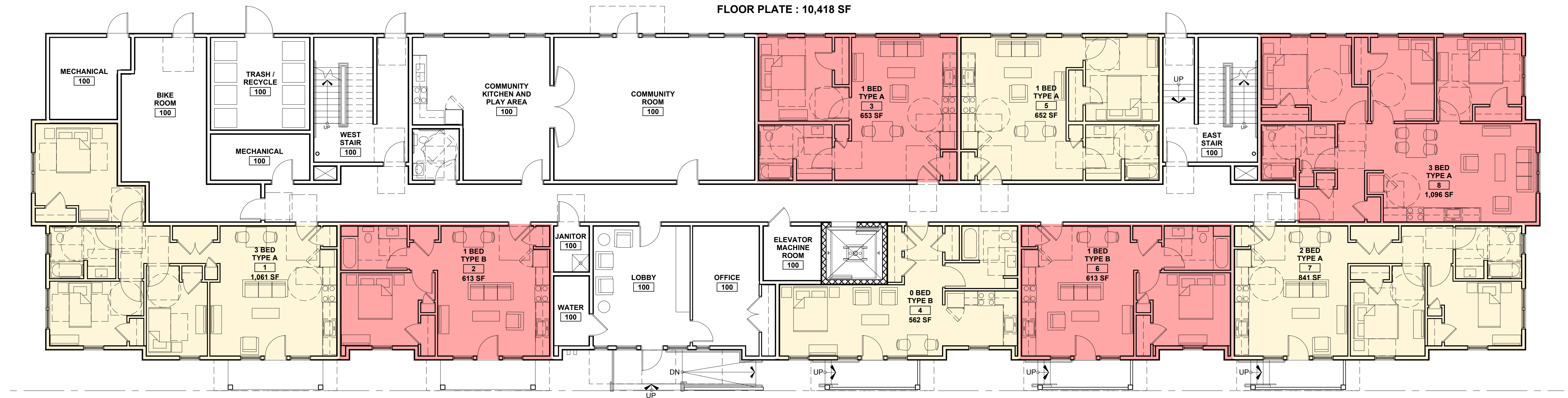
PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

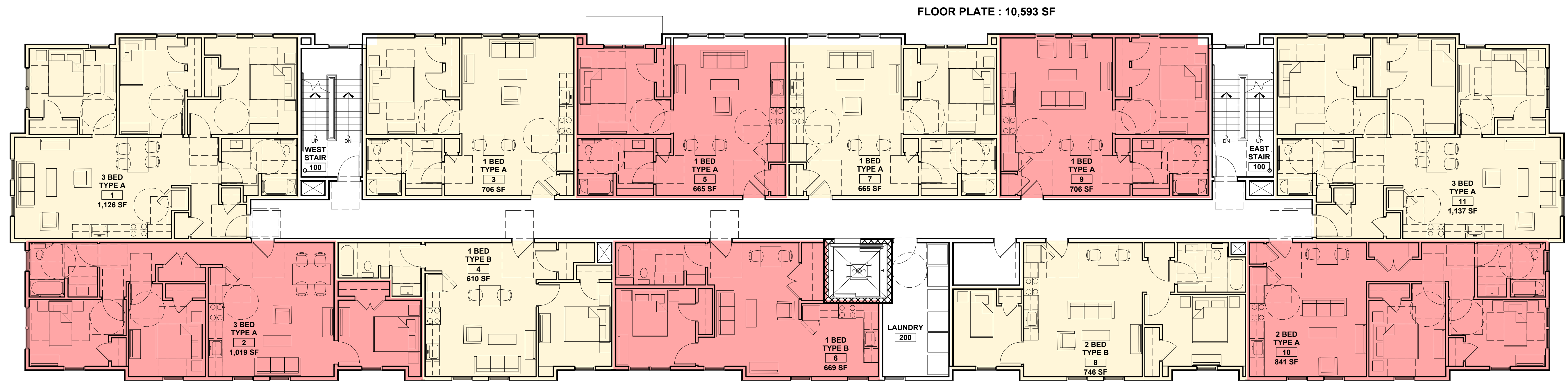
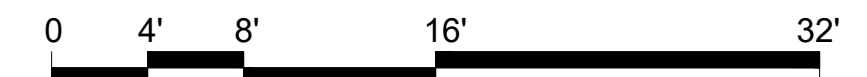
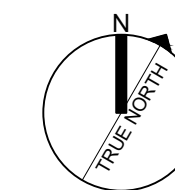
FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

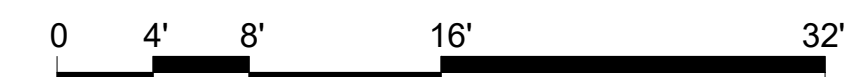
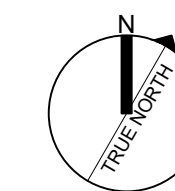
DECEMBER 02, 2020



1 FIRST FLOOR PLAN
1/8" = 1'-0"



2 SECOND, THIRD, FOURTH FLOOR PLAN
1/8" = 1'-0"



RYAN SENATORE **ARCHITECTURE**

PROGRESS PRINT ONLY
Not for Construction

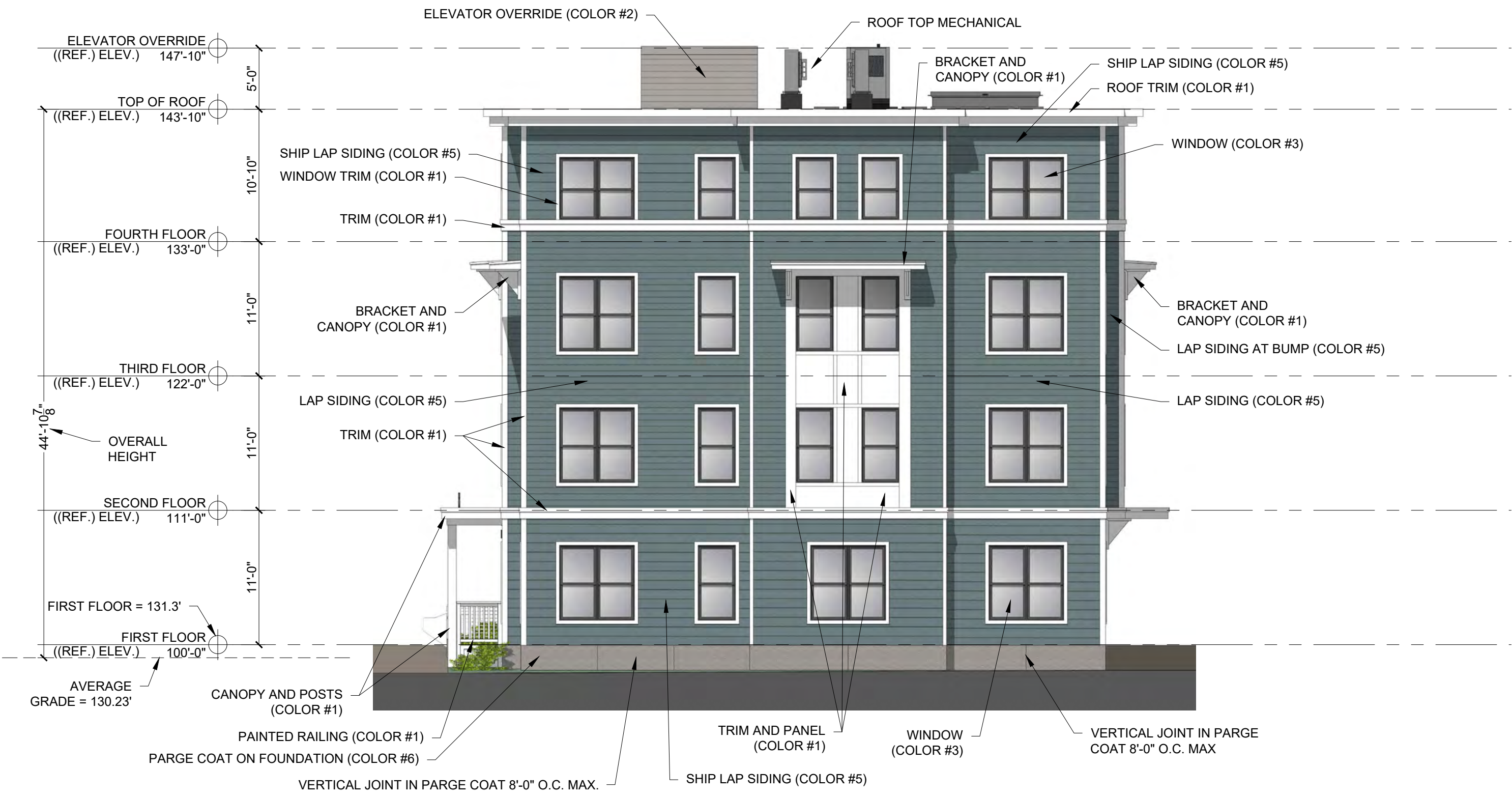
FAMILY APARTMENTS
WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 SOUTH ELEVATION
1/8" = 1'-0"

MATERIALS KEY table with 3 columns: ITEM, INFORMATION, COLOR. It lists materials for trim, siding, windows, and paint colors. Below the table is a MATERIALS NOTE: 1.) ALL DIS-SIMILAR METALS TO BE ISOLATED FROM ONE ANOTHER WITH ADHERED STRIPS OR SEALANTS TO PREVENT GALVANIC ACTION.



1 EAST ELEVATION
1/8" = 1'-0"



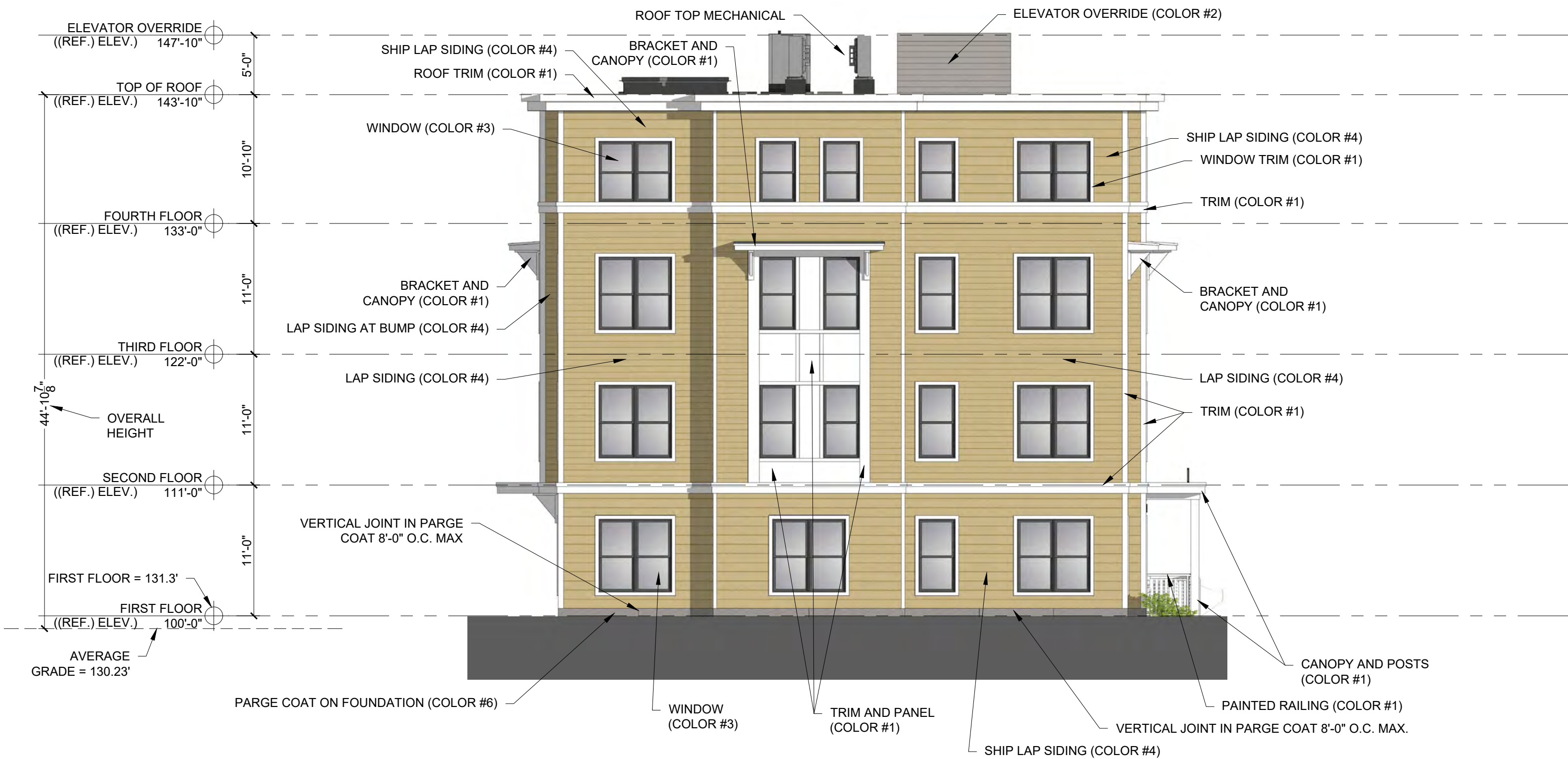
PROGRESS PRINT ONLY
Not for Construction
RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS
WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



MATERIALS KEY		
ITEM	INFORMATION	COLOR
TRIM - COLOR #1	PVC	WHITE
SHIPLAP SIDING - COLOR #2	FIBERCEMENT - ARTISAN SQUARE CHANNEL - 9" EXPOSURE - SMOOTH	PEARL GRAY
WINDOW - COLOR #3		BLACK
SHIPLAP SIDING - COLOR #4	FIBERCEMENT - ARTISAN SQUARE CHANNEL - 9" EXPOSURE - SMOOTH	EMBELLISHED CREAM
SHIPLAP SIDING - COLOR #5	FIBERCEMENT - ARTISAN SQUARE CHANNEL - 9" EXPOSURE - SMOOTH	BOOTHBAY BLUE
PARGECOAT - COLOR #6		MEDIUM GRAY
LAP SIDING - COLOR #2	FIBERCEMENT 6" EXPOSURE - SMOOTH FINISH	PEARL GRAY
LAP SIDING - COLOR #4	FIBERCEMENT 6" EXPOSURE - SMOOTH FINISH	EMBELLISHED CREAM
LAP SIDING - COLOR #5	FIBERCEMENT 6" EXPOSURE - SMOOTH FINISH	BOOTHBAY BLUE
MATERIALS NOTE:		
1.) ALL DIS-SIMILAR METALS TO BE ISOLATED FROM ONE ANOTHER WITH ADHERED STRIPS OR SEALANTS TO PREVENT GALVANIC ACTION		



PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 ROOF TOP PERSPECTIVE IMAGE
NTS



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Not for Construction

RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 VIEW LOOKING NORTH ON SPRING STREET - EXISTING



PROGRESS PRINT ONLY
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RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 VIEW LOOKING NORTH ON SPRING STREET - PROPOSED



PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 VIEW LOOKING WEST ON WINTER STREET - EXISTING
NTS



PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 VIEW LOOKING WEST ON WINTER STREET - PROPOSED



PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 VIEW LOOKING EAST ON WINTER STREET - EXISTING
NTS



PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 VIEW LOOKING EAST ON WINTER STREET - PROPOSED
NTS



PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 VIEW LOOKING SOUTH ON SPRING STREET - EXISTING



PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 VIEW LOOKING SOUTH ON SPRING STREET - PROPOSED



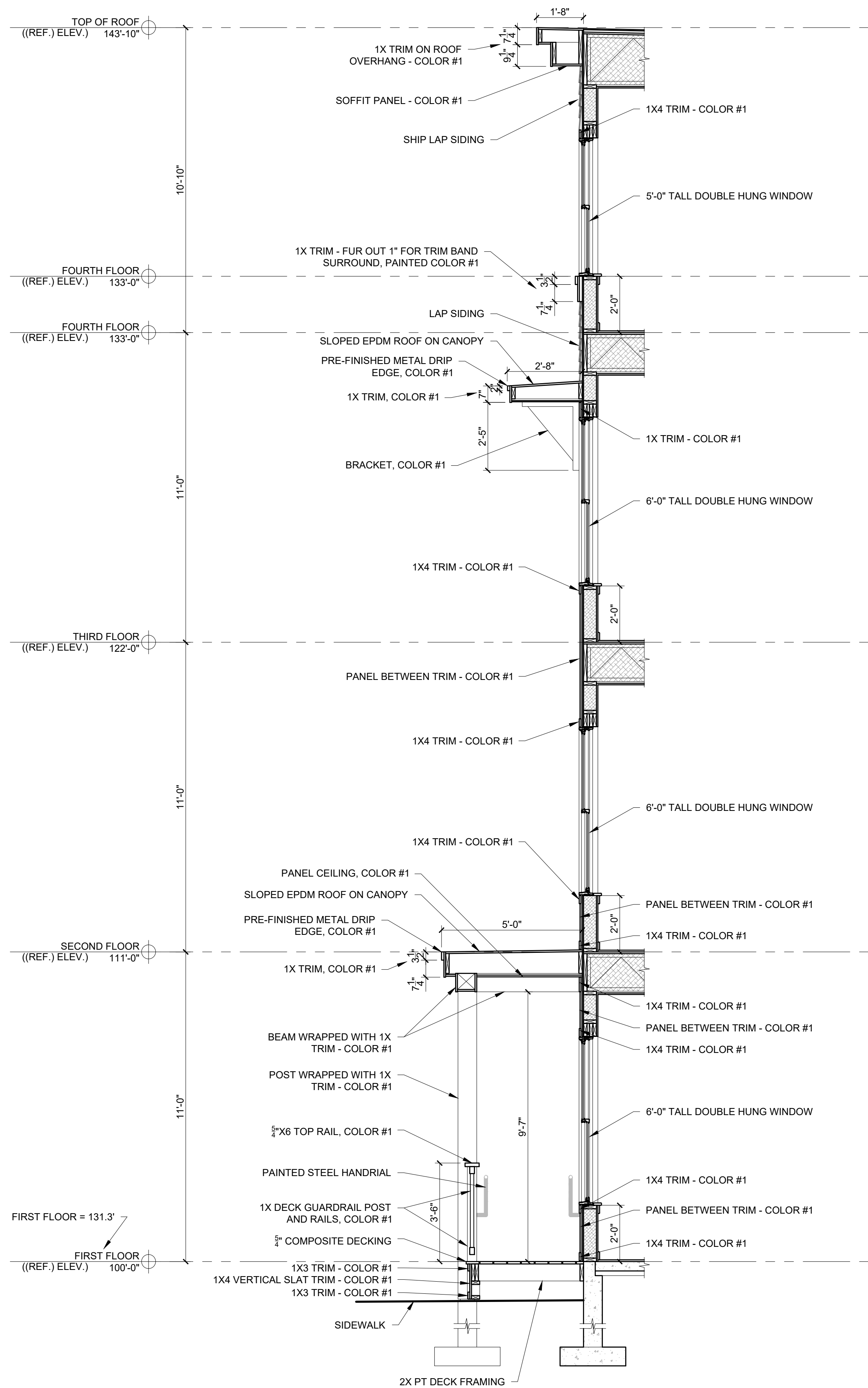
PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

FAMILY APARTMENTS

WINTER STREET, PORTLAND, MAINE

DECEMBER 02, 2020



1 SECTION
3/8" = 1'-0"

DT-1



PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

PROPOSED WINTER STREET SENIOR APARTMENTS

FIRST FLOOR PLAN



PROPOSED WINTER STREET SENIOR APARTMENTS

SECOND FLOOR PLAN



FLOORS 2

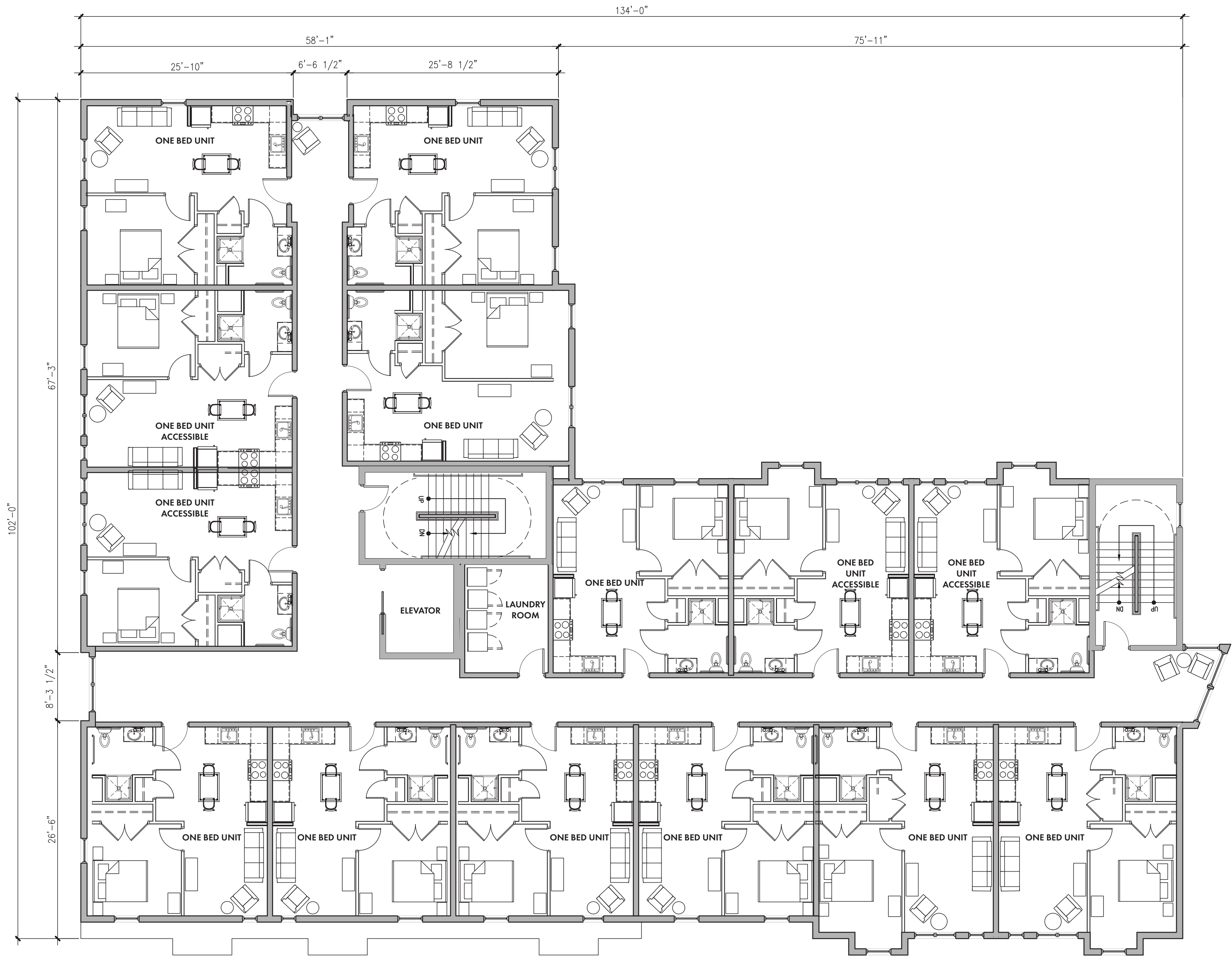
PROPOSED WINTER STREET SENIOR APARTMENTS

THIRD FLOOR PLAN



PROPOSED WINTER STREET SENIOR APARTMENTS

FOURTH FLOOR PLAN



PROPOSED WINTER STREET SENIOR APARTMENTS

ELEVATIONS



WINTER STREET ELEVATION



COURTYARD ELEVATION

PROPOSED WINTER STREET SENIOR APARTMENTS

ELEVATIONS



REAR ELEVATION



SIDE ELEVATION

PROPOSED WINTER STREET SENIOR APARTMENTS

WINTER STREET PERSPECTIVE



PROPOSED WINTER STREET SENIOR APARTMENTS

WINTER STREET PERSPECTIVE



1. FOR INFORMATION REGARDING PROPOSED GROUND LEVEL LAYOUT, REFER TO SITE PLAN, SHEET C-10, MOST RECENT VERSION.
2. FOR INFORMATION REGARDING PROPOSED UTILITIES, REFER TO THE UTILITY PLAN, SHEET C-20, MOST RECENT VERSION.
3. FOR INFORMATION REGARDING PROPOSED GRADING AND STORMWATER, REFER TO THE GRADING PLAN, SHEET C-30, MOST RECENT VERSION.
4. TOTAL SITE AREA FOR 120 STATE STREET INCLUDES 2.35 ACRES (102,343 S.F.). TOTAL SITE AREA FOR 148 STATE STREET INCLUDES 0.13 ACRES (5,651 S.F.).
5. PROPOSED SITE AREAS FOR 120 STATE STREET, 148 STATE STREET, 73 WINTER STREET, AND 91 WINTER STREET ARE 1.60 ACRES (69,812 S.F.), 0.13 ACRES (5,651 S.F.), 0.35 ACRES (17,167 S.F.), AND 0.35 ACRES (15,364 S.F.), RESPECTIVELY.
6. R.O.W. WIDTHS FOR STATE STREET, SPRING STREET, AND WINTER STREET ARE 99', 50', AND 40' WIDE, RESPECTIVELY, PER BOUNDARY SURVEY COMPLETED BY OWEN HASKELL, INC. DURING AUGUST 2020.
7. SITE BOUNDARIES PER BOUNDARY SURVEY & TOPOGRAPHICAL MAP WITH EXISTING CONDITIONS PROVIDED BY OWEN HASKELL, INC. ON A PLAN ENTITLED BOUNDARY & TOPOGRAPHIC SURVEY AT 102 & 120 STATE STREET, PORTLAND, MAINE MADE FOR NEWHEIGHT REDFERN, LLC C/O JONATHAN CULLEY 167 NEWBURY STREET, #503 PORTLAND, MAINE DATED AUGUST 2020.
8. AS OF 10/20/2020, THE SITE IS BOUNDED BY THE R-6 ZONE ON ALL SIDES PER CITY OF PORTLAND GIS ZONING MAP.
9. LOCUS PARCELS ARE SHOWN ON THE CITY OF PORTLAND ASSESSOR'S MAP 45, BLOCK C, PARCELS 6 (148 STATE ST) AND 7 (120 STATE ST).
10. LOCUS PARCELS DO NOT FALL IN A SPECIAL FLOOD HAZARD AREA PER FEMA FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NUMBER 2300510013B, INDEX DATED 7/17/1986.
11. THIS SHEET IS THE SUBDIVISION PLAT FOR THE CREATION OF UP TO TWO HUNDRED AND SEVENTY-THREE (273) DWELLING UNITS ON THE EXISTING SUBSIST PROPERTY.
12. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SIDEWALKS, STORMWATER DEVICES, SITE LIGHTING, TRASH REMOVAL, RETAINING WALLS, AND SNOW REMOVAL.
13. THE OWNER SHALL BE RESPONSIBLE FOR COMPLYING WITH THE CONDITIONS OF CHAPTER 32 STORMWATER INCLUDING ARTICLE III, AT A MINIMUM. IN ADDITION, THE OWNER SHALL BE RESPONSIBLE FOR COMPLYING WITH THE CONDITIONS OF THE SUBMITTED STORMWATER MANAGEMENT PLAN AND THE APPROVED PLANS, AND MEET CITY STANDARDS AND STATE GUIDELINES.
14. THE PROPOSED DEVELOPMENT MUST COMPLY TO THE FOLLOWING AS APPROVED BY THE CITY:
 - 14.1. POST-CONSTRUCTION STORMWATER MANAGEMENT AGREEMENT: BOOK: _____ PAGE: _____

1. PREMISES IS SHOWN AS TM 45-C-6 (148 STATE ST) & 7 (120 STATE ST) ON THE CITY OF PORTLAND ASSESSORS MAPS.
2. BEARINGS ARE BASED ON MAGNETIC 1957. COORDINATES ARE BASED ON CITY DATUM UTILIZING THE MONUMENTS SHOWN.
3. THE LOCATIONS OF ALL UTILITIES SHOWN ON THE SURVEY ARE FROM VISIBLE SURFACE EVIDENCE ONLY.
4. ELEVATIONS ARE BASED ON CITY DATUM AS PER MONUMENT T104-45-11 AT CORNER OF CLARK AND SPRING STREETS, ELEVATION = 127.91 FEET.
5. PLAN REFERENCE NOTES:
 - 5.1. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR MERCY HOSPITAL DATED 3 FEB. 1982 REVISED THROUGH 15 MARCH 1982" BY H.I. & E.C. JORDAN, SURVEYORS.
 - 5.2. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR MERCY HOSPITAL DATED JUNE 17, 1981 REVISED OCT. 2, 1981" BY H.I. & E.C. JORDAN, SURVEYORS.
 - 5.3. STANDARD BOUNDARY & TOPOGRAPHIC SURVEY ON STATE STREET, PORTLAND, MAINE MADE FOR MERCY HOSPITAL DATED NOVEMBER 30, 1959 REV. 2 OCT. 04, 2012" BY OWEN HASKELL, INC.
 - 5.4. "ALTA/ACSM LAND TITLE SURVEY, 102, 120 (AKA 144) & 148 STATE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR MERCY HOSPITAL AND EASTERN MAINE HEALTHCARE SYSTEMS: FEBRUARY 27, 2013 LAST REVISION DATE: SEPT. 20, 2013 BY OWEN HASKELL, INC.
6. UTILITY NOTE: THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEY HAS NO EFFECT ON THE LOCATION OF ANY EXISTING OR PROPOSED UTILITIES. THE SURVEYOR DOES NOT WARRANT THAT THERE WILL BE NO ANY CONSTRUCTION. DUE TO OSHA CONFIRMED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

1. EASEMENT TO CENTRAL MAINE POWER COMPANY RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 16391, PAGE 232
2. EASEMENT TO CENTRAL MAINE POWER COMPANY RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 28512, PAGE 45.

1. ACCESS AND UTILITY EASEMENT FROM NEWHEIGHT REDFERN, LLC TO COMMUNITY HOUSING OF MAINE AS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS:
BOOK: _____ PAGE: _____
2. PEDESTRIAN EASEMENT FROM NEWHEIGHT REDFERN, LLC TO COMMUNITY HOUSING OF MAINE AS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS:
BOOK: _____ PAGE: _____
3. ACCESS AND UTILITY EASEMENT FROM COMMUNITY HOUSING OF MAINE TO NEWHEIGHT REDFERN, LLC AS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS:
BOOK: _____ PAGE: _____
4. PEDESTRIAN EASEMENT FROM COMMUNITY HOUSING OF MAINE TO NEWHEIGHT REDFERN, LLC AS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS:
BOOK: _____ PAGE: _____
5. MAINTENANCE EASEMENT FROM COMMUNITY HOUSING OF MAINE TO NEWHEIGHT REDFERN, LLC AS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS:
BOOK: _____ PAGE: _____
6. ACCESS AND UTILITY EASEMENT FROM THE PORTLAND CLUB TO NEWHEIGHT REDFERN, LLC AS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS:
BOOK: _____ PAGE: _____
7. MAINTENANCE EASEMENT FROM COMMUNITY HOUSING OF MAINE TO THE CITY OF PORTLAND AS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS:
BOOK: _____ PAGE: _____

TBD

	PARKING SUMMARY	
		# PARKING SPACES
	EXISTING	59
	STANDARD (9'x18')	63
	ADA (8'x18')	7
	NEW STREET PARKING (8'x20')	6
	TOTAL PROPOSED SPACES	76

CHOM ACCESS AND UTILITY EASEMENT

CHOM PEDESTRIAN EASEMENT

NRF ACCESS AND UTILITY EASEMENT (CHOM)

NRF PEDESTRIAN EASEMENT

NRF MAINTENANCE EASEMENT

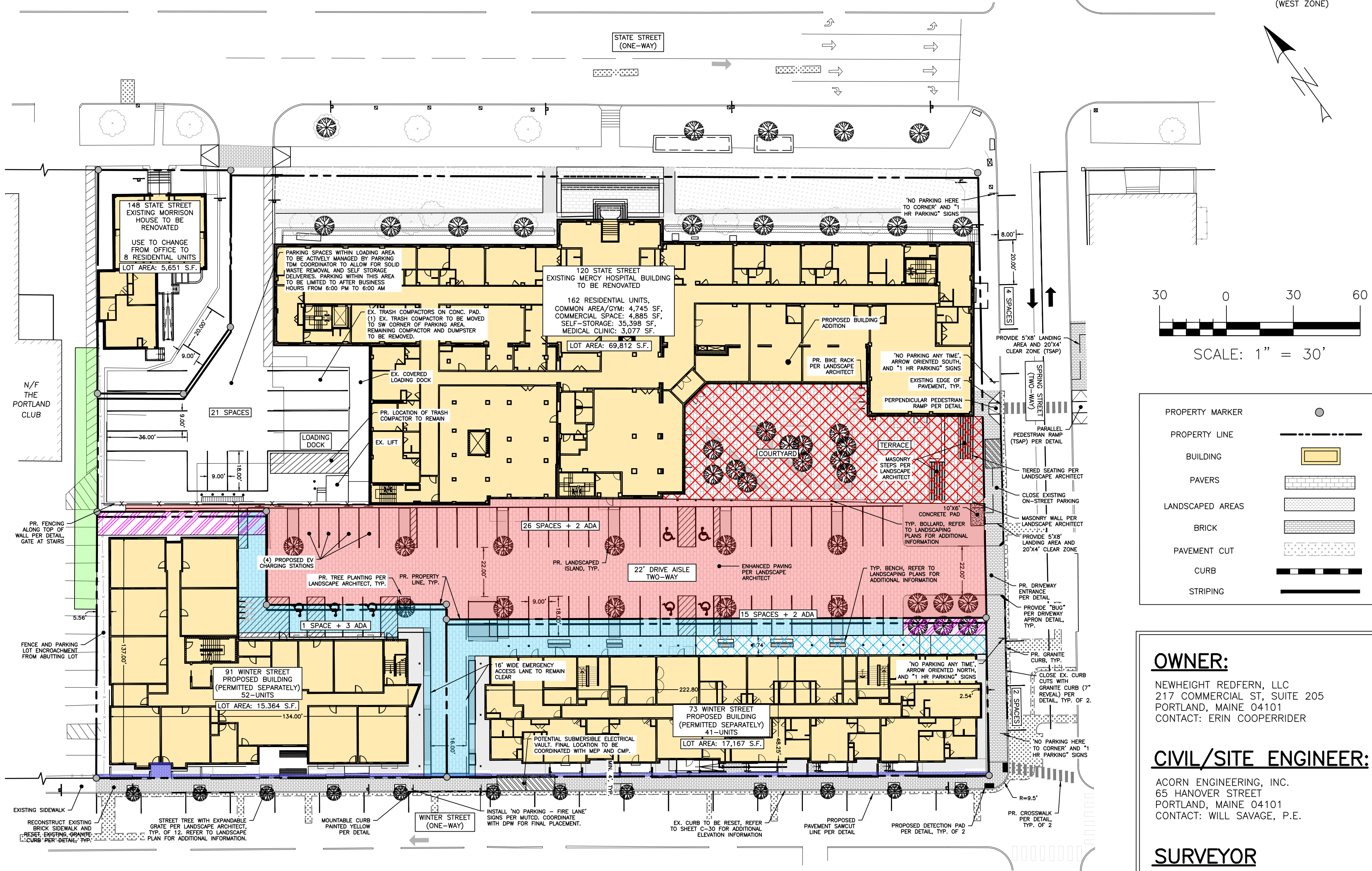
NRF ACCESS AND UTILITY EASEMENT (PORTLAND CLUB)

CITY OF PORTLAND MAINTENANCE EASEMENT

SPACE AND BULK STANDARDS					
ZONE: B-3	REQUIRED	PROPOSED LOT A	PROPOSED LOT A-1	PROPOSED LOT A-2	148 STATE STREET (MORRISON HOUSE)
MINIMUM LOT AREA	NONE	69,812 SF	15,364 SF	17,167 SF	5,651 SF
MIN LOT FRONTAGE	15'	335'	151'	237'	59'
MIN LOT WIDTH	NONE	242'	76'	242'	59'
MAX HEIGHT	85' *	86'	53' *	45'	40'
STRUCTURE SETBACKS					
FRONT (MAX)	5'	21' (EXIST.)	5.00'	1.58'	11' (EXIST.)
SIDE (MIN)	NONE	1.99'	5.35'	2.54'	0' (EXIST.)
REAR (MIN)	NONE	56.96'	10.50'	10.50'	20' (EXIST.)
MAX IMPERVIOUS COVERAGE	100%	86%	94%	92%	89%
OFF STREET PARKING		SEE PARKING SUMMARY TABLE			
NET RESIDENTIAL DENSITY		167	58	41	8

* 45' MAX HEIGHT WITHIN 30' OF WINTER STREET RIGHT OF WAY. PROPOSED MAX HEIGHT OF BUILDING IN LOT A-1 IS 42' WITHIN 30' OF WINTER ST R.O.W.

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION



THIS SURVEY CONFORMS TO THE CURRENT STANDARDS OF PRACTICE SET FORTH BY THE MAINE STATE BOARD OF LICENSURE FOR LAND SURVEYORS.

RANDY R. LOUBIER, MAINE P.L.S. #2407
OWEN HASKELL, INC.



VICINITY MAP
NOT TO SCALE

RECEIVED: _____

RECORDED IN _____

ATTEST:

REGISTRAR

APPROVED: PORTLAND PLANNING BOARD

CHAIRPERSON

DATE:

[illegible]

DRAWING NAME: SUBDIVISION PLAT
120 & 148 STATE ST, 73 & 91 WINTER ST

MERCY HOSPITAL REDEVELOPMENT

NEWHEIGHT REDFERN, LLC
217 COMMERCIAL STREET, SUITE 205, PORTLAND ME 04101

DRAWING NAME:

PROJECT NAME/

CLIENT/OWNER OR

•



A C O R N
ENGINEERING, INC.

FILE:	1140_CIVIL
JN:	1140
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	KRB
CHECKED BY:	WHS

DRAWING NO.

PLAT

Memorandum

Planning and Urban Development Department



To: Chair Mazer & Members of the Planning Board
From: Jimmy Dealaman, Planner
Date: April 23, 2021
Re: Reiche Elementary School Addition & Renovations Project
Project ID: CU-001407-2020
Meeting Date: April 27, 2021
CBL: 056 E001

I. INTRODUCTION

Portland Public Schools has applied for a Conditional Use Permit to expand the existing institutional use at 132 Brackett Street in order to facilitate the development of a new single-story, 670 square foot addition to the existing Reiche Elementary School located in the West End neighborhood.

The 5.3-acre parcel (Figure 1) is situated within the R-6 Residential Zone.

The proposed expansion of the existing institutional use (elementary school) in the R-6 zone requires a Conditional Use Permit to be reviewed by the Planning Board for compliance with the Conditional Use standards in Section 6.5.2 as well as the requirements of the R-6 Conditional Use standards in Section 6.5.6(F).

Pursuant to site plan review thresholds, a separate Level II Site Plan application (PL-001364-2020) is under review by Planning staff for conformance with the standards of Portland's site plan ordinance. Additionally, due to the project's location in the West End historic district, the Historic Preservation Board is concurrently conducting a review of the exterior design changes (HPBR-001560-2021).

Owner: City of Portland
Applicant: Portland Public Schools
Agent and Engineer: Frank Crabtree, Harriman
Landscape Architect: Howard Snyder, Harriman
Architect: Lisa Sawin, Mark Lee, Harriman
Surveyor: Nick Elliston, Titcomb Associates



Figure 1: Reiche Elementary School (highlighted)

II. REQUIRED REVIEWS

<i>Review</i>	<i>Applicable Standards</i>
New Structure Under 50,000 SF	Level II Site Plan
Conditional Use (Institutional Use in R-6 zone)	Conditional Use in the R-6 zone (Section 6.5.6(F) & 6.5.2)

III. PROJECT DATA

Total area of the site (campus)	232,550 SF
Total Disturbed Area (development)	19,000 SF
Existing Zoning	R-6 Residential
Existing Use	Institutional (School)
Proposed Use	Institutional (School)

Longfellow Elementary School	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Impervious Surface Area	151,160 SF	149,360 SF	-1,800 SF
Building Floor Area	56,340 SF	57,010 SF	+670 SF
Estimated Cost of Project	\$15.75 million (construction budget), \$20.3 million (total project cost)		



Figure 2: Aerial View of Development Site Existing Conditions – Source: Google Earth

IV. BACKGROUND

The proposed project is part of Portland Public Schools’ “Building for Our Future”, which is an initiative to renovate four of Portland’s oldest elementary schools. In 2017, City voters approved a \$64 million Building for our Future Bond to renovate four elementary schools (Lyseth Elementary School, Longfellow Elementary School, Presumpscot Elementary School, and Reiche Elementary School). On March 9, 2021, the Planning Board approved the Longfellow Elementary School conditional use application (Application #: CU-001340-2020) to facilitate construction of a new addition and site work to the existing school. The Planning Board also approved the Lyseth Elementary School building additions and related site work on April 23, 2019 (Application #: PL-000481-2019) and the project is currently in the final stages of construction.

V. EXISTING CONDITIONS

Reiche Elementary School, constructed in 1972, currently has approximately 461 students and 68 staff. The existing two-story building contains 37 classrooms and instruction rooms. The existing building also contains a public community center that fronts on Clark Street and includes a pool, gymnasium, as well as auditorium and

cafeteria space. The school's primary entrance plaza fronts on Brackett Street, which is primarily a residential side street with a mix of commercial uses to the northwest. The existing Reiche School parcel includes a playfield and basketball court to the north. To the south is open green space, which surrounds a hard surface play area and playground. The site also contains two surface parking areas on either side of the building. The north parking lot is accessible from Brackett Street and contains 19 spaces, and the parking lot accessible from Clark Street contains 16 spaces.

The school is primarily accessible via an access drive bus loop on Brackett Street, which receives two buses daily as well as occasional supply deliveries. Clark Street also includes a widened parallel parking strip area that accommodates approximately 16 on-street parking spaces.

The surrounding area consists primarily of residential uses, with a mix of commercial uses to the north generally along Pine Street.

The current school hours of operation (due to COVID restrictions) are between 8:45 am and 1:25 pm, however the typical school day is between 9:00 am and 3:30 pm, which is anticipated to resume this fall. According to the applicant staff arrive before 8:00 am and typically leave at 4:00 pm.



Figure 3: Existing Conditions (Image from Front of Reiche Elementary School) – Source: Google Earth

VI. PROPOSED DEVELOPMENT

The proposal seeks to add a new single-story 670 square foot addition to the front of the existing elementary school as well as interior renovations to update the current facilities (Attachment A). The addition will consist of an approximately 510 square foot single-story conference/administrative office space adjacent to a new canopy and main entry vestibule within the existing building to improve security and provide an improved accessible entry point to the building. Also proposed is a new 160 square foot stairwell addition (Figure 4, 5).

The proposed site work also includes reconstructing the curbing, stairs, walkways and curb ramps primarily within the plaza space on Brackett Street. Currently, the front access doorway to the school on Brackett Street has an exterior walk with slopes that do not meet ADA accessibility guidelines. The applicant plans to reconstruct the pavements around the building in this area, as well as at the required egress doorways, in order to meet ADA standards. Other site improvements include a new eight (8) space bike rack, trellis, bench, relocated flagpole, gated outdoor classroom area, a reconfigured landscaped area, and wall-mounted or canopy mounting lights for security. The project also involves planting two new trees as well as perennials, groundcovers, and deciduous and evergreen shrubs at the building front.

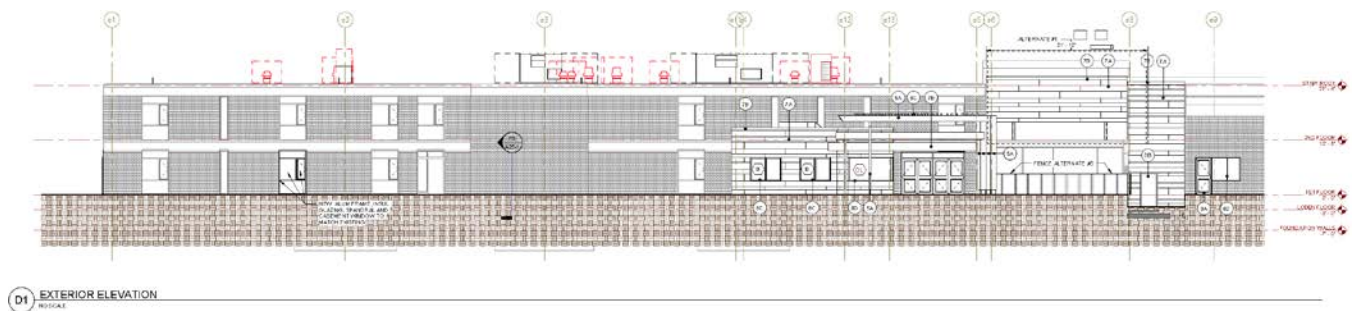


Figure 4: North Elevation Showing Proposed Addition

There are also three (3) temporary modular classroom units proposed to be placed in the play area to the east during construction, which is expected to begin in June of 2021 and end in the fall 2023. These will be removed at the end of the construction phase and the area will be restored to the existing condition. Each of these modular units will have wall-mounted porch lights at exterior doors for security. To access the modular units, the applicant has also provided a new temporary bituminous sidewalk, ramps stairs, and a platform.

The level of student population and staff are not expected to increase as a result of these facility improvements.

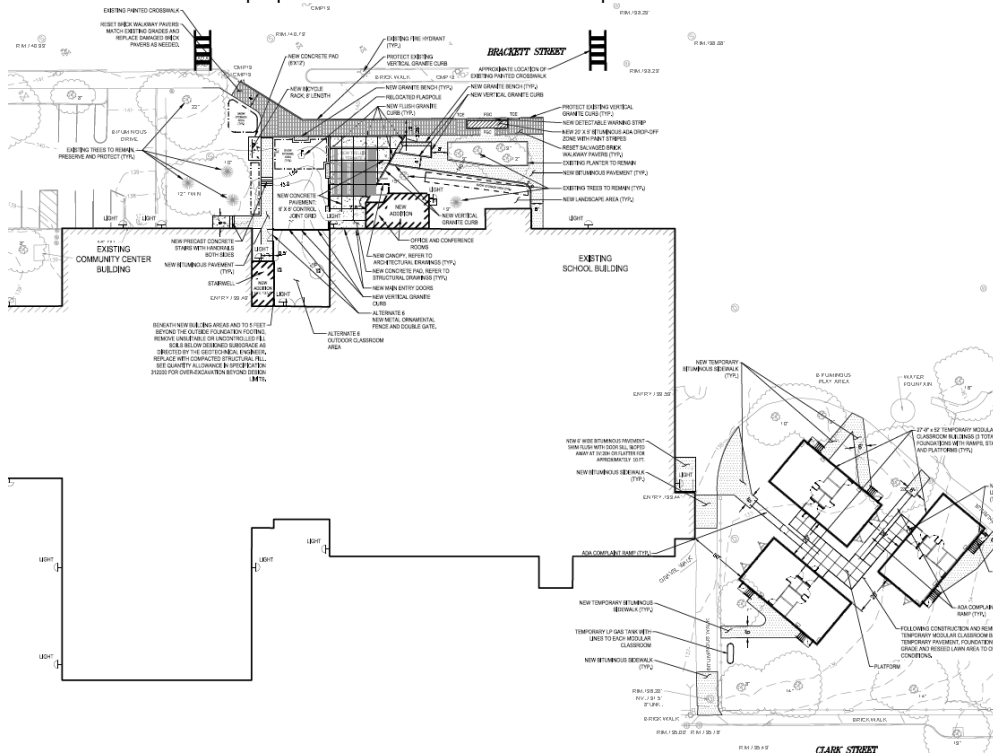


Figure 5: Site Plan

IV. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

The owner of the property is the City of Portland. The applicant has provided a copy of quitclaim deed, recorded at the Cumberland County Registry of Deeds (Book 8844 Page 0327), which demonstrates their right, title and interest in the property (Attachment B).

The estimated cost of the construction is \$20.3 million. The applicant has submitted a Statement of Financial Capacity letter (Attachment C) from their director of budget and finance, as demonstration of their financial capacity.

The applicant's development team, Harriman, an architectural and engineering firm, has also submitted a statement speaking to their background in consulting services, resumes and relevant experience to complete the proposed development (Attachment D)

V. STAFF REVIEW

A. ZONING ASSESSMENT

The proposed institutional use (elementary school) is a conditional use in the R-6 zone and meets all of the R-6 dimensional requirements.

B. ZONE-SPECIFIC CONDITIONAL USE STANDARDS – SEC. 6.5.6(F)

Elementary schools are permitted in the R-6 zone as a conditional use, requiring review by the Planning Board. The applicant has submitted an analysis addressing how the proposal meets the R-6 Conditional Use Standards (Attachment E) and staff confirm that the project meets the requirements of the conditional use standards as follows:

Sec. 6.5.6 Supplemental use-specific conditional use standards:

In addition to the general conditional use standards, the following standards shall apply to specific conditional uses:

(F) Institutional uses (excluding preschool):

1. *The Planning Board shall be the review authority.*

Staff Comments: The application has been referred to the Planning Board as the reviewing authority.

2. *In the case of expansion of existing such uses onto land other than the lot on which the principal use is located, it shall be demonstrated that the proposed use cannot reasonably be accommodated on the existing site through more efficient utilization of land or buildings, and will not cause significant physical encroachment into established residential areas.*

Staff Comments: The proposal does not involve any expansion outside the existing school lot.

3. *The proposed use will not cause significant displacement or conversion of residential uses existing as of June 1, 1983, or thereafter.*

Staff Comments: The proposal does not involve any expansion outside of the existing school lot and does not displace or convert any residential uses.

4. *In the case of a use or use expansion which constitutes a combination of the above-listed uses with capacity for concurrent operations, the applicable minimum lot sizes shall be cumulative.*

Staff Comments: The only other use present at the site is a community center, which is considered an accessory use to the elementary school. No other principal use is present on the site, so this provision does not apply to the subject proposal. The elementary school use exceeds the minimum lot size requirements (30,000 square feet) for the school use and therefore complies with this standard.

- 5-8. **Staff Comments:** These provisions do not apply to the subject proposal.

C. GENERAL CONDITIONAL USE STANDARDS – SEC. 6.5.2

The following standards in Section 6.5.2 apply to all conditional uses:

Sec. 6.5.2 General conditional use standards:

The review authority shall, after review of the application, approve a conditional use upon a finding that the proposed conditional use, at the size and intensity contemplated at the proposed location, will not have substantially greater negative impacts than would normally occur from surrounding uses or other allowable uses in the same zone. The review authority shall find that this standard is satisfied if it finds that:

- A. *The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone.*

Staff comment: Based on the plans (Plans 1-18) and documents (Attachments A, E, G) the proposal is not expected to generate additional traffic as the applicant has stated that no additional students or staff are anticipated. Similarly, the hours of operation and number of parking spaces are not expected to change as a result of the project based on the fact that the upgrades seek to improve the existing facilities (Plan 16). The application package shows a current impervious area of 151,160 square feet and a proposed reduction in impervious area of 1,800 square feet.

Deliveries to the school occurs on the bus loop along Brackett Street and at a loading dock accessed via the staff parking lot to the north. The proposed project is not expected to increase deliveries to the site. During the construction period, deliveries and student drop-off/pick-up to the front bus loop will be temporarily relocated to the southwest side of the building along Clark Street.

As currently proposed, staff review found that this conditional use standard is sufficiently met due to anticipated traffic, hours of operation, expanse of pavement, and parking not being substantially greater or having a substantial impact on adjacent properties compared to its current use. Additional staff review comments are attached to this report indicating no concerns with the conditional use standards (Attachments 1, 2, 3).

- B. *The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter.*

Staff comment: The project is not expected to create unsanitary or harmful conditions from any of the above categories. The applicant's Conditional Use analysis (Attachment E) provides details regarding potential impacts, and staff have found the proposal would not create unsanitary or harmful conditions.

- C. *The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.*

Staff comment: The applicant has stated that the project will operate as a component of the existing school, and will not have a substantially greater impact on the surrounding properties (Attachment E). While there are a number of site improvements (See Section VI above for a summarized list of site improvements) proposed for the existing school, staff find that the proposal does not contribute to increasing the intensity of the existing school use and that the changes are all consistent with the existing function of the elementary school use which is allowed in this zone.

- D. The proposed use will meet any additional zone or use-specific standards identified in Tables 6-A to 6-F and Subsections 6.5.6 and 6.5.7.

Staff comment: Please see Section V.B. above for zone specific standards

VI. PUBLIC COMMENT

A notice of this workshop was sent to four hundred sixty-three (463) property owners within 500 feet and interested citizens, and appeared in the April 16th and 17th, 2021 editions of the *Portland Press-Herald*. A Neighborhood Meeting is not required for this project. The Planning Department received one (1) public comment by the time of posting this report, which requested that the proposal expand the scope of work to include screening around the vehicle parking area on Brackett Street to minimize the impacts of parked vehicle headlights.

VII. NEXT STEPS

1. Obtain Planning Board Feedback at Workshop
2. Hold Planning Board Hearing

VIII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Department of Public Works Comments (email dated 4.22.2021)
2. Consulting Traffic Engineer Comments (email dated 4.22.2021)
3. City Arborist Comments (email dated 4.7.2021)

APPLICANT'S SUBMITTAL

- A. Project Summary
- B. Right Title Interest
- C. Financial Capability
- D. Technical Capability
- E. Response to Conditional Use Sections
- F. Zoning Assessment
- G. Response to Staff Comment

PLANS

- | | |
|---------|--|
| Plan 1 | SITE PLAN (updated on 4.14.2021) |
| Plan 2 | SITE-NOTES |
| Plan 3 | SITE-EROSION-CONTROL-NOTES |
| Plan 4 | EXISTING-SITE-CONDITIONS-PLAN |
| Plan 5 | SITE-GRADING-AND-EROSION-CONTROL-PLAN (updated on 4.14.2021) |
| Plan 6 | SITE-UTILITY-PLAN (updated on 4.14.2021) |
| Plan 7 | SITE-DETAILS 1 |
| Plan 8 | SITE-DETAILS 2 |
| Plan 9 | PLANTING-PLAN |
| Plan 10 | PLANTING-DETAILS 1 |
| Plan 11 | PLANTING-DETAILS 2 |
| Plan 12 | FIRST-FLOOD-PLAN |
| Plan 13 | EXTERIOR-ELEVATIONS 1 |
| Plan 14 | EXTERIOR-ELEVATIONS 2 |
| Plan 15 | EXISTING-CONDITIONS-SURVEY |
| Plan 16 | CONSTRUCTION MANAGEMENT PLAN |
| Plan 17 | PHOTOMETRICS PLAN |

PUBLIC COMMENT

PC1 - Kim Roseberry 4-19-2021



Jimmy Dealaman <jdealaman@portlandmaine.gov>

132 Brackett Street - Review Comments

Mike Tremblay <mtremblay@portlandmaine.gov> Thu, Apr 22, 2021 at 8:23 AM
To: Jimmy Dealaman <jdealaman@portlandmaine.gov>

Jimmy,

Pertaining to the conditional use application, DPW finds that this project will not have substantial negative impacts than would normally occur at the school site.

The drop-off area on the Brackett Street side is proposed to consist of a patch of bituminous in an otherwise brick sidewalk. The sidewalk along the drop-off area is used as the public sidewalk along this side of Brackett Street, and thus must meet City material standards for sidewalks, which call for brick in this district.

Additionally, material changes in sidewalk material within the cross-section of a sidewalk can result in an uneven surface over time, as material settle differently. As such, brick should be retained at this location. DPW suggests that a different brick pattern or color be considered at this location to differentiate the drop-off zone, or simply designate this zone with signage.

Your comments on the CM plan look good. Nothing to add.

-Mike

Mike Tremblay, P.E.

Senior Engineer

Engineering Division

Department of Public Works

City of Portland, ME

mtremblay@portlandmaine.gov

P. 207.874.8881 F. 207.874.8852



[Quoted text hidden]



Jimmy Dealaman <jdealaman@portlandmaine.gov>

132 Brackett Street - Conditional Use Application

Tom Errico <thomas.errico@tylin.com>

Thu, Apr 22, 2021 at 7:25 AM

To: James Dealaman <jdealaman@portlandmaine.gov>

Cc: Michael Tremblay <mtremblay@portlandmaine.gov>

Jimmy – as it relates to the following standard, the project would not be expected to have a substantial impact on traffic and parking given no change in student population or staffing, or an increase in parking supply. If you need additional information, please let me know.

Thanks

Section 14-474

“a. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required **are not substantially greater than would normally occur at surrounding uses or** other allowable uses in the same zone; and”

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



Jimmy Dealaman <jdealaman@portlandmaine.gov>

132 Brackett Street - Site Plan Landscaping Comments

Jeff Tarling <jst@portlandmaine.gov>

Wed, Apr 7, 2021 at 1:49 PM

To: Jimmy Dealaman <jdealaman@portlandmaine.gov>

Hi Jimmy -

This looks OK, Reiche is a smaller project.

Thanks for checking back with me !

Jeff

Jeff Tarling

City Arborist - City of Portland Maine

Parks, Recreation & Facilities Department

Forestry & Horticulture

212 Canco Road - Suite A

Portland, ME. 04103

(207) 808-5400

jst@portlandmaine.gov

[Quoted text hidden]



PROJECT SUMMARY

**REICHE ELEMENTARY SCHOOL
ADDITIONS AND RENOVATIONS
SITE PLAN LEVEL II REVIEW AND CONDITIONAL USE**

November 2020

Owner/Applicant:

**Portland Public Schools
353 Cumberland Avenue
contact: Steven Stilphen
stilps@portlandschools.org
874-8100**

Preparer/Architect:

**Harriman
46 Harriman Drive
Auburn, ME
Contact: Frank L. Crabtree, PE
fcrabtree@harriman.com
(207) 784-5100**

The purpose of the project is to transform the Reiche Elementary School into a 21st century center of learning, update the security and fire safety systems, and preserve the ‘neighborhood school’, ensuring the children stay connected to their local community. This project is intended to enhance the available facilities for the current student population. The Reiche School building additions will consist of approximately 510 sq.ft. single-story conference/administration addition on the north side of the existing school. Also nearby will be a small 160 sq.ft. stairwell addition. The additional building area totals 670 sq.ft. Together with the reconstructed impervious pavement in the area of the new building additions, the project will result in a net reduction of impervious area of 1,800 sq.ft.

The school is located on a 5.3-acre educational campus, including the community center, playfields and playgrounds. No additional students or staff are anticipated, due to these facility improvements. The existing two-story school has a ground coverage area of approximately 56,340 SF, and a total floor area of approximately 91,325 SF. The additions, as noted above, will consist of a new conference room and a new office. The total post-construction ground floor coverage will be 57,010 SF. These will be adjacent

to a new main entry vestibule within the existing building, to improve security and provide better accessible entry to the building. These building additions will enhance the learning experience for the students, but will not increase the population of students or staff at the school.

Paved drives, parking, and play areas surrounding the existing school will remain, where they are not disturbed by the construction of the new additions. Any paved areas that are disturbed will be fully reconstructed with new gravel base and bituminous pavement or other surface enhancement. The current 19 parking spaces in the parking lot north of the building will remain, including 2 ADA-accessible spaces. The current on-street parking on the Clark Street side of the school in a widened parallel parking strip of approximately 16 spaces will remain undisturbed.

Since the small building additions and site modifications reduce the overall impervious area, no stormwater treatment or quantity control is required, and no stormwater management report is included.



2a. RIGHT, TITLE, & INTEREST

A deed for the Longfellow Reiche Elementary School property is attached.

034954

KNOW ALL MEN BY THESE PRESENTS,

THAT THE MAINE SCHOOL BUILDING AUTHORITY, a body corporate and politic,
and a public instrumentality of the State of Maine, created and established by
the Maine School Building Authority Act (Public Laws, 1951, Chapter 405), does
hereby remise, release, bargain and convey and forever quit-claim unto THE
INHABITANTS OF PORTLAND, a municipal body corporate and politic, located in
Portland, County of Cumberland, State of Maine, its successors and assigns
forever, a certain lot or parcel of land with the buildings thereon, situated
in Portland bounded and described as follows to wit:

Beginning at the intersection formed by the easterly sideline of Clark
Street and the northerly sideline of Spruce Street in said City; thence by said
easterly sideline of Clark Street crossing the westerly terminus of Varnum
Street and continuing by said easterly sideline of Clark Street N 37°41'10"W
400.78 feet to the southerly sideline of Bradford Street; thence by said
southerly sideline of Bradford Street N 51°52'40" E 315.05 feet to the westerly
sideline of Brackett Street; thence by said westerly sideline of Brackett
Street crossing the easterly terminus of Varnum Street and continuing by said
westerly sideline of Brackett Street S 37°59'20" E 404.07 feet to the northerly
sideline of Spruce Street; thence by said northerly sideline of Spruce Street
S 52°28'20" W 317.18 feet to said easterly sideline of Clark Street and the
point of beginning, containing 127,212.0 square feet, or 2.93 acres.

Meaning and intending to convey the same premises conveyed to the Maine
School Building Authority by the Inhabitants of the City of Portland by deed
dated June 8, 1972 and recorded in Cumberland County Registry of Deeds.

This deed is delivered by the Grantor and accepted by the Grantee subject
to all the conditions, covenants, and restrictions relating to the development
of the above described premises set forth in a certain contract between the
City of Portland and the Portland Renewal Authority, dated June 7, 1972,
recorded in the records of the City Clerk of the City of Portland, in Volume
188, Page 129 and as also set forth in a certain Indenture Deed to the City of
Portland from the Portland Renewal Authority, dated June 7, 1972, to be
recorded in the Cumberland County Registry of Deeds; to which contract and
Indenture Deed reference is hereby made for a more particular statement of said
conditions, covenants, and restrictions.

IN WITNESS WHEREOF, the Maine School Building Authority has caused this
instrument to be executed in its name and on its behalf by Eve M. Bither its
Chairman, and Linda L. Sawyer, its Secretary-Treasurer, this 23rd day of May
in the year of our Lord one thousand nine hundred and eighty-nine.

Signed, and Delivered
In the presence of

SEAL

Martha Butler

Martha Butler

THE MAINE SCHOOL BUILDING AUTHORITY

By:

Eve M. Bither
its Chairman

By:

Linda Sawyer
its Secretary-Treasurer

STATE OF MAINE
KENNEBEC, SS.

Personally appeared the above-named Eve M. Bither and Linda L. Sawyer who
stated they are the Chairman and Secretary-Treasurer, respectively, of the Maine
School Building authority, and acknowledged the execution of the foregoing deed
for and on behalf of the Maine School Building Authority.

1989 JUL 28 AM 11:01

CUMBERLAND COUNTY

Alan B. York

Before me,

Alan B. York, Notary Public

SEAL



6. FINANCIAL CAPABILITY

Portland Public Schools has furnished the attached Statement of Financial Capacity for the Reiche Elementary School additions and renovations.



PORTLAND PUBLIC SCHOOLS
prepared & empowered

Portland Public Schools
Executive Director of Budget & Finance
353 Cumberland Avenue
Portland, Maine 04101
September 9, 2020

The City of Portland Planning and Transportation Division
389 Congress Street
Portland, Maine 04101

Statement of Financial Capacity: The City of Portland, Portland Public Schools, and the Reiche Elementary School Renovation Project has available the sum of \$21,000, 000 as of this date. We confirm that these funds are entirely free of any liens, debts and/or encumbrances and are available in the form of City of Portland General Obligation Bonds. Should you require verification of the above-mentioned funds, please contact me at your convenience.

Respectfully,

Miranda Felsky
Portland Public Schools

Executive Director of Budget & Finance



7. TECHNICAL CAPABILITY

Portland Public Schools are managed by experienced staff who currently care for the physical and financial needs of the Reiche Elementary School, together with many other schools throughout the City of Portland.

Portland Public Schools engaged Harriman Architects and Engineers of Portland and Auburn, Maine, to design the building and site improvements to the Reiche Elementary School. Harriman is a full-service architectural/engineering firm with a 140- year history of successful consulting services. All architectural and engineering is being provided by Harriman employees.

Key personnel of Harriman include:

Mark Lee, AIA – Principle-in-Charge; Lisa Sawin, AIA – Project Manager/Lead Architect; Howard Snyder, ASLA – Landscape Architect; and Frank Crabtree, PE – Civil Engineer.

Key personnel resumes are attached.



MARK D. LEE, AIA, LEED AP, MCPPO

PRINCIPAL, ARCHITECT

Mark D. Lee has experience in both structural engineering and architectural design, encompassing over 20 years and providing him a truly multidisciplinary perspective on building design.

Over the years, Mark has gained significant educational design experience on a variety of projects for public and private K-12 schools. Projects have included new construction, additions and renovations to existing facilities, as well as master plans and space/programming studies.

Before joining Harriman as an architectural designer, Mark was a structural engineering designer in Philadelphia and New York. In addition to working on projects with the Greater Philadelphia Transportation Authority, he has also worked on projects built in Indonesia and China. Mark has bachelor's degrees in both civil engineering and architectural engineering, as well as a master's degree in architecture.

EDUCATION

Boston Architectural College
Master of Architecture

Drexel University
Bachelor of Science in Civil Engineering
Bachelor of Science in
Architectural Engineering

REGISTRATIONS

ME, NH, MA, CT, NY
NCARB IDP Certification
EI

ACCREDITATIONS

Leadership in Energy and Environmental
Design Accredited Professional (LEED AP)

Massachusetts Certified Public Purchasing Official
(MCPPO)

AFFILIATIONS

American Institute of Steel Construction Member
American Society of Civil Engineers, Member
Association of College & University
Housing Officers International, Member
U.S. Green Building Council
Society of College and University Planning

PRESENTATIONS

2010 - EACUBO Annual Meeting
"Attainable Goals: Breaking Down a
Long-Term Master Plan Can Help
Streamline Short-Term Decision Making"

2009 - ERAPPA Annual Conference "Attainable Goals:
Breaking Down a Master Plan"

2009 - Museum L-A Lecture Series, "Lewiston
Transforms: Adaptive Reuse of Architectural
Landmarks,"

2009 - Tri-State ASBO Conference, "How to Promote
and Organize A Successful School Construction
Project,"

2006 - Maine Library Association Annual Conference,
"Fryeburg Academy Library: A Collaborative Story,"

RELEVANT EXPERIENCE:

Portland Public Schools – Portland, Maine

Lyseth Elementary School Addition and Renovations

Auburn School Department – Auburn, Maine

Planning, Design and Construction for new Edward Little High School

Beatrice Rafferty Elementary School – Perry, Maine

New Elementary School

South Portland School Department – South Portland, Maine

South Portland High School Addition and Renovations | Master Plan |
Secondary School Study

Camden Hills Regional High School – Rockport, Maine

New 800-Student School and 800-Seat Performing Arts Center

Biddeford High School – Biddeford, Maine

Addition and Renovations

Biddeford Middle School – Biddeford, Maine

New 780-Student School and 900-Seat Performing Arts Center

Maine Academy of Natural Science at Good Will-Hinckley – Hinckley, Maine

Moody School Historic Study, Addition and Renovation

Lewiston School Department – Lewiston, Maine

Master Plan | Geiger Elementary School, New 624-Student School | Lewiston
Regional Technical Center, The Green Ladle Culinary Arts Center

Mount Desert Island High School – Mount Desert, Maine

Addition and Renovations

Cheverus High School – Portland, Maine

Gymnasium Addition | Addition and Renovations | Master Plan

St. Dominic Regional High School – Auburn, Maine

New 450-Student School

MARK D. LEE, AIA, LEED AP, MCPPO

PUBLICATIONS

Building Design + Construction: Lighting Technology
"It's Still the Wild West Out There," April 2017

High Profile Focus: Institution & Schools
featuring SCUP North Atlantic Region, "The University
Library is the Hub of Student Collaboration and
Learning," March 2017

School Planning & Management "Acoustical
Considerations for 21st-Century K-12 Learning
Environments," June 2017

High Profile: New England Facilities Development
News, "Innovation on Campus: Five Trends in Higher
Education," August 2016

Kennebunk Elementary School – Kennebunk, Maine
New 600-Student School

Bridgton Academy – Bridgton, Maine
New Athletic Center | Master Plan

Fryeburg Academy – Fryeburg, Maine
Leura Hill Eastman Performing Arts Center | Master Plan | Harvey Dow Gibson
Athletic Center | Bion R. Cram Library | Athletic Fields | Hastings Dorm Masters
House

Bath School Department – Bath, Maine
Master Plan and Renovations

Hebron Academy – Hebron, Maine
Master Plan

Sacopee Valley High School – Hiram, Maine
ADA Upgrades

Buxton Elementary – Buxton, Maine
New 850-Student School

Westbrook Middle School – Westbrook, Maine
New 600-Student School

Nashua School District – Nashua, New Hampshire
Broad Street Elementary School Renovation | Sunset Heights Elementary
School Renovation | Mount Pleasant School Study | Elm Street School Study

Dover School District – Dover, New Hampshire
Garrison Elementary School Facilities Study | Garrison Elementary School,
Renovations

Hopkinton School District – Contoocook, New Hampshire
Facilities Planning Study

Exeter High School – Exeter, New Hampshire
New 2,000-Student School and 1,000-Seat Performing Arts Center



LISA D. SAWIN, AIA, NCARB, LEED AP BD+C, MCPPO
SENIOR ASSOCIATE, SENIOR ARCHITECT

Lisa Sawin, a licensed architect, brings nearly 15 years of professional experience in architectural design for a variety of K-12 and Higher Educational clients. Prior to joining Harriman, Lisa served as Project Manager and Project Architect providing design, detailing, marketing and project delivery skill-set.

Passionate about developing learning environments that support educators and students alike, Lisa is a hands-on project leader, working directly with school leadership, administration, and facilities personnel to provide meaningful solutions to operational and functional challenges.

EDUCATION

Norwich University
Masters in Architecture

Norwich University
Bachelor of Science in
Architectural Studies

REGISTRATIONS

ME, MA, VT

National Council of Architectural Registration Boards
(NCARB)

ACCREDITATIONS

Leadership in Energy and Environmental Design
Accredited Professional
(LEED AP BD+C)

Massachusetts Certified Public Purchasing Official
(MCPPO)

AFFILIATIONS

American Institute of Architects

U.S. Green Building Council, Maine
Chapter Member

RELEVANT EXPERIENCE:

RSU 21 - Kennebunk, Kennebunkport, and Arundel, Maine

Facilities and Educational Planning for all District Schools

Mildred L. Day Elementary School (RSU 21) - Arundel, Maine

Addition and Renovations

Kennebunk High School (RSU 21) - Kennebunk, Maine

Addition and Renovations

Auburn School Department - Auburn, Maine

Planning, Design and Construction for new Edward Little High School

Portland Public Schools - Portland, Maine

Lyseth Elementary School Addition and Renovations

Westbrook School Department - Westbrook, Maine

Saccarappa Elementary School Additions and Renovations

Sanford School Department - Sanford, Maine

K-8 Restructuring Study | Margaret Chase Smith Elementary School, Addition and Renovations | Converted Elementary School from former Middle School | Converted Middle School from former High School

Scarborough School Department - Scarborough, Maine

Long Range Facility Planning

Town of Wellesley - Wellesley, Massachusetts

Middle School Building Study

Twin Rivers School District* - McClellan, California

25-Year Master Plan of 63 Campuses | Professional Learning Community Center (P.L.C.C.)

Fresno United School District* - Fresno, California

Addicott Modernization | Turner Elementary School Classroom and Administration Building | Hoover High School Addition

Merced Unified School District* - Merced, California

Merced S.T.E.A.M. Center

Madera School District* - Madera, California

Madera Elementary School

**Experience prior to joining Harriman.*



EDUCATION

University of Maine
Bachelor of Science Civil Engineering

REGISTRATIONS

ME, MA, NH, VT, CT, RI

ACCREDITATIONS

Leadership in Energy and Environmental
Design Accredited Professional
(LEED AP BD+C)

Maine Department of Transportation Local Project
Administration (LPA)

AFFILIATIONS

American Society of Civil Engineers

U.S. Green Building Council
Maine Chapter Member

FRANK L. CRABTREE, P.E., LEED AP BD+C

ASSOCIATE, SENIOR CIVIL ENGINEER
USGBC - LEED PROJECT ADMINISTRATOR

Frank L. Crabtree's 40 years of experience includes a wide range of civil, environmental and site engineering for large and small sites for many governmental and educational clients. He has extensive experience in environmental storm water management and in managing the permitting and approval process required by state, federal, and municipal agencies.

Frank also coordinates Harriman's sustainability processing for the office and for our clients. Beginning with the certification of Maine's first LEED Certified university building, Frank has managed the process for many public and private sustainable projects over the past 15 years. He has extensive experience managing the team of designers, owner, and contractor through the various stages of the sustainability planning, designing, constructing, and certifying. Frank's work has been primarily with the US Green Building Council (USGBC) LEED Certification process, which is the benchmark standard in the U.S.

RELEVANT EXPERIENCE:

Portland Public Schools – Portland, Maine

Lyseth Elementary School Addition and Renovations

Auburn School Department – Auburn, Maine

Planning, Design and Construction for new Edward Little High School

Beatrice Rafferty Elementary School – Perry, Maine

New Elementary School

Lewiston Public Schools – Lewiston, Maine

Robert V. Connors, New 900± Student Elementary School, State and City Permitting | McMahon Elementary School, Site Design, Roadway Expansion, Natural-gas Extension, and State/City Permits | Raymond A. Geiger Elementary School, Site Selection, Stormwater, and Permitting | Lewiston High School Regional Technical Center, Site Design, Parking Expansion, Stormwater Treatment, Utilities for Constrained Site, City Permitting

RSU #21 – Kennebunk, Maine

Kennebunk High School Addition | Mildred L. Day Elementary School Addition and Renovation

York School Department – York, Maine

750-Seat Community Auditorium and Main Entry Addition, Site Design, Parking, Town of York Permitting

Noble High School – North Berwick, Maine

New Site Master Plan and Development | 11 Sports Fields | Six Parking Lots | State/Town Permits

Scarborough School Department – Scarborough, Maine

Wentworth Intermediate School, New 800-Student School | Scarborough High School Addition and Renovations

Scarborough Schools and Community Park – Scarborough, Maine

Reconstruction of High School and Town Park, New Pond/Fountain | Play Fields | Pedestrian Walks | Stormwater Treatment | State/Town Permits

FRANK L. CRABTREE, P.E., LEED AP BD+C

PRESENTATIONS

2013 – U.S. Green Building Council Maine Chapter, "Rainwater Management: Rooftop to Pavement"

2010 – American Society of Professional Estimators, "LEED Changes"

2009 – U.S. Green Building Council Maine Chapter, "Site Design for LEED and DEP Standards"

2008 – Society for College and University Planning, North Atlantic Region Symposium, Sustainability as an Economic Driver: "Pathways to Success, "Pathways to Green"

2007 – Northern New England Chapter of the American Planning Association "LEED Certified Construction"

Buxton Center Elementary School – Buxton, Maine

New 850-Student School

Cheverus High School – Portland, Maine

New Urban Sports Field and Tennis Court Complex | Parking Lots | Permitting

South Portland School Department – South Portland, Maine

Site Renovation | Relocate Sports Fields and Tennis Courts | New Parking Lots

St. Dominic Academy – Auburn, Maine

New 450-Student School

Westbrook Middle School – Westbrook, Maine

New 600-Student School, Traffic and Pedestrian Circulation | New Planning and Site Development | Three Sports Fields | Stormwater Management | State/Town Permits

Durham Community School – Durham, Maine

New 505-Student School

Biddeford High School - Biddeford, Maine

Addition and Renovations

Biddeford Middle School – Biddeford, Maine

New 780-Student School and 900-Seat Performing Arts Center

Bridgton Academy – Bridgton, Maine

Master Plan New Sports Fields | Fundraising Images

Fryeburg Academy – Fryeburg, Maine

New Sports Field Facility, Sports Fields | Leura Hill Eastman Performing Arts Center | Site Parking/Utilities | Stormwater Treatment | State/Town Permits

Pemetic Elementary School – Southwest Harbor, Maine

Addition and Renovations

Broad Street School – Nashua, New Hampshire

Reconstructed Drives, Parking, Storm Drainage, Playground, and City/State Permits

Idlehurst Elementary School – Somersworth, New Hampshire

New 530-Student School - NECHPS Sustainability Certification Management



HOWARD A. SNYDER, ASLA, CLARB

LANDSCAPE ARCHITECT

Howard Snyder, ASLA, CLARB is a landscape architect and planner with nearly twenty years of experience. He has worked on a range of project types considering civic, institutional, landscape planning, residential, resort, urban and public space developments in the United States and abroad. His work allows for an ability to synthesize a project's design process from the appropriate perspective and an ability to work with a staff of professionals from a variety of disciplines to provide outstanding design and service to clients. Prior to rejoining Harriman in early 2016, Howard served as Town Planner of Georgetown, Massachusetts.

EDUCATION

Master of Urban Planning and Public Policy
New York University, Robert F. Wagner Graduate School
of Public Service

Bachelor of Landscape Architecture
State University of New York, College of Environmental
Science & Forestry

REGISTRATIONS

MA, ME, CT

AFFILIATIONS

American Society of Landscape Architects

Boston Society of Landscape Architects

American Planning Association

RELEVANT EXPERIENCE:

Jewish Community Alliance – Portland, Maine

Landscape Architecture for a Community Center

City of Augusta – Augusta, Maine

Site Layout and Landscape Design for Adaptive Reuse of Mill Park Brick Building

Town of Kennebunk – Kennebunk, Maine

Streetscape Master Plan in the Lower Village District

University of Maine System – Maine

Campus Master Planning for Seven Campuses

University of New England – Biddeford, Maine

Campus Master Plan

Maplewood Avenue - Complete Streets – Portsmouth, New Hampshire

Streetscape Design

City of Rochester – Rochester, New Hampshire

Downtown Master Plan and Comprehensive Rezoning

Town of Raymond – Raymond, New Hampshire

Site Layout and Design for Police Facility

Atlantic Wharf – Boston, Massachusetts

Urban Design and Planning for Redevelopment of Atlantic Wharf

Beverly Farms Improvement Society – Beverly, Massachusetts

Facade and Streetscape Improvement Plan

Beverly Farms Improvement Society – Beverly, Massachusetts

Parking Strategy for Beverly Farms Business District

Bridgeport and Port Jefferson Steamship Authority – Bridgeport, Connecticut

Bridgeport Barnum Landing Ferry Terminal Site Design

Canaveral Port Authority – Port Canaveral, Florida

Port Canaveral Land Use and Development Plan

Canaveral Port Authority – Port Canaveral, Florida

On-call Services | Land Planning, Urban Design, and Market Analysis for Port Canaveral

City of Boston – Boston, Massachusetts

Cleveland Circle Streetscape Plan

City of Brockton – Brockton, Massachusetts

Comprehensive Master Plan

City of Haverhill – Haverhill, Massachusetts

Park Concept Design for Riverside Park

City of Newburyport – Newburyport, Massachusetts

Landscape Restoration for Bartlet Mall

City of Norwalk – Norwalk, Connecticut

Wall Street Area Master Plan

Department of Conservation and Recreation – Boston, Massachusetts

Landscape Design for Lederman Memorial

Duxbury Bay Maritime School – Duxbury, Massachusetts

Site Planning for Three Marine Based Facilities

Falmouth Yacht Club – Falmouth, Massachusetts

Renovation, Expansion and Landscape Architecture

Hingham Shipyard – Hingham, Massachusetts

Landscape Design and Signage Programming

Lawrence Mills – Lowell, Massachusetts

Urban Design, Site Design, and Landscape Architecture for Redevelopment

Malden Mills – Lawrence, Massachusetts

Schematic Designs for Reuse and Redevelopment Options

Steamship Authority – Oak Bluffs and Woods Hole, Massachusetts

Site Layout and Design for Ferry Terminals

Town of Burlington – Burlington, Massachusetts

Comprehensive Master Plan

Town of Nahant – Nahant, Massachusetts

Nahant Gateway Park and War Memorial

Town of Randolph – Randolph, Massachusetts

Comprehensive Master Plan

Town of Shutesbury – Shutesbury, Massachusetts

Community Visioning

Town of Truro – Truro, Massachusetts

Landscape Design for Civic Center and Residential Development

Village at Bailey's Pond – Amesbury, Massachusetts

Permitting and Landscape Design for Residential Development

Village of Newtonville – Newton, Massachusetts

Streetscape Design



24. CONDITIONAL USE

Revised 4-13-21

Conditional Use Standards – (14-474)

- **Traffic:** The Reiche Elementary School building additions and renovations will provide a new conference room and stairwell, and will enhance the administrative spaces and relocate the front entry to the school. No additional students or staff are anticipated. Therefore, no additional traffic is anticipated to be generated by this building project. Parking will remain unchanged.
- **Environmental Impacts:** The building additions and site renovations at the existing elementary school will not cause harmful conditions to the students, staff, or surrounding neighborhood.
 1. Noise: Three added rooftop air-handler/energy-recovery units will be located outdoors on the existing building roof and new addition roof. These units will be more than 60' away from the nearest street/property line, and the sound level measured at that point will be approximately 34 to 38 decibels, which is a minimal background noise level. See attachment 21.
 2. Glare: No new pole-mounted site lights will be added. The building-mounted site/security lighting will be shielded cut-off fixtures that will not produce glare at streets or property lines.
 3. Dust: During construction the contractor will control dust as specified on drawing C00.3. The completed reconstructed paved and grass surfaces will not produce dust.
 4. Sewage Disposal: No additional sanitary sewer lines will be extended to the City sewer main. No on-site sewage disposal will occur.
 5. Air Emissions: The existing Reiche Elementary School receives its heat through the existing heating system. The new additions will utilize the existing heating system, so no additional fuel-burning equipment will be added to the elementary school.
 6. Odor: There are no activities or equipment at this renovated existing elementary school that will produce offensive odors.
 7. Lighting: No new site lighting poles are proposed for this school building addition project. The school doorways will be lit with wall-mounted lights or canopy-mounted lights.

8. Litter: None of the building additions or renovations will contribute litter to the project site.

- **Design and Operation:** The building additions and site renovation to the elementary school will operate the same as the existing school, and will not have substantially greater impact on surrounding properties. The Site Plan Level II attachments explain in detail how the proposed modifications have negligible impact to the neighborhood, and are consistent with the typical school development.
- **Zone Specific Criteria:** Residential Zone R6. Elementary Schools are noted as an institutional conditional use.

Additional Conditional Use Standards – (14-137)

- a. All expansion of the existing elementary school will be done on the same lot as the existing principal school.
- b. There are no residential uses on the existing school property.
- c. The proposed school expansion will not cause a combination of impacts regarding 'a' and 'b', above.
- d. The school additions are subject to site plan articles, which have been addressed and submitted under Level II Site Plan.
- e. The school additions are not 'community halls'.
- f. The school additions will not serve alcoholic beverages.



4. ZONING ASSESSMENT

The Reiche Elementary School is in the R6 Zone. Schools are a Conditional Use in the R6 residential zone.

The Zoning Analysis Table is attached.



ZONING ANALYSIS Relevant Zone(s) R6 Residential

All Projects:

	Required	Proposed
Lot Size	30,000 sq.ft.	232,550 sq.ft.
Area Per Dwelling Unit	NA	NA
Minimum Street Frontage	20 ft.	720 ft.
Front Yard Minimum	5 ft.	50 ft.
Front Yard Maximum	NA	NA
Rear Yard	10 ft.	20 ft.
Yard Right	5 ft.	160 ft.
Yard Left	5 ft.	200 ft.
Side Street Setback	NA	NA
Step Back	NA	NA
Maximum Lot Coverage	60%	25%
Minimum Lot Coverage	NA	NA
Maximum Height	45 ft.	27 ft.
Open Space	20%	35%
Maximum Impervious Area	NA	NA
Pavement Setback	NA	NA
Floor Area Ratio	NA	NA
Off Street Parking Spaces	NA	NA
Loading Bays	NA	NA
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size		
Minimum Lot Area per Dwelling		
Maximum # Units per Building		
Maximum Building Length		
Maximum Accessory Building Length		
Minimum Setbacks		
Minimum Building Separation		
Minimum Open Space		

Affordable Housing Density Bonuses (if applicable)

	Bonus Increase or Decrease	Maximum Allowable With Bonus	Proposed
Density			
Height			
Setback Reduction			
Recreation Space			
Maximum Accessory Building Length			
Minimum Setbacks			
Minimum Building Separation			
Minimum Open Space			
Explanatory Text 1 (optional):			
Explanatory Text 2 (optional):			
Explanatory Text 3 (optional):			



April 15, 2021

James Dealaman, Planner jdealaman@portlandmaine.gov
 Planning and Urban Development Department
 City Hall, 389 Congress Street, 4th Floor
 Portland, Maine 04101

Re: Reiche Elementary School Additions
 132 Brackett Street
 Portland, ME
 No. 19152
Response to Comments, received 4-7-2021

Dear Jim,

Thank you for providing these comments for review. I am responding to them in their original order since they are not all numbered. I am however, assigning numbers to track them more easily. Please let me know if you have any further questions.

Historic Preservation

1. An application for Historic Preservation Board Review for Small Projects has been submitted in the CSS Portal and subsequently in the e-plan portal.

Landscaped Open Space

1. The school parcel will have approximately 82,000 sq.ft. of landscape open space, not including paved areas or the temporary modular area. For the lot area of 232,550 sq.ft., the landscape open space equals approximately 35%.

Conditional Use

1. The attached revised Conditional Use narrative has been updated by adding the zone-specific requirements of Section 14-137 for Zone R6, described in Section 14-118.

Submission Requirements

1. The walks are shown on the attached revised Construction Management Plan CM-1.
2. The crosswalks are shown on the attached revised Site Plan C00-1.
3. The existing bike rack is being removed, and a new bike rack is being installed on a new concrete pad, as shown on the Site Plan C00-1.
4. Approximate snow storage areas are shown on the attached revised Site Plan C00-1.
5. Existing fire hydrants are shown on the attached revised Site Plan C00-1 and the revised Construction Management Plan CM-1.
6. Utility lines to the three modular classroom buildings will be installed as shown on the attached revised Site Utility Plan C40-1.

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7. The approximate location of the single solid waste dumpster at the westerly corner of the existing school is shown on the attached revised Construction Management Plan CM-1.

Lighting Plan

1. The attached Photometric Site Plan C00-4 shows the light levels from the proposed building-mounted exterior lights. There are no proposed light poles in this renovation.

Transportation

1. There are no site improvements being made to either of the two delivery areas of the school. The original Construction Management Plan CM-1 was based on an out-of-date drawing that at one time contemplated upgrading the existing loading area on Brackett Street. However, that was determined to be outside the scope of this project budget and has been removed, as shown on the attached revised Construction Management Plan CM-1.
2. There are currently 37 instructional spaces in the school.
3. The loading area from Clark Street is not used by the school for regular deliveries, but by the Community Center occasionally. The primary delivery point is the bus loop on Brackett Street, which handles two busses daily. This space also has two deliveries per day for food service, daily mail deliveries, and two deliveries per week for milk. The loading dock adjoining the on-site staff parking lot off Brackett Street, just before the bus loop, takes custodial supplies two times per month and other occasional larger loads. There is no anticipated increase in deliveries due to this renovation project.

Construction Management Plan

1. The two school busses will drop-off and pick-up at the Clark Street sidewalk for the construction duration only. Following construction, they will return to the renovated Brackett Street bus loop area. The number of parent vehicles dropping-off is uncertain.
2. The current school hours are 8:45 AM until 1:25 PM. When the school returns to normal operations, expected in the fall, it will most likely revert to the previous schedule of 9:00 AM to 3:30 PM.
3. Most staff currently arrive before 8:00 AM and do not leave until 4:00 PM, though many will stay later depending on the demands of the day.

Screening

1. No work is proposed to that westerly area of the Community Center or site, and no changes or improvements to the dumpster area are included in this current project.

Landscaping

1. The note to restore the area when the temporary modular buildings are removed has been added to the attached revised Site Plan C00-1.



James Dealaman, Planner
April 15, 2021
Page 3 of 3

Stormwater

1. The silt fence has been revised around the revised modular building layout area, as shown on the attached revised Grading and Erosion Control Plan C30-1.

Access to Modulares

1. The existing decorative metal fencing surrounding the school and playground area forms an important safety barrier for children in the school yard. Providing an opening in the fence will reduce the effectiveness of the school yard safety. If necessary, the Fire Department could quickly extend a hose across the smooth top rail of the fence.

Modulars Placement

1. The attached revised Site Plan C00-1 shows the revised modular orientation with 20' setbacks, ramps, platform, and stairs.

Additional Life Safety Notes(Modular Classrooms)

1. Each classroom has been shown with ADA accessible ramps and landings on the attached revised Site Plan C00-1.
2. Maximum travel distance from the furthest modular classroom to the existing school building bathroom is less than 400 ft.
3. The modular buildings are heated by an LP propane gas cylinder with individual gas lines to each building. The tank will be installed with standard safety procedures.

We trust these noted revisions and revised documents address the concerns. Let us know if you need any further documentation.

Thank you very much.

Sincerely,
Harriman

Frank L. Crabtree, P.E., LEED AP BD+C
Associate
fcrabtree@harriman.com

Enclosures: Conditional Use Standards Document and Revised Drawings

Kim Roseberry <roseberry00@gmail.com>

Apr 19, 2021, 12:16:17 PM (2 days ago)



to planningboard@portlandmaine.gov

Dear Planning Board,

I am writing in regards to the Reiche Elementary School building at 132 Brackett Street, and the construction of a new entry vestibule. I would like to request that the project consider an addition to the scope of work.

I live directly across from the school at 169 Brackett, and have an additional two unit, also directly across from the school, located at 173 Brackett. Vehicles parked in the parking lot often sit for long periods of time with their headlights on. Due to the proximity and ground slope, the headlights shine directly into the living room spaces of my house and the adjacent first floor unit of my duplex. With the increased use of LED headlights, the light can be very strong and literally shine through the entire length of the house, to my back door.

It would be wonderful if the school could consider plantings, or a fence line that would help prevent this. Thank you for considering this proposal.

Best,
Kim Roseberry
169 Brackett St
Portland
[207-332-4193](tel:207-332-4193)



STANDARD PLAN NOTES:

OWNER:	CITY OF PORTLAND 389 CONGRESS STREET PORTLAND, MAINE 04101
LOT LOCATION:	REICHE SCHOOL 166 BRACKETT STREET PORTLAND, MAINE 04102
LAND USE TYPE:	GOVERNMENTAL
PARCEL ID:	056 - E001001
MAP / LOT:	56 - E - 1
ZONING DISTRICT:	R6 RESIDENTIAL
TOTAL SITE AREA:	5.33 ACRES
SITE IS SERVED BY MUNICIPAL SEWER AND WATER	

REICHE ELEMENTARY SCHOOL ADDITIONS AND RENOVATION

PORTLAND, MAINE

Herndon Project No.	10152
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Key Plan	Proj North
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Proj North



Rev Date	Revision Description
04-15-2021	Planning Board Revisions

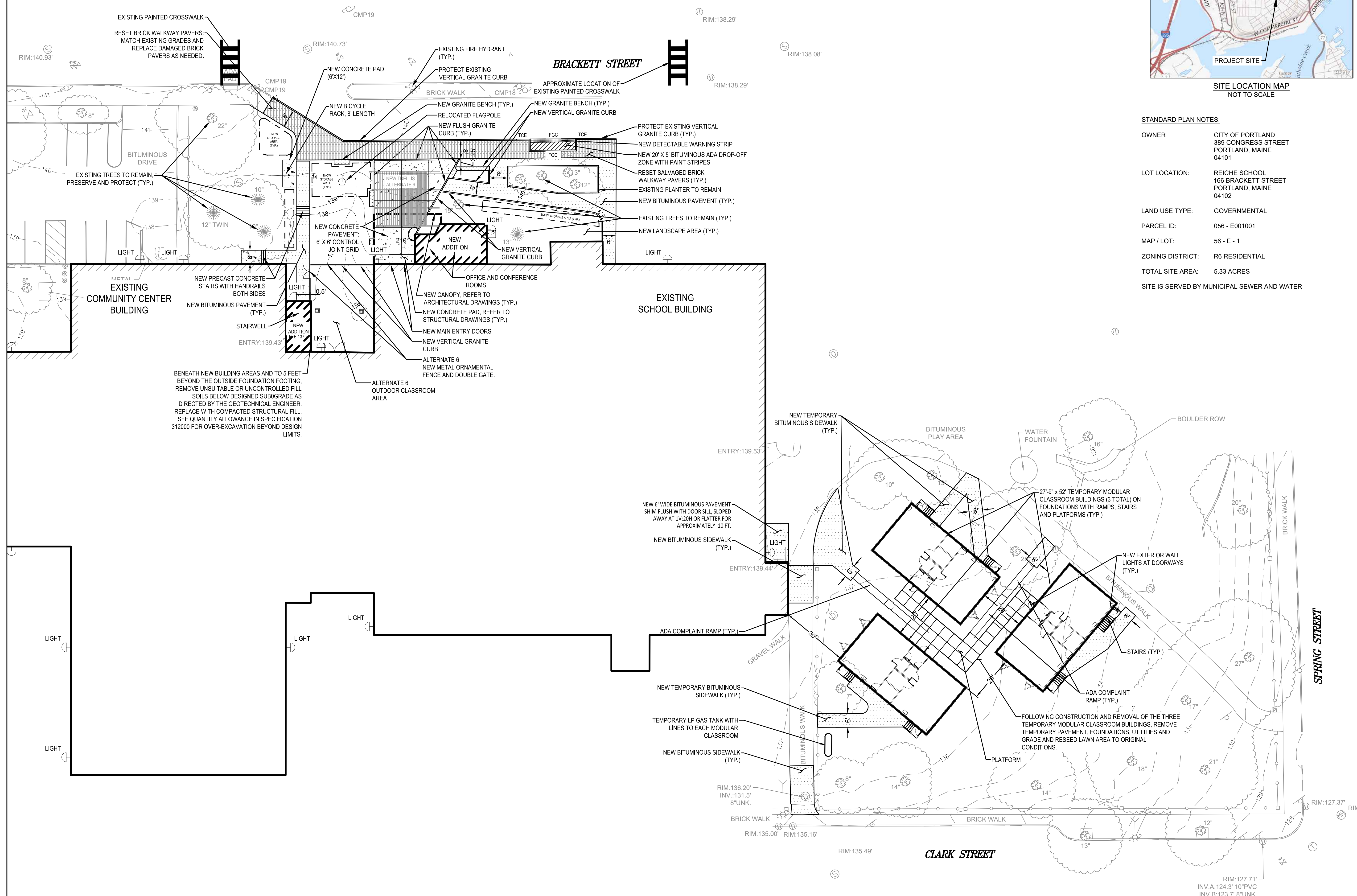
PRELIMINARY
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CONSTRUCTION

$$1'' = 20' - 0$$


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Drawn By:	HAS	

SITE PLAN

C00-1



- C2 LANDSCAPING NOTES**
SCALE: N.T.S

- C1** **UTILITY NOTES**
SCALE: N.T.S

B3 **DIG SAFE NOTES**
SCALE: N.T.S

- ## B2 GRADING NOTES

- B1** GENERAL SITE NOTES
SCALE: N.T.S

A1 STANDARD SITE LEGEND

- A3 SIGN LEGEND**
SCALE: N.T.S

A2 STANDARD SITE ABBREVIATIONS

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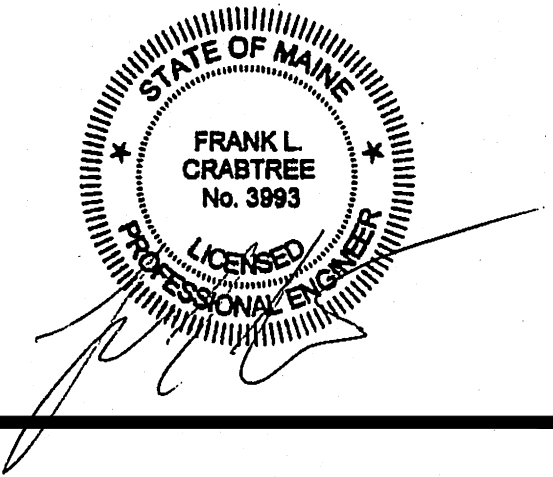
REICHE ELEMENTARY SCHOOL ADDITIONS AND RENOVATION

PORTLAND, MAINE

Harriman Project No

19152

Key Plan



PLANNING BOARD

NOVEMBER 05, 2020

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SITE NOTES

C00-2



PORTLAND, MAINE

Proj North



NOVEMBER 05, 2020

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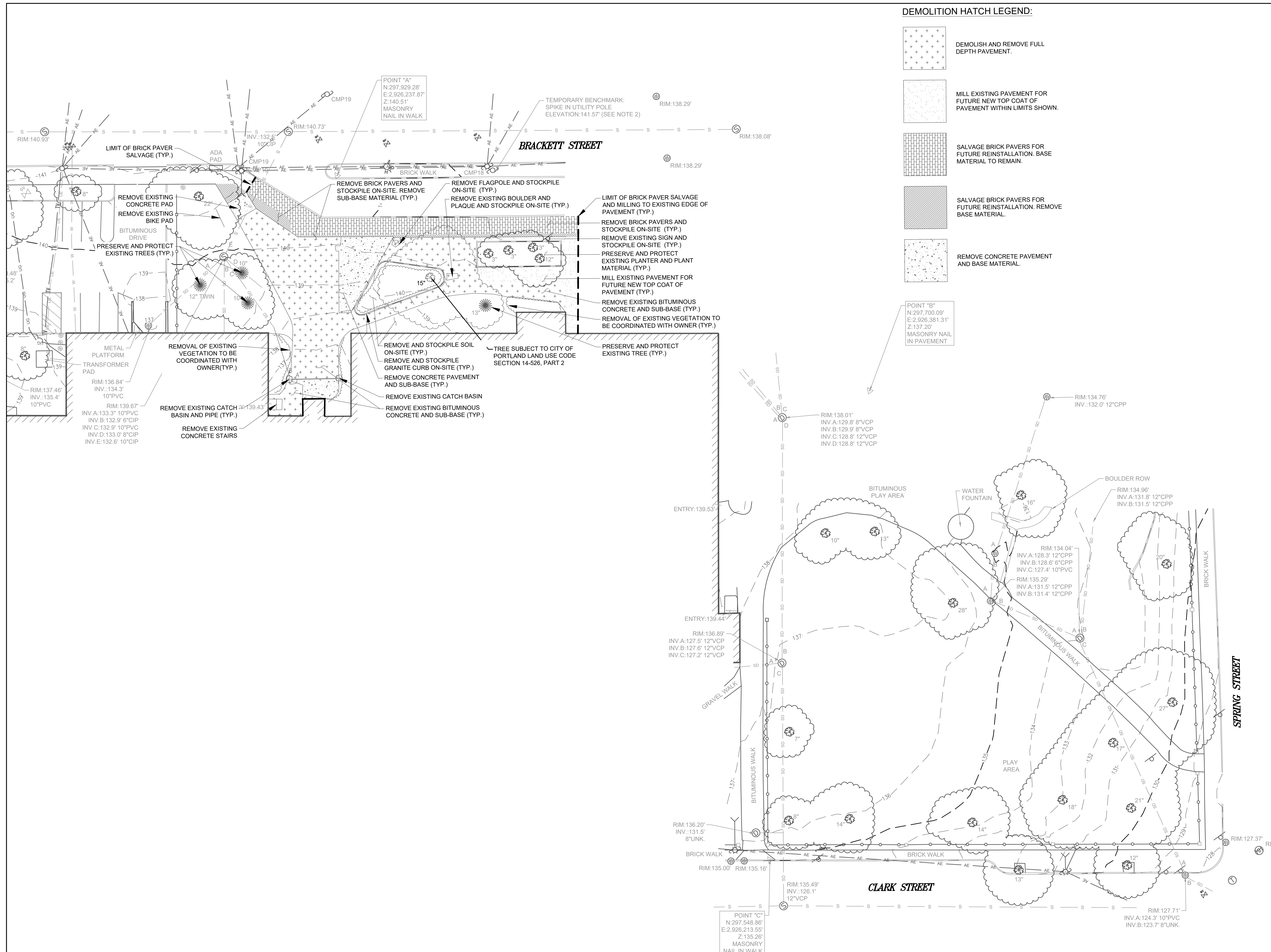
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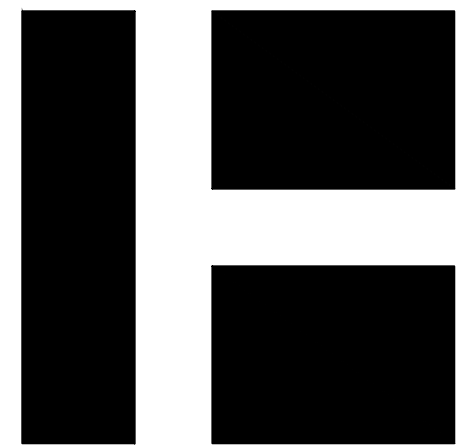


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EXISTING SITE CONDITIONS AND DEMOLITION PLAN

C10-1





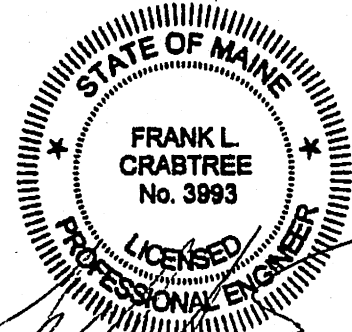
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SCHOOL ADDITIONS AND
RENOVATION

PORTLAND, MAINE

Harriman Project No. 19152

Key Plan Proj North

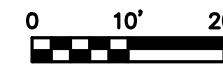


PLANNING BOARD
NOVEMBER 5, 2020

Rev Date	Revision Description
04-15-2021	Planning Board Revisions

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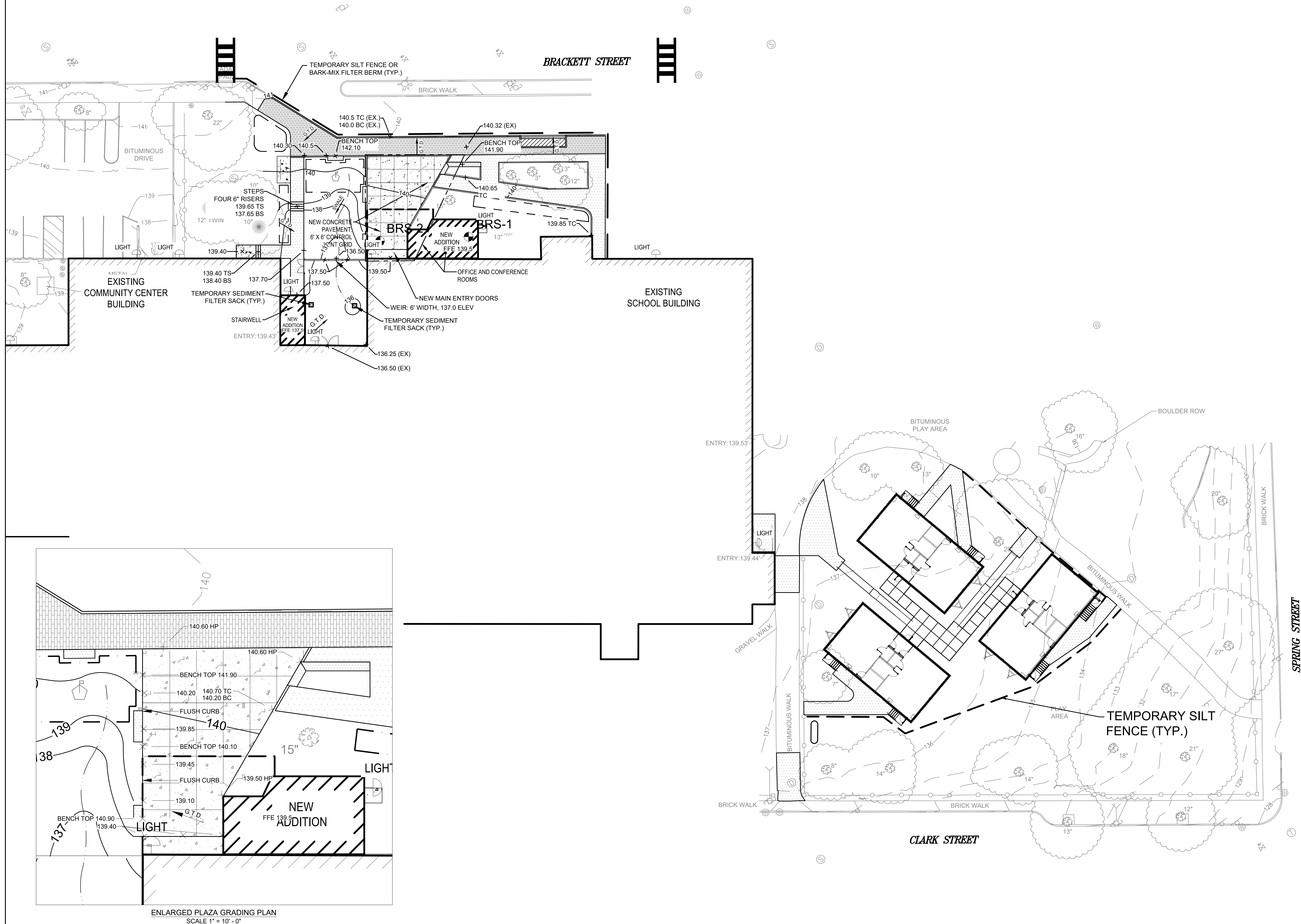
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SITE GRADING AND
EROSION CONTROL PLAN

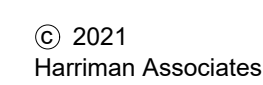
C30-1





PORTLAND, MAINE

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$$1'' = 20' - 0$$


C40-1





PORTLAND, MAINE

Harriman Project No.	19152
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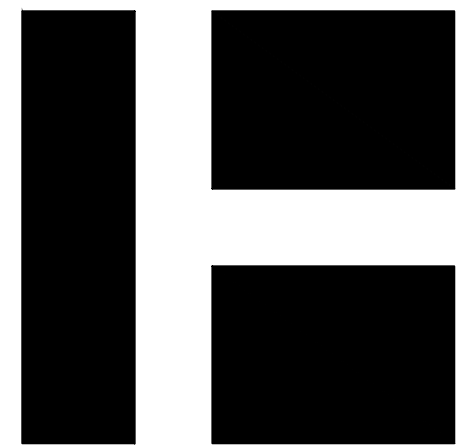
SITE DETAILS

C50-1



B3 **TAPERED CURB END DETAIL (TCE)**
SCALE: N.T.S.

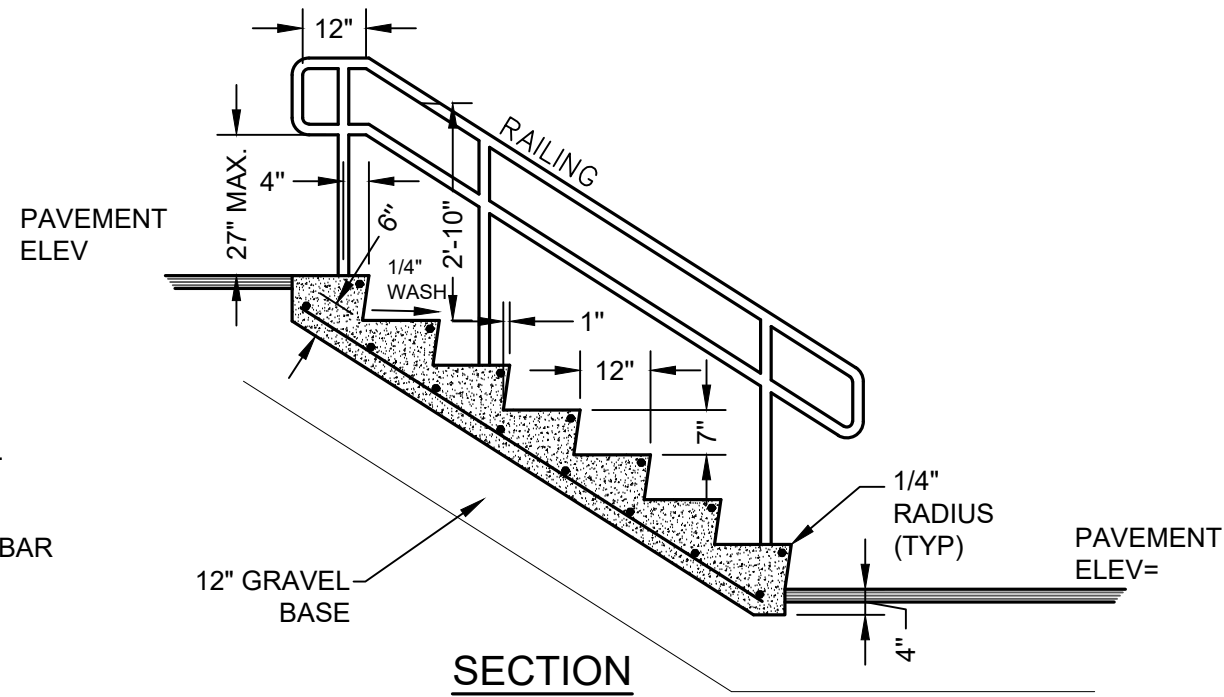




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REICHE ELEMENTARY
SCHOOL ADDITIONS AND
RENOVATION

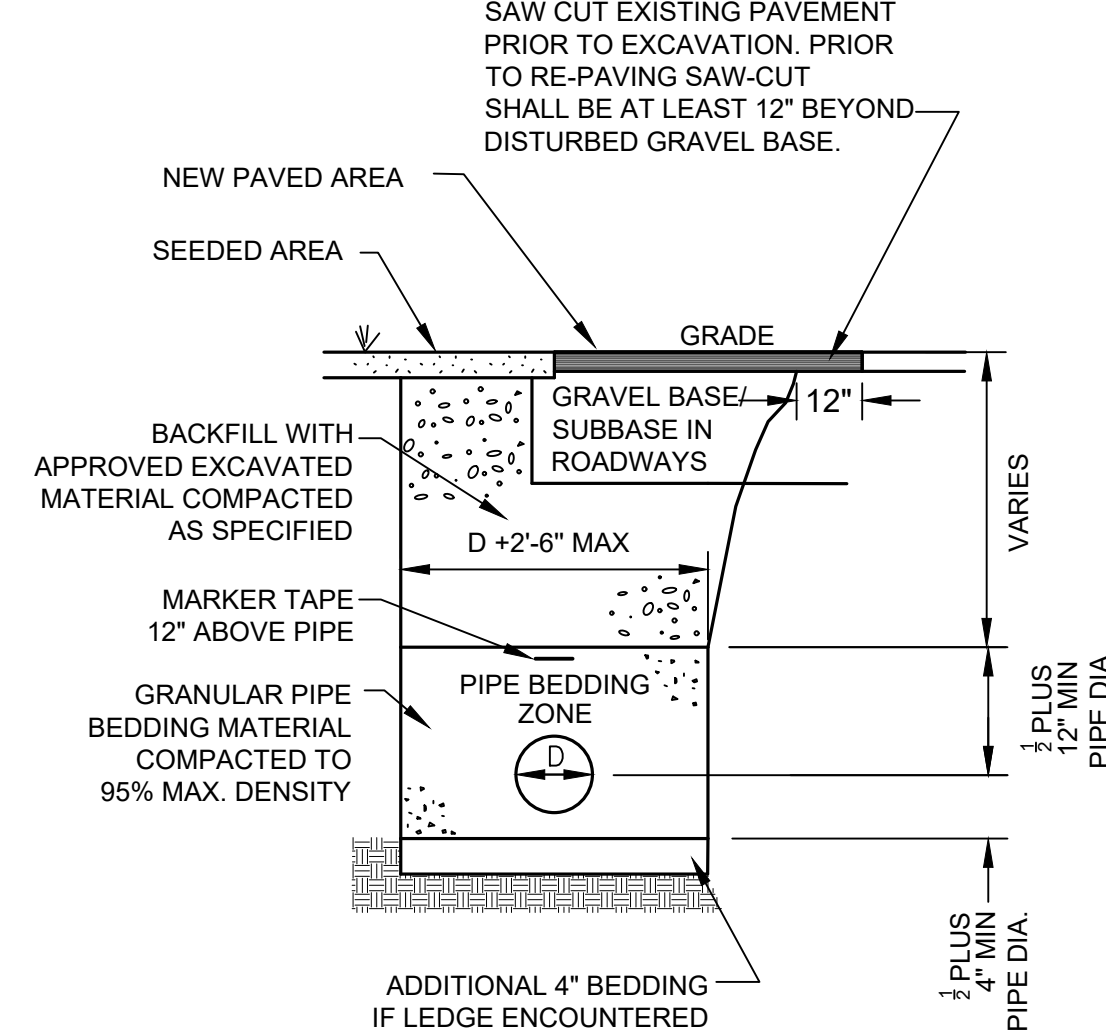
PORTLAND, MAINE	
Harriman Project No.	19152
Key Plan	



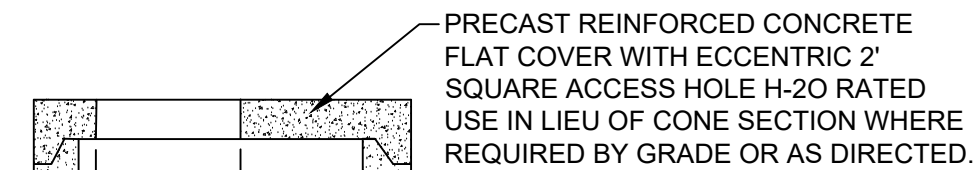
C1 TYP. PRECAST CONCRETE STEP
SCALE: N.T.S

NOTES:

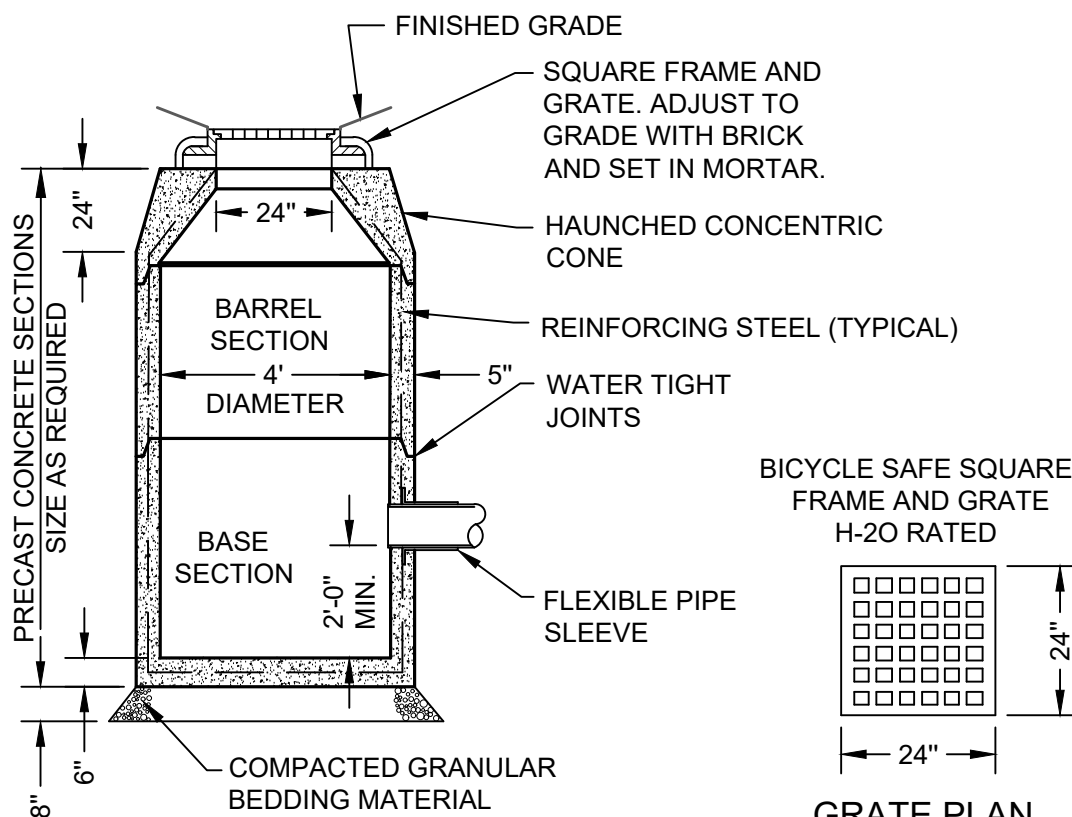
1. 4000 PSI CONCRETE AT 28 DAYS.
2. STAIR IS CHEM-TREATED PRIOR TO INSTALLATION.
3. STAIR WILL HAVE (4) LIFTING INSERTS. CAP AFTER INSTALLATION.
4. RAILINGS ARE 1 1/4" INSIDE DIAMETER ALUMINUM PIPE. SCHEDULE 40, 6063 ALLOY, WITH A CLEAR ANODIZED FINISH.
5. PLACE RAIL POSTS IN 4 1/2" DEEP HOLE AND GROUT WITH NON-SHRINK MORTAR.
6. REINFORCING: #5 BARS AT 12" O.C., BOTH WAYS WITH (1) #4 BAR IN EACH NOSE.
7. SEE SITE PLAN FOR NUMBER OF RISERS.



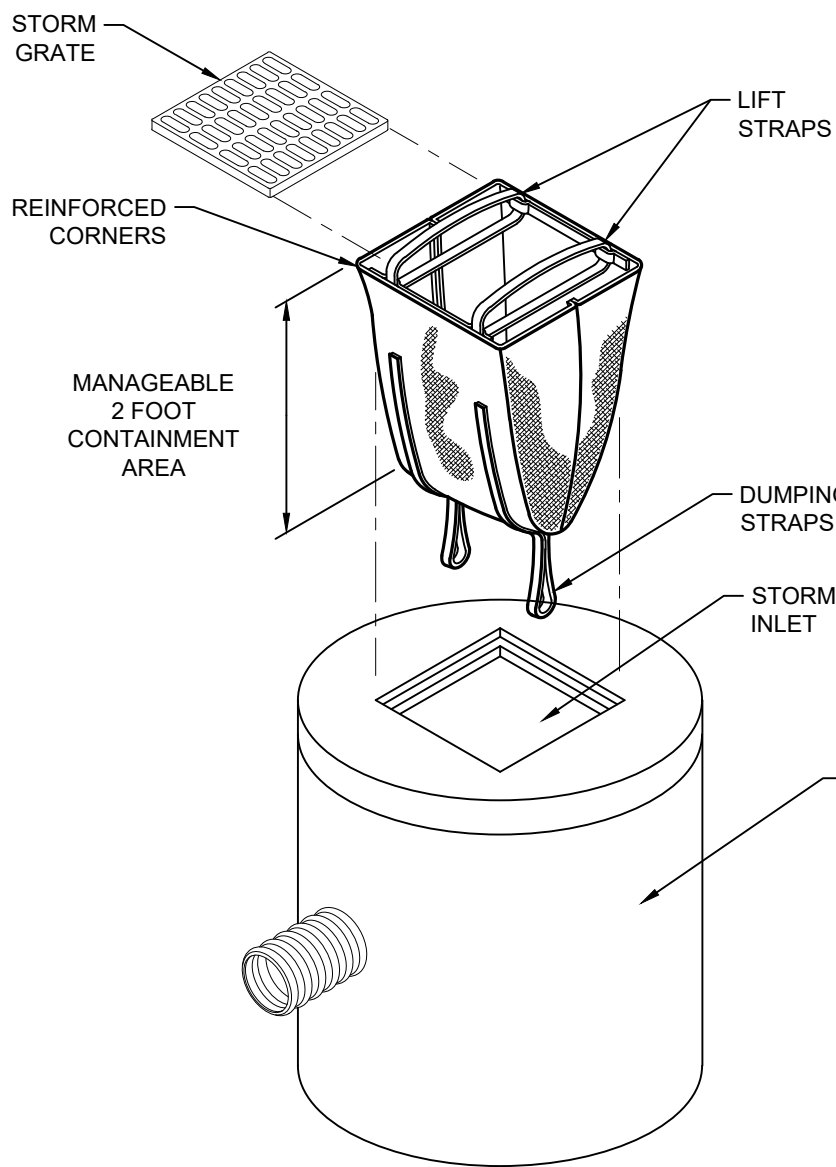
B2 PIPE TRENCH DETAIL
SCALE: N.T.S



ALTERNATE FLAT COVER



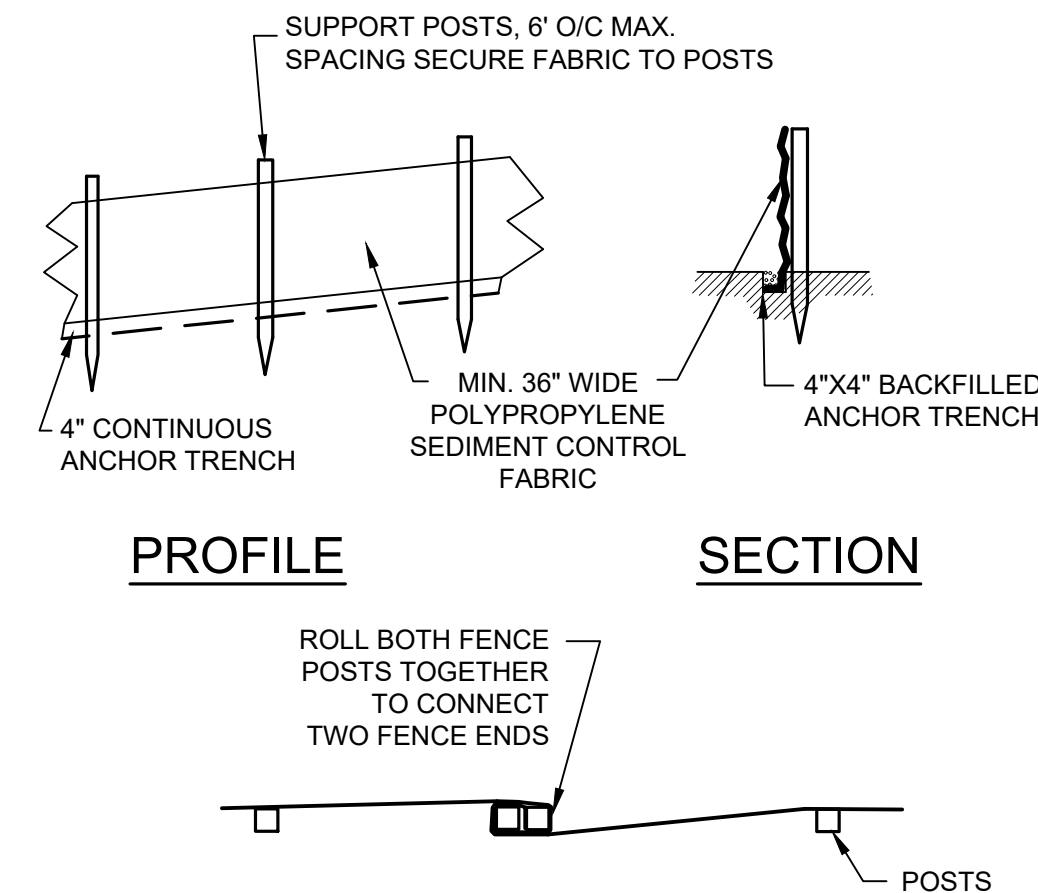
B1 PRECAST CONCRETE CATCH BASIN
SCALE: N.T.S



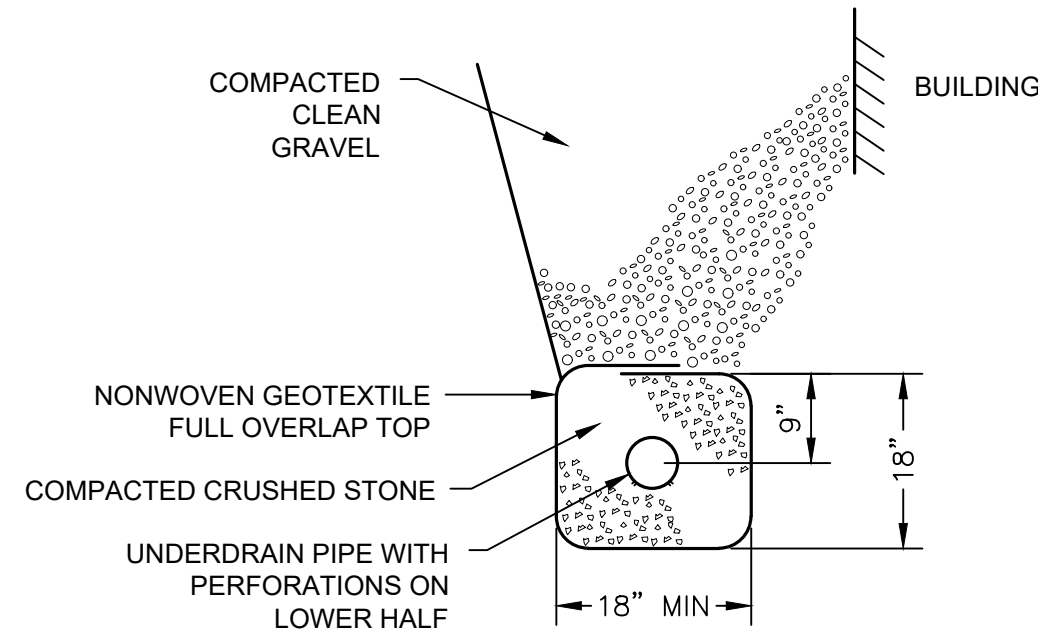
A3 SEDIMENT FILTER SACK
SCALE: N.T.S

NOTE:

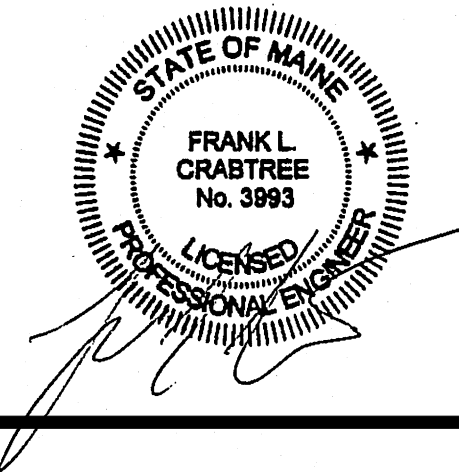
- 1.) PLACE SILT FENCE OR FILTER BERMS ALONG UNIFORMLY SLOPED SURFACE.
- 2.) EROSION CONTROL MIX FILTER BERM MAY BE SUBSTITUTED FOR A SILT FENCE. SEE THE SITE GRADING AND EROSION CONTROL PLAN.



A2 SILT FENCE
SCALE: N.T.S



A1 UNDERDRAIN OR FOUNDATION DRAIN
SCALE: N.T.S



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NOVEMBER 05, 2020

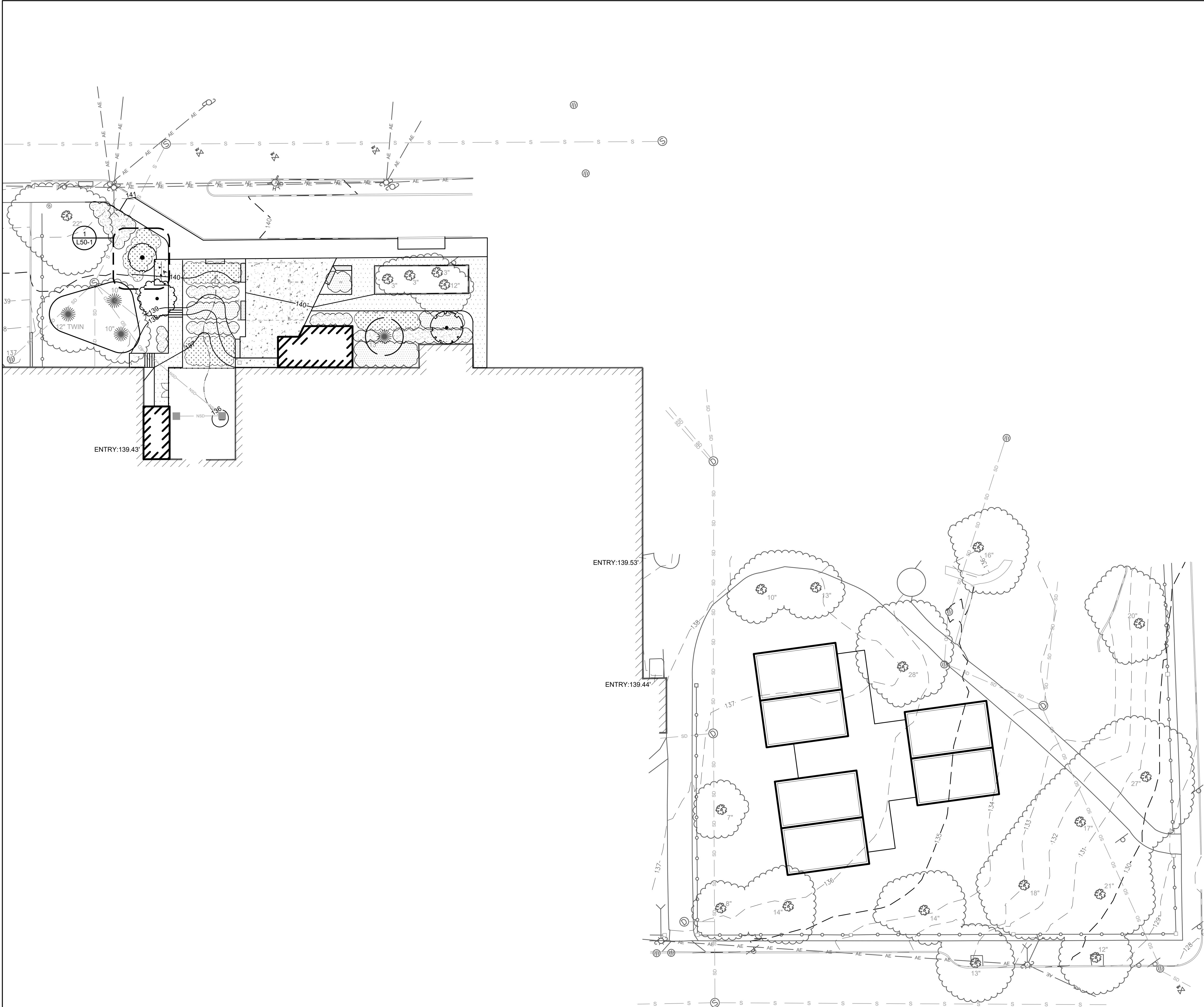
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SITE DETAILS

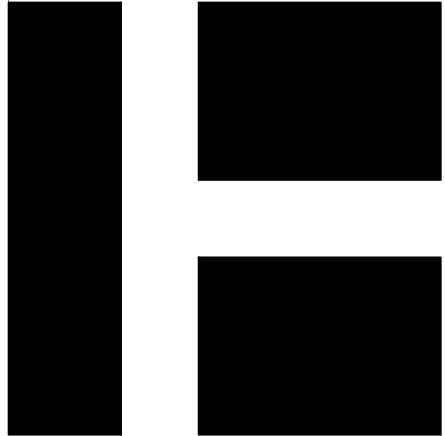
C50-2



PLANT LEGEND

EXISTING TREES	SIZE	NOTES	QTY
Existing Deciduous Tree to Remain Preserve and Protect in Place			Verify in Field
Existing Conifer Tree to Remain Preserve and Protect in Place			Verify in Field
ORNAMENTAL TREES	SIZE	NOTES	QTY
Amelanchier arborea Downy Serviceberry	2.0' - 2.5' Cal.	Zone: 4 CPRTL	--
Prunus serotina Black Cherry	2.0' - 2.5' Cal.	Zone: 4	--
Malus x Baldwin Apple Tree var. Baldwin	2.0' - 2.5' Cal.	Zone: 4	--
DECIDUOUS SHRUBS	SIZE	NOTES	QTY
Cephalanthus occidentalis Butterbush	2 Gallon	Zone: 5	--
Cornus sericea Redosier Dogwood	2 Gallon	Zone: 3	--
Clethra alnifolia Coastal Sweet Pepperbush	2 Gallon	Zone: 3	--
Ilex verticillata Winterberry	2 Gallon	Zone: 3	--
Ledum groenlandicum Labrador Tea	2 Gallon	Zone: 2	--
Lindera benzoin Spicebush	2 Gallon	Zone: 3	--
Viburnum trilobum Cranberry bush	2 Gallon	Equal male and female Zone: 2	--
EVERGREEN SHRUBS	SIZE	NOTES	QTY
Juniperus communis Common Juniper	2 Gallon	Zone: 2	--
GROUNDCOVERS	SIZE	NOTES	QTY
Arctostaphylos uva-ursi Kinnikinnick	SP #2	Zone: 2	--
Carex pensylvanica Pennsylvania Sedge	SP #2	Zone: 3	--
Pulmonaria 'Baby Blue' Lungwort	SP #2	Zone: 4	--
Vaccinium angustifolium Low Sweet Blueberry	SP #2	Zone: 2	--
PERENNIALS	SIZE	NOTES	QTY
Astible var. 'Snowdrift' Snowdrift Astible	SP #2	Zone: 4	--
Aquilegia canadensis Eastern Columbine	SP #2	Zone: 3	--
Coreopsis grandiflora Large Flowered Tickseed	SP #2	Zone: 4a	--
Echinacea magna Purple Cone Flower	SP #2	Zone: 4a	--
Helianthus salicifolius Table Mountain Helianthus	SP #2	Zone: 5	--
Hemerocallis fulva Orange Daylily	SP #2	Zone: 3	--
Liatris spicata Liatris	SP #2	Zone: 3	--
Monarda didyma Beebalm	SP #2	Zone: 4	--
Packera aurea Golden Ragwort	SP #2	Zone: 3	--
Polygonatum odoratum Solomon's Seal	SP #2	Zone: 3	--
Rudbeckia fulgida Orange Coneflower	SP #2	Zone: 3	--
Symphyotrichum novae-angliae New England Aster	SP #2	Zone: 4	--
VINE			QTY
Lonicera sempervirens Trumpet Honeysuckle	SP #2	Zone: 4	--
Passiflora incarnata Purple passionflower	SP #2	Zone: 5b	--
LANDSCAPE MATERIALS			QTY
Bark Mulch	3" depth	-- S.F.	
Shredded Organic Bark Mulch		all planting areas	
Landscape Border		-- LN. FT.	
Landscape edging material			

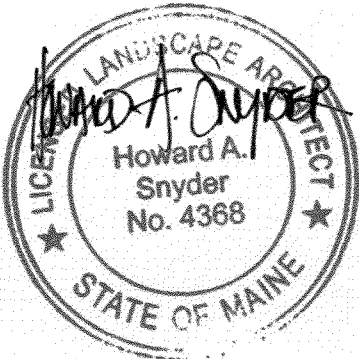
1. Plant material symbols represent anticipated size at 75% maturity.
2. CPRTL = City of Portland Recommended Tree List, 2018 edition
3. Not all plant material species and quantities shown will be used. Final plant material specifications dependent on conformance to, and approval by, local and state regulations and agencies.
4. Plant material specified shall conform to ANLA American Standard for Nursery Stock, ANSI Z60.1 current edition.
5. No permanent irrigation system is proposed.



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SCHOOL ADDITIONS AND
RENOVATION

PORTLAND, MAINE	
Harriman Project No.	19152
Key Plan	Proj North



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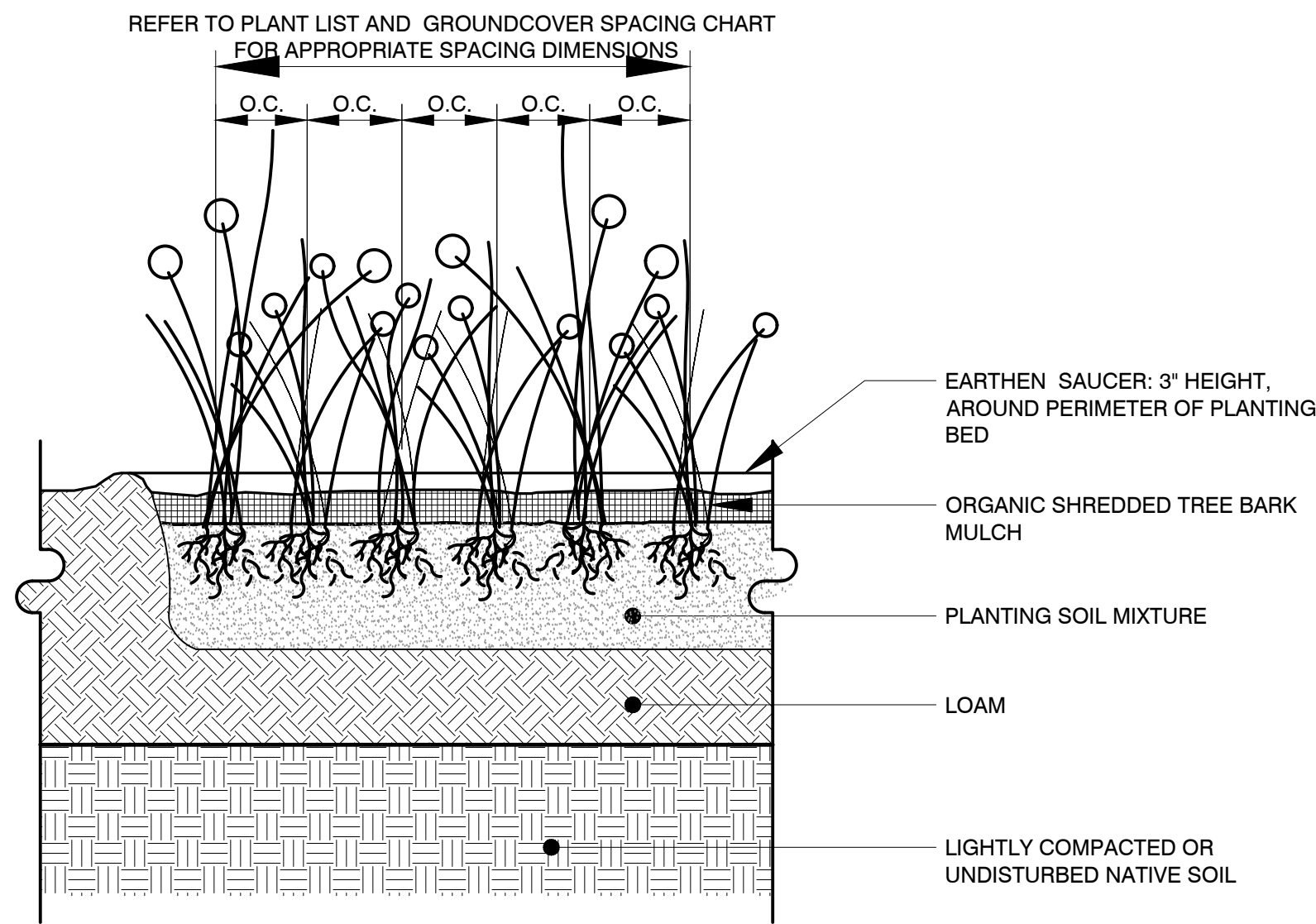
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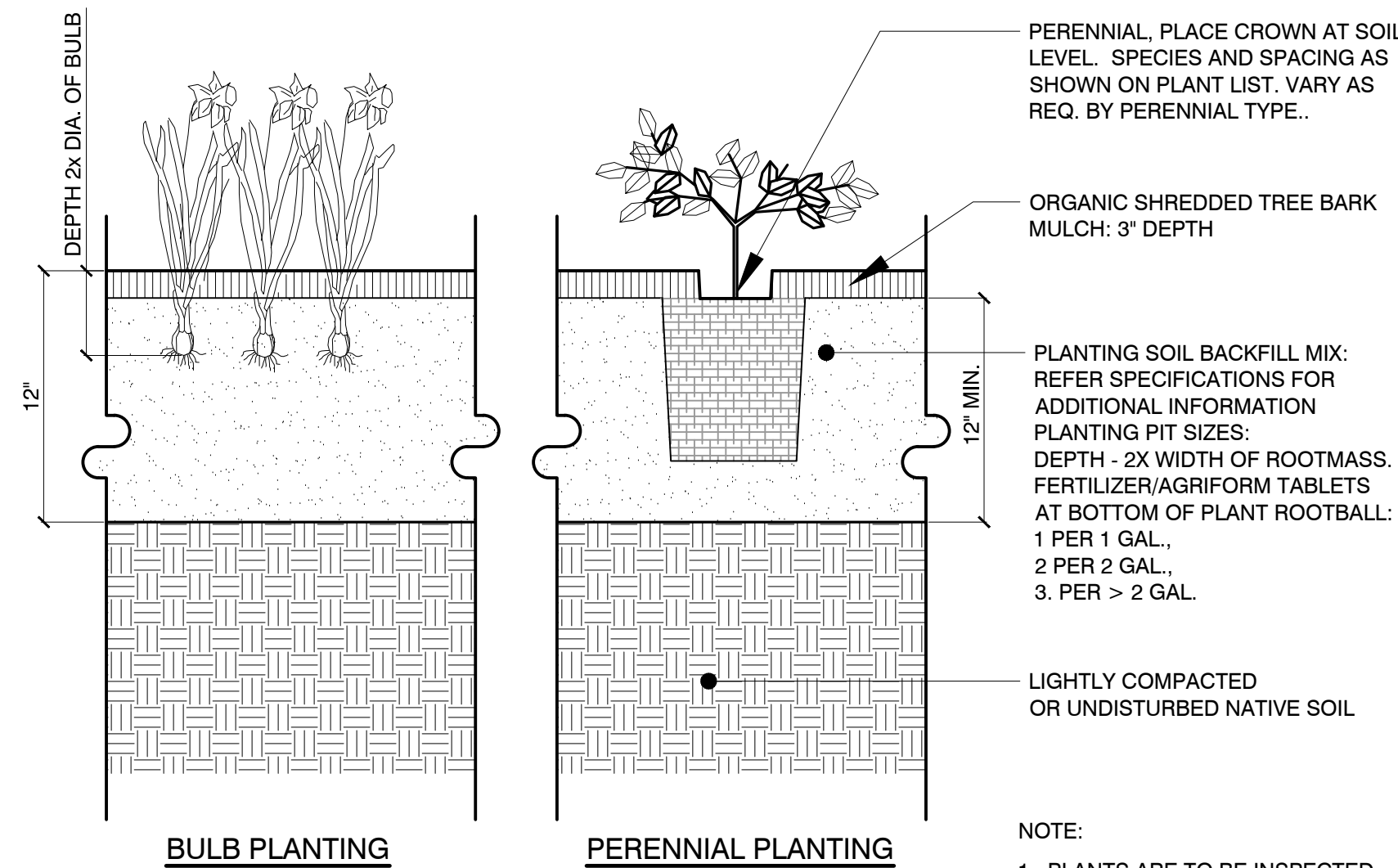
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PLANTING
PLAN

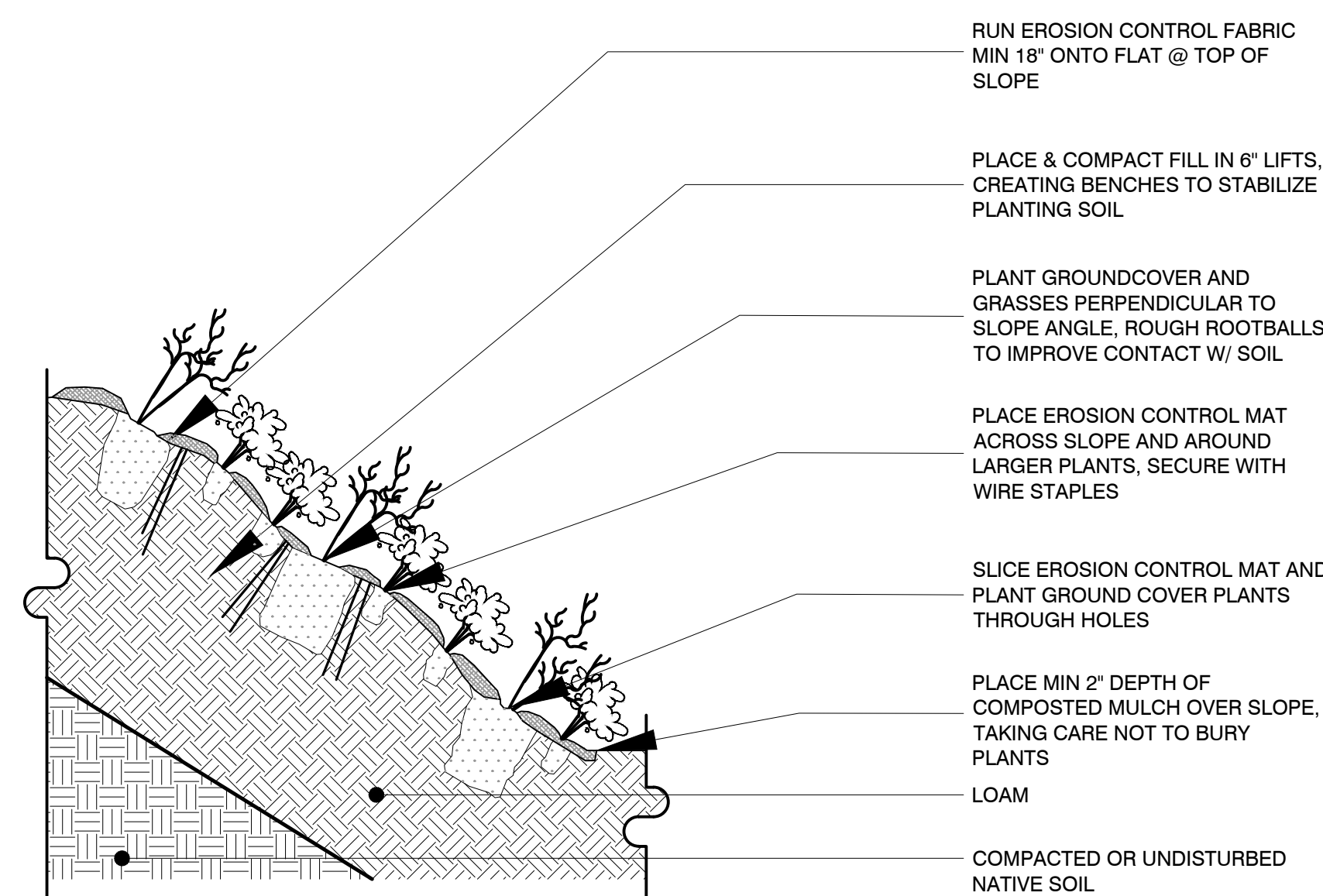
L40-1



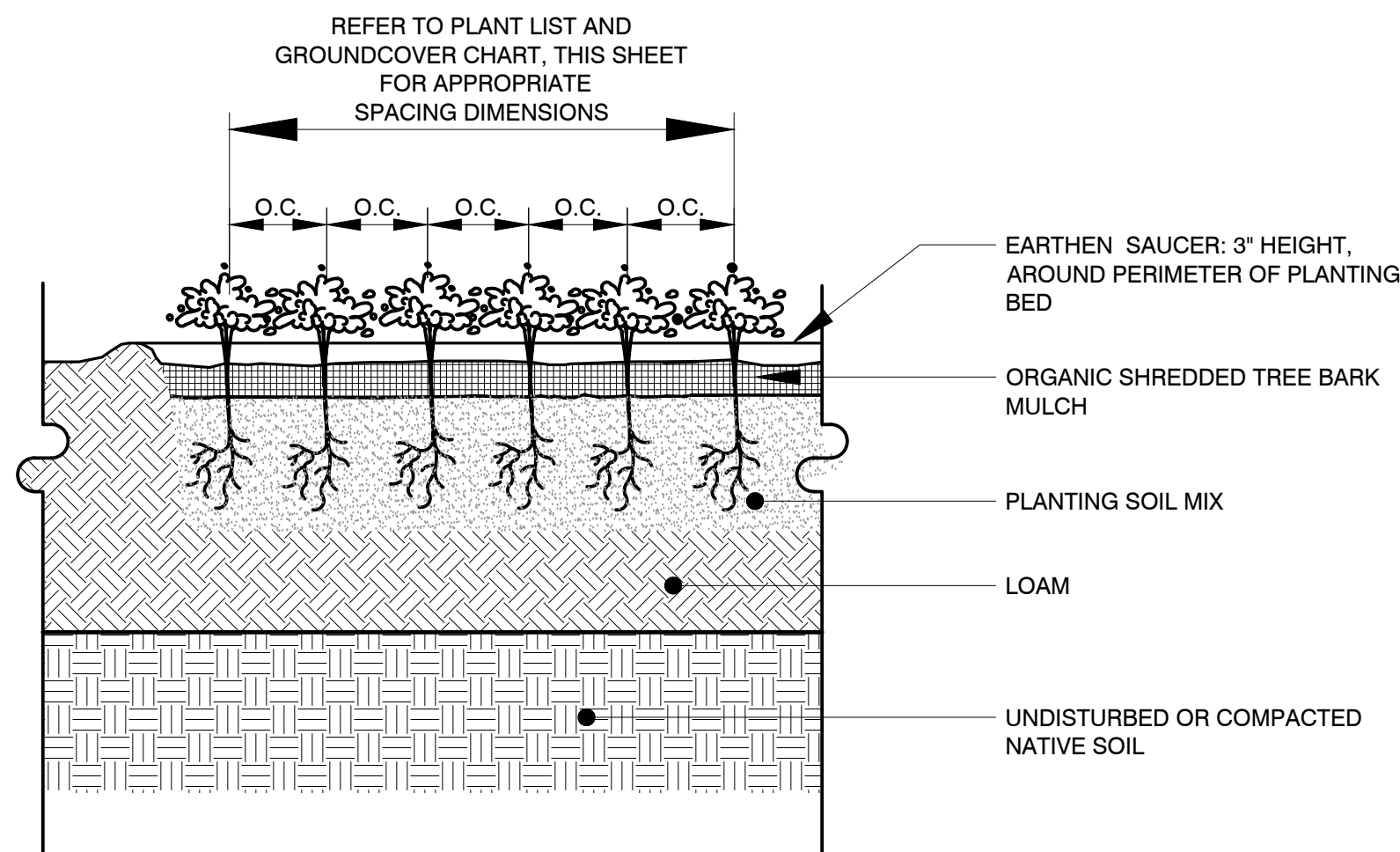
C3 ORNAMENTAL GRASS PLANTING
Scale: Not To Scale



C2 BULB AND PERENNIAL PLANTING
Scale: Not to Scale



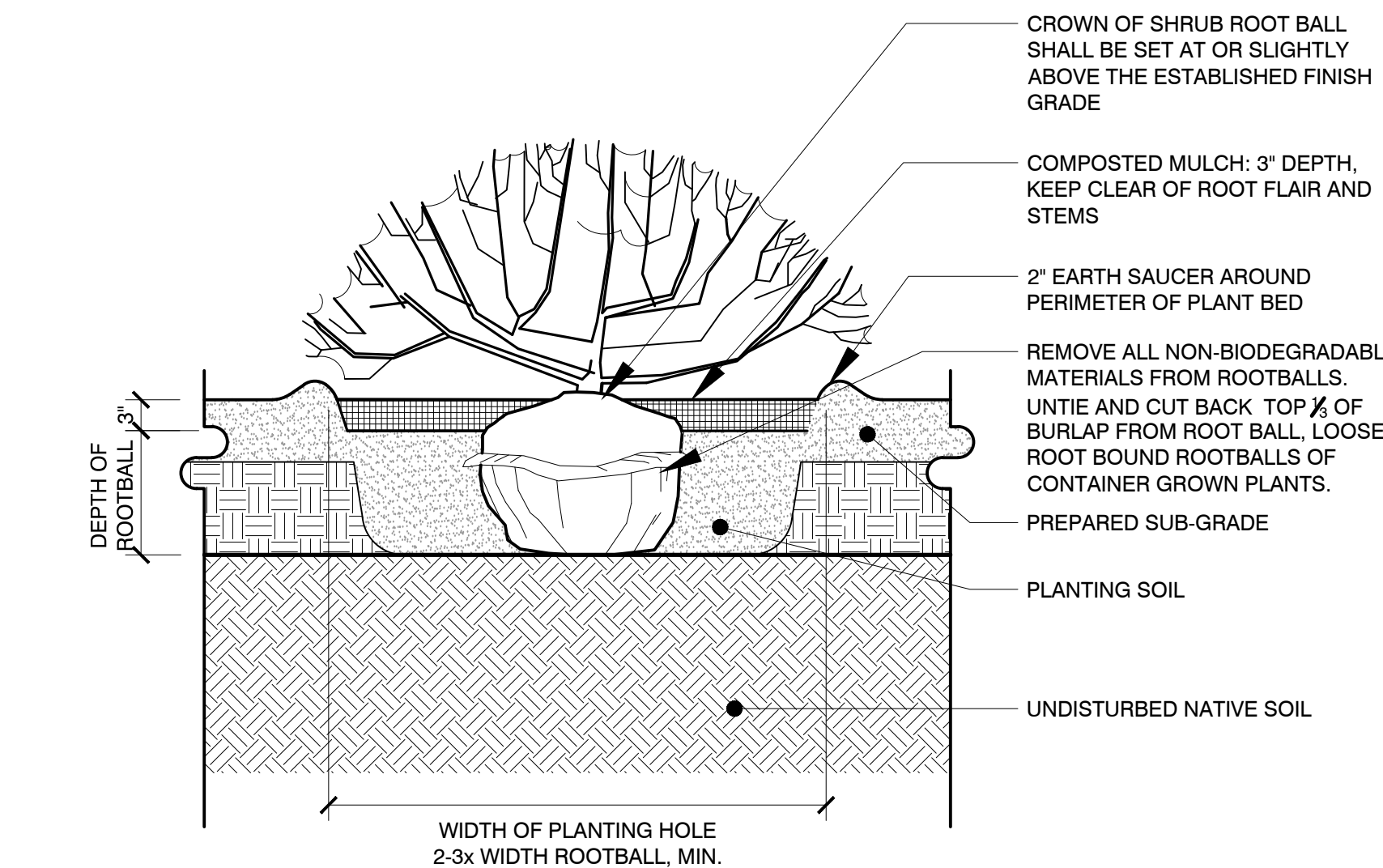
C1 GROUND COVER PLANTING: 3:1 SLOPE OR GREATER
Scale: Not to Scale



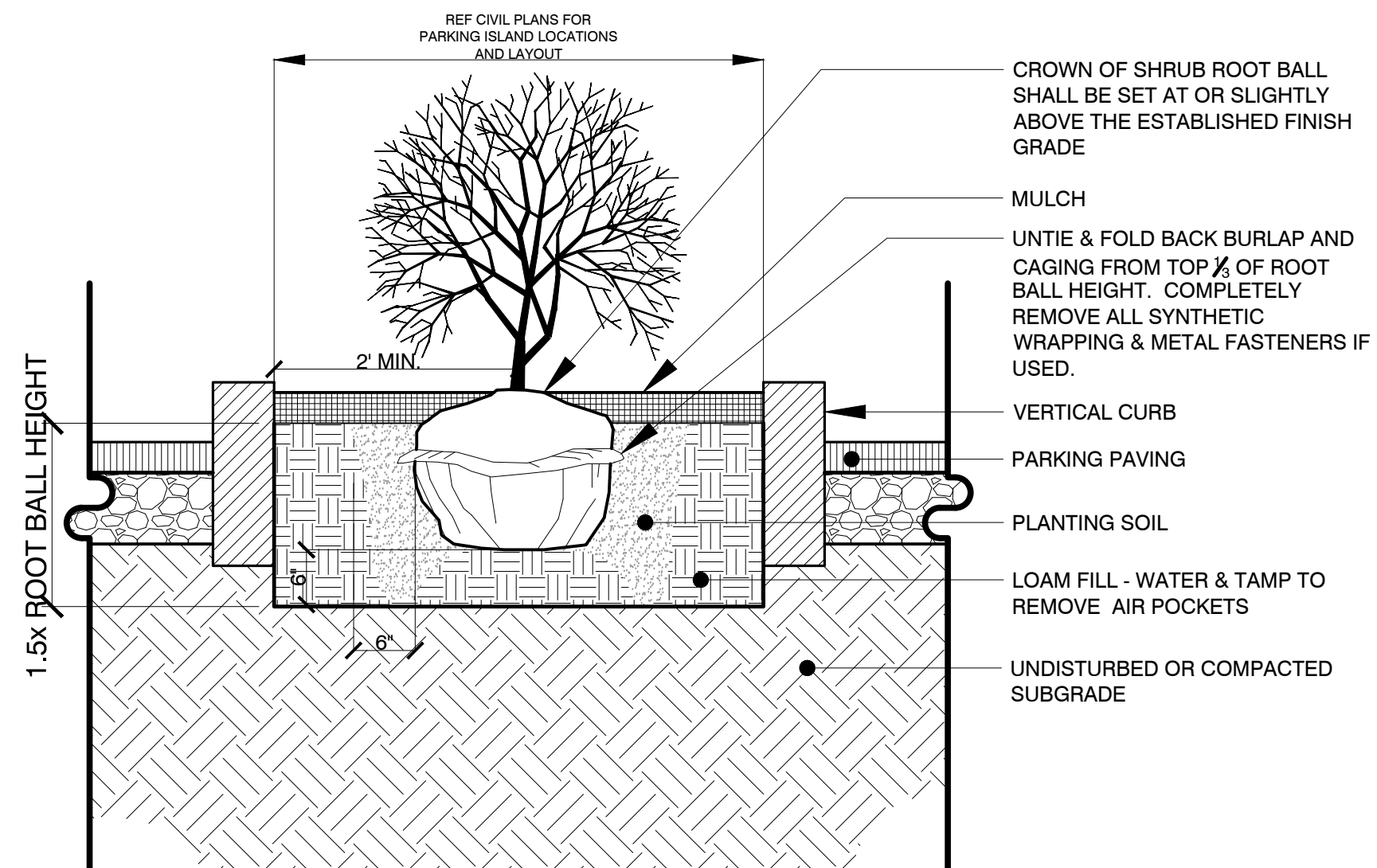
B3 GROUND COVER PLANTING
Scale: Not To Scale

PLANT SPACING ('A')	ROW SPACING ('B')
6 IN. O.C.	5 IN. O.C.
8 IN. O.C.	7 IN. O.C.
10 IN. O.C.	8 ½ IN. O.C.
12 IN. O.C.	10 ½ IN. O.C.
15 IN. O.C.	13 IN. O.C.
18 IN. O.C.	16 IN. O.C.
24 IN. O.C.	21 IN. O.C.
30 IN. O.C.	26 IN. O.C.
36 IN. O.C.	30 IN. O.C.
48 IN. O.C.	42 IN. O.C.
54 IN. O.C.	48 IN. O.C.
60 IN. O.C.	54 IN. O.C.

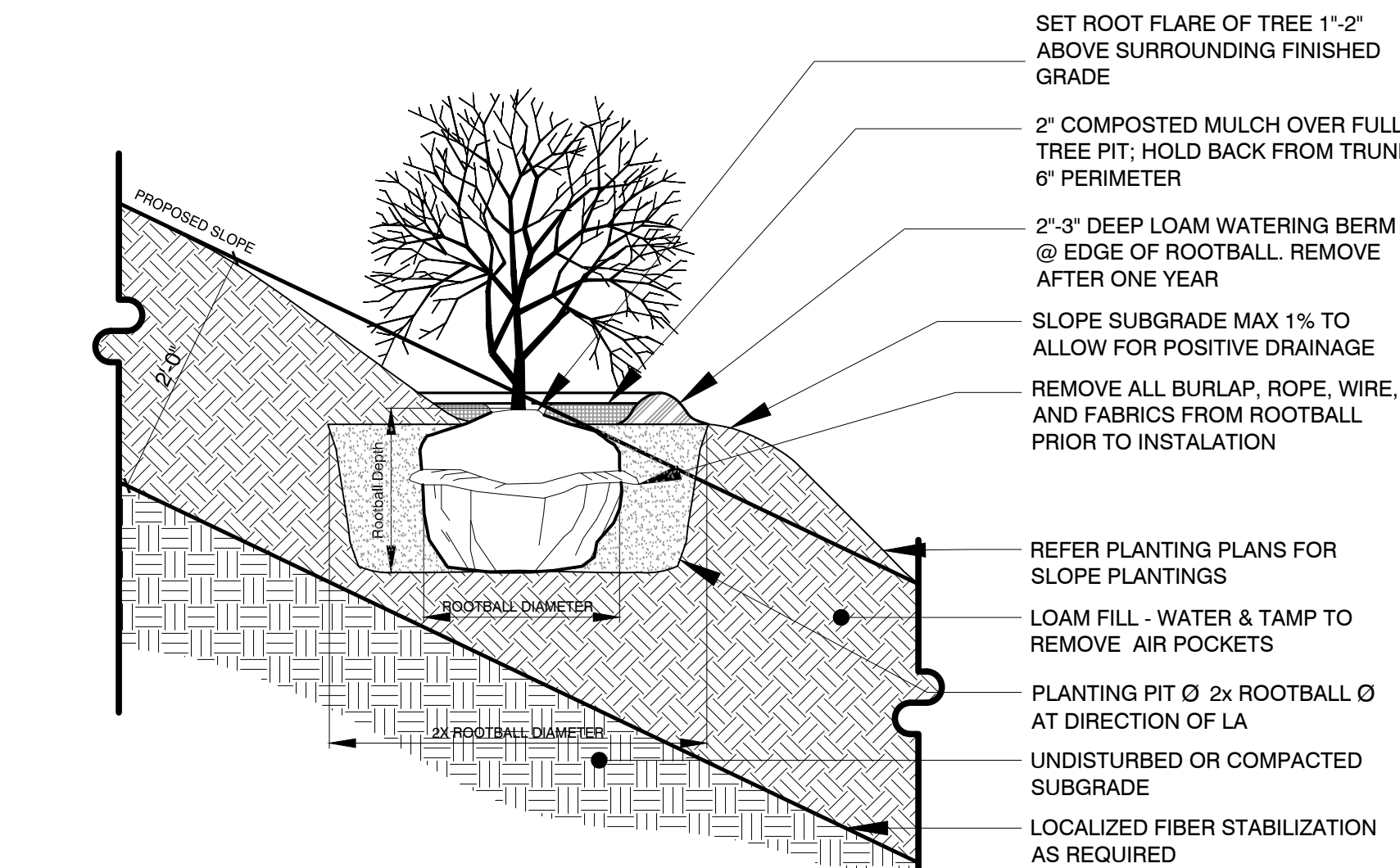
B2 GROUND COVER, PERENNIAL AND ORNAMENTAL GRASS SPACING CHART
Scale: Not to Scale



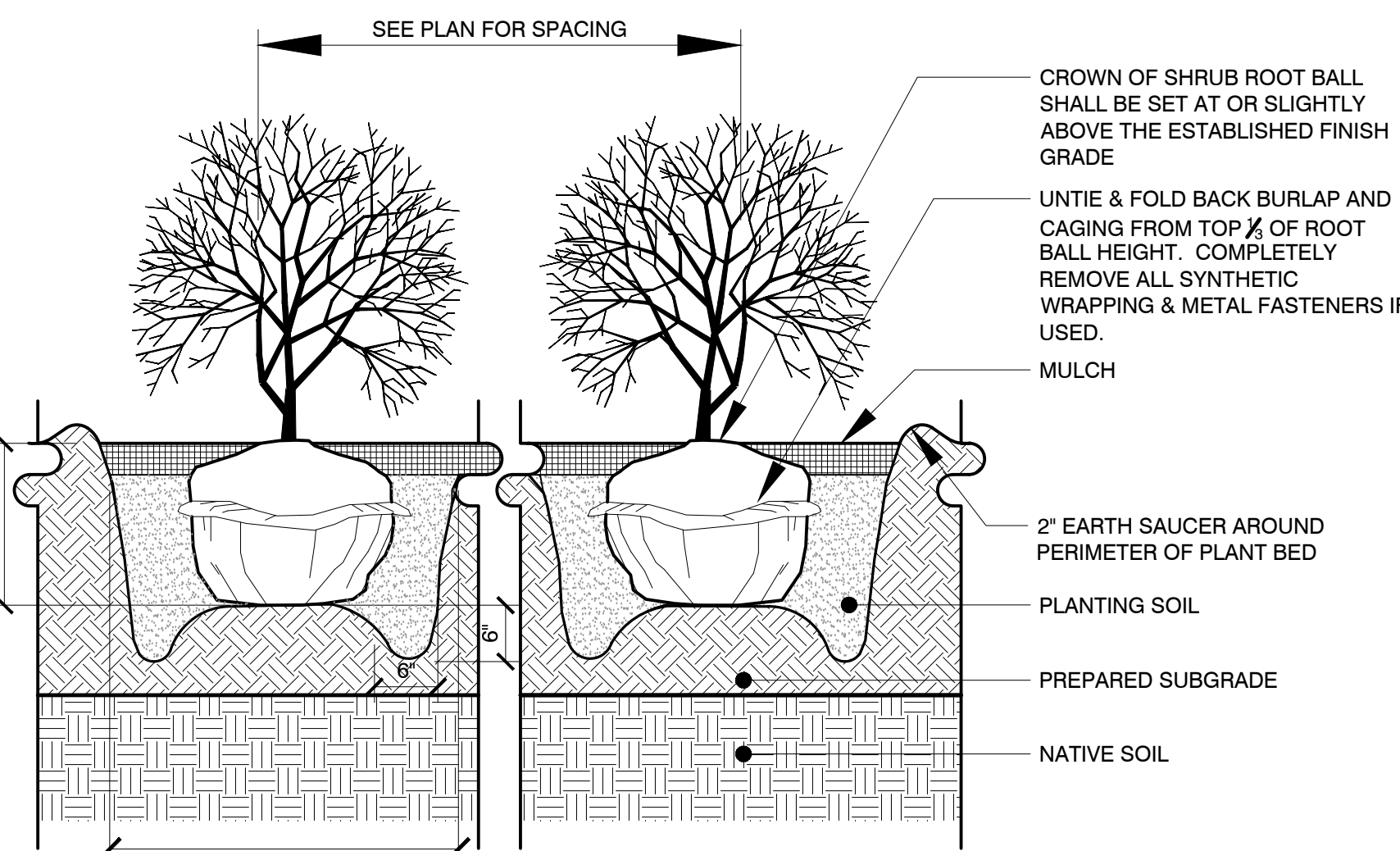
B1 CONIFER SHRUB PLANTING
Scale: Not To Scale



A3 SHRUB PLANTING: PARKING ISLAND
Scale: Not To Scale



A2 SHRUB PLANTING: STEEP TO MODERATE SLOPES
Scale: Not to Scale



A1 DECIDUOUS SHRUB PLANTING
Scale: Not To Scale

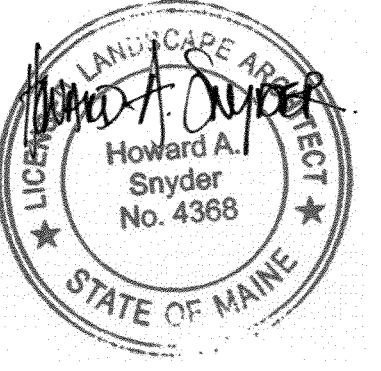


REICHE ELEMENTARY
SCHOOL ADDITIONS AND
RENOVATION

PORTLAND, MAINE

Harriman Project No. 19152

Key Plan



PLANNING BOARD
NOVEMBER 05, 2020

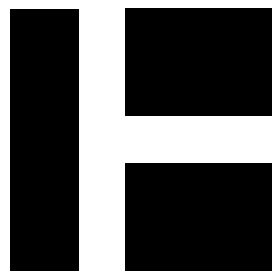
Rev Date	Revision Description

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CONSTRUCTION

PA / PE: HAS © 2020
Drawn By: HAS Harriman Associates

PLANTING
DETAILS

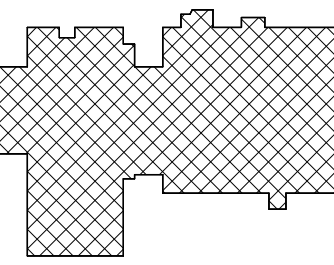
L50-2



HARRIMAN

REICHE ELEMENTARY SCHOOL

PORTLAND, MAINE
Harriman Project No. 19152
Key Plan



GENERAL NOTES

- SEE DRAWING A01.1 FOR PARTITION TYPES.
- DIMENSIONS LOCATING INTERIOR PARTITIONS ARE TO FACE OF GROW OR CMU UNLESS NOTED OTHERWISE.
- SEE DRAWING A01.1 FOR DOOR SCHEDULE.
- SEE DRAWING A01.1 FOR ROOM FINISH SCHEDULE. NEW WALLPAPER AND PATCHING OF EXISTING WALLPAPER NOT LABELED SHALL BE PAINTED TO MATCH EXISTING ADJACENT WALLS, U.N.O.
- SEE EXTERIOR ELEVATIONS ON DRAWINGS A01.1, A01.2 & A01.3 FOR WINDOW TYPES.
- PROVIDE CONTROL JOINTS IN GROW PARTITIONS AT A MAX SPACING OF 30'-0" UNLESS NOTED OTHERWISE. MAX SPACING AT ABUSE GROW IS 26'-0" UNDO LOCATE AT EDGE OF DOOR FRAME UP TO CEILING WHERE PRACTICAL. REVIEW LOCATIONS WITH THE ARCHITECT.
- AT REMOVED FIXTURES, PARTITIONS, EQUIPMENT, CASEWORK, ETC. THAT WILL BECOME EXPOSED TO VIEW, PATCH AND PARGE PARTITIONS TO CREATE A SMOOTH SURFACE. PAINT TO MATCH EXISTING ADJACENT U.N.O.
- PATCH ALL OPENINGS CREATED FOR INSTALLATION OF NEW MECH. PLUMB, ELEC., ETC. WITH MATERIALS TO MATCH ADJACENT CONSTRUCTION.
- REFER TO A01.1 CODE PLAN FOR DH, CR, AND ADA PUSH BUTTON LOCATIONS.

SYMBOLS LEGEND

- PARTITION TAG
SEE A01.1 FOR PARTITION TAG KEY
& PARTITION DEFINITION DETAILS
- ROOM NAME
SEE A01.1 FOR SCHEDULE
- DOOR & BORROWED LITE NUMBERS
SEE A01.1 FOR SCHEDULE
- MISCELLANEOUS ITEMS MARKER
SEE SCHEDULE ON A01.1

PLANNING BOARD

NOVEMBER 05, 2020

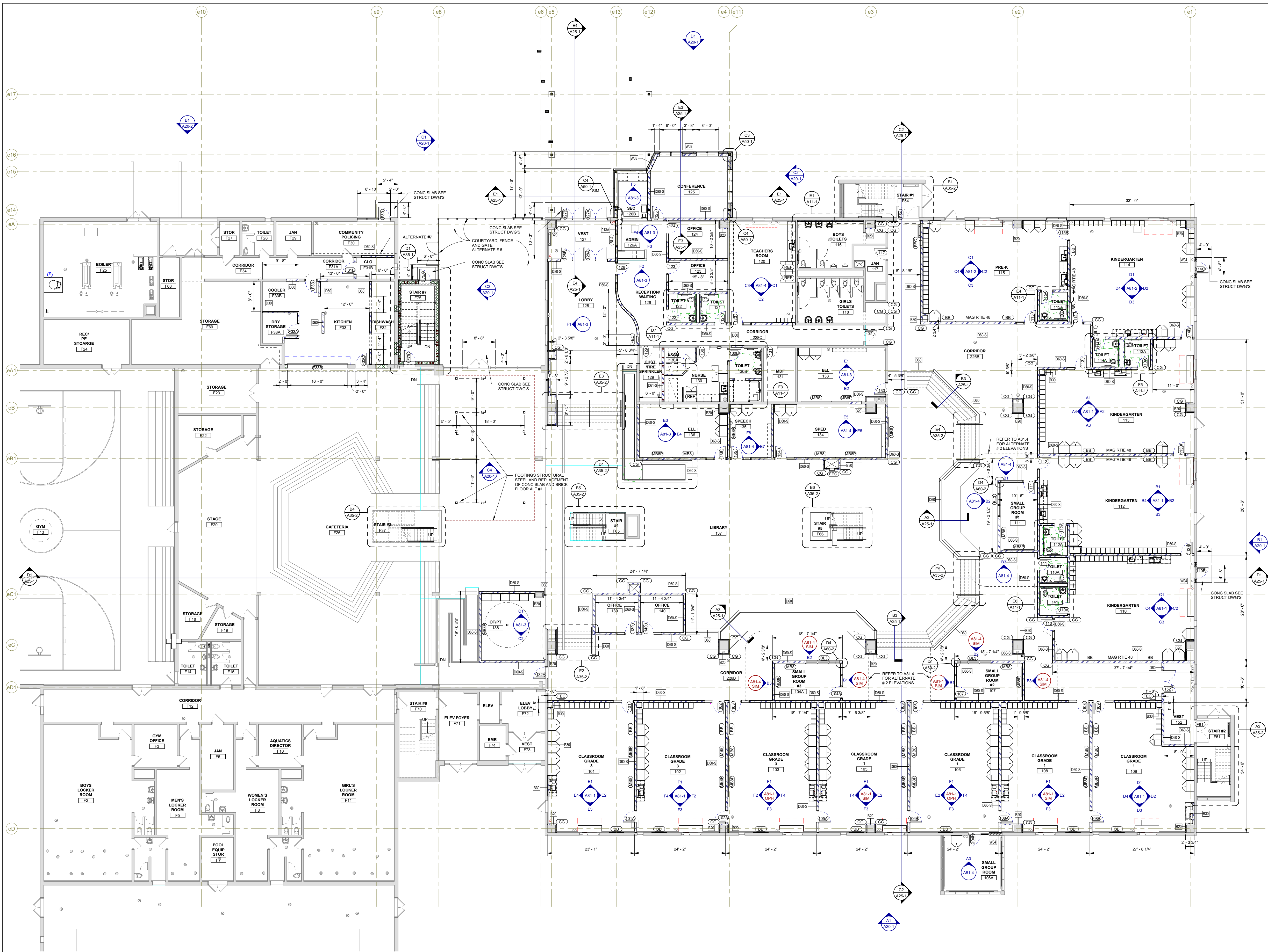
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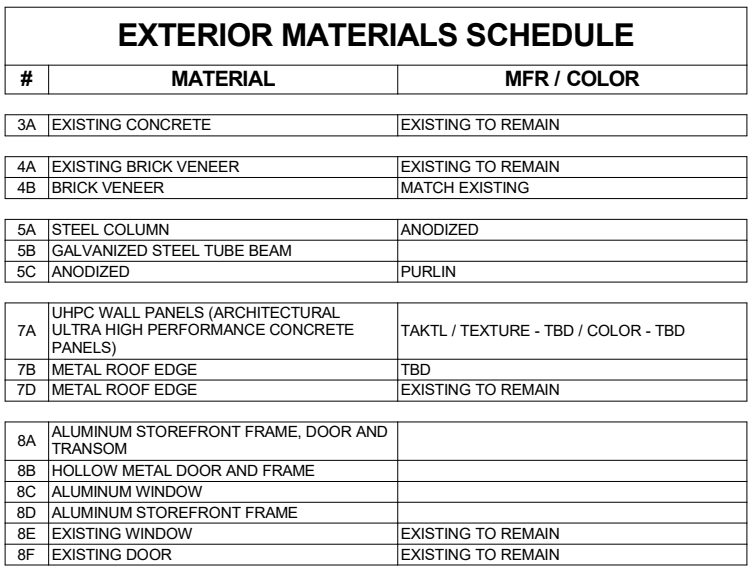
PA/PE: MDL © 2020
Drawn By: SJF Harriman Associates

FIRST FLOOR PLAN

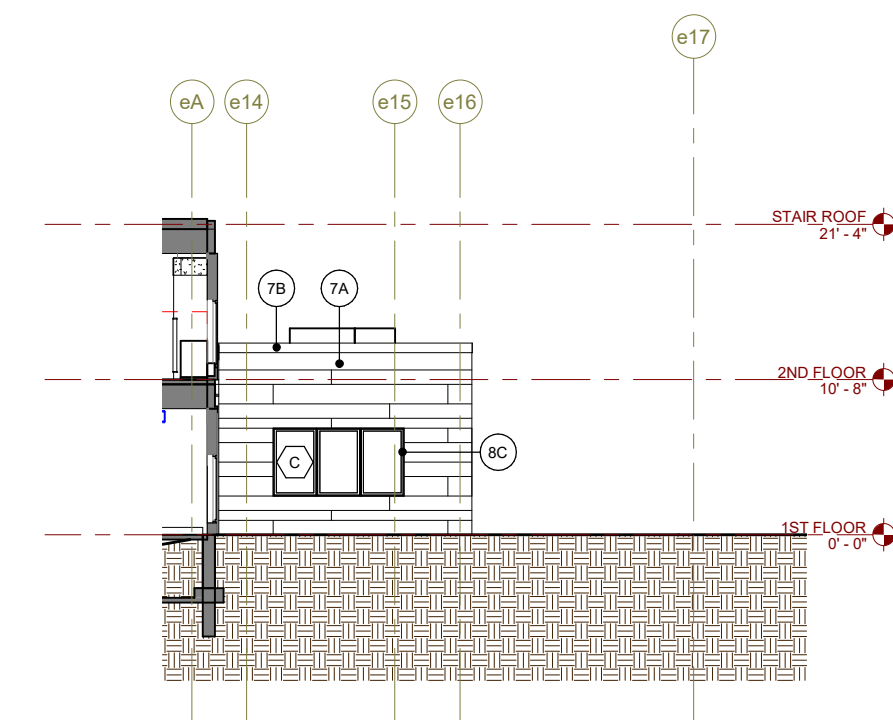
A10-1



A1 FIRST FLOOR PLAN
NO SCALE

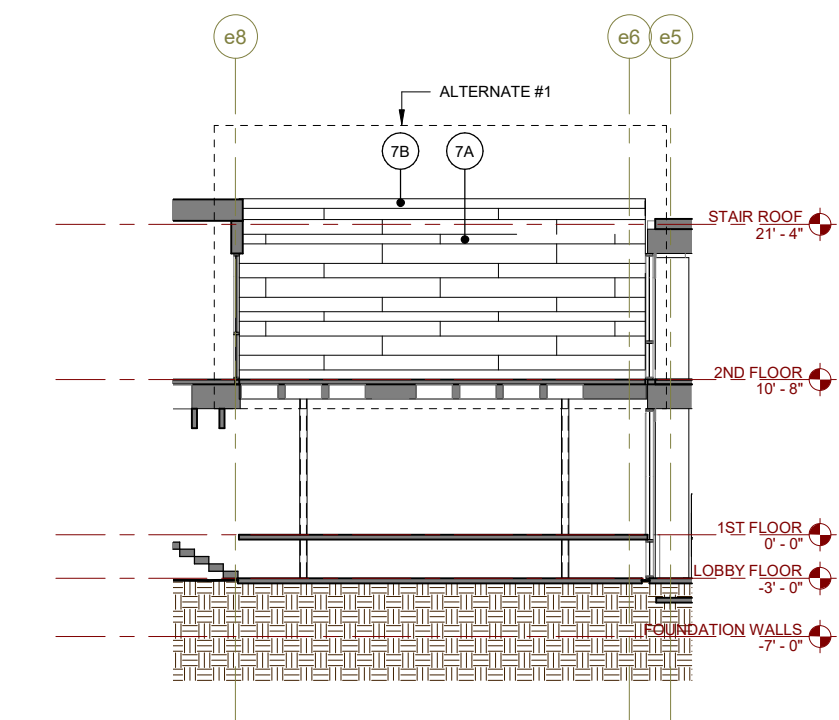


D1 EXTERIOR ELEVATION
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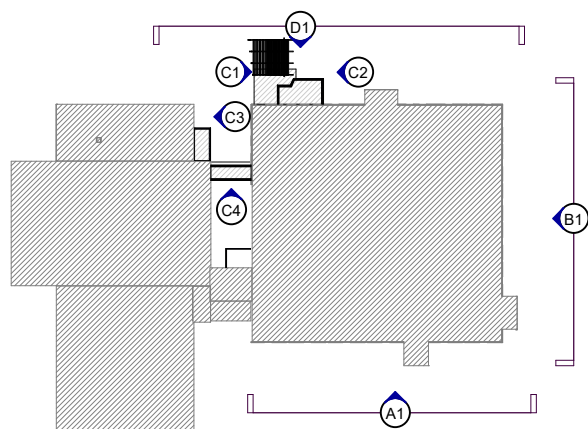
C1 EXTERIOR ELEVATION
NO SCALE

C2 EXTERIOR ELEVATION
NO SCALE



C3 EXTERIOR ELEVATION
NO SCALE

C4 EXTERIOR ELEVATION
NO SCALE



A1 EXTERIOR ELEVATION
NO SCALE

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SCHOOL

PORTLAND, MAINE

Hamman Project No.	19152
Key Plan	Pin North

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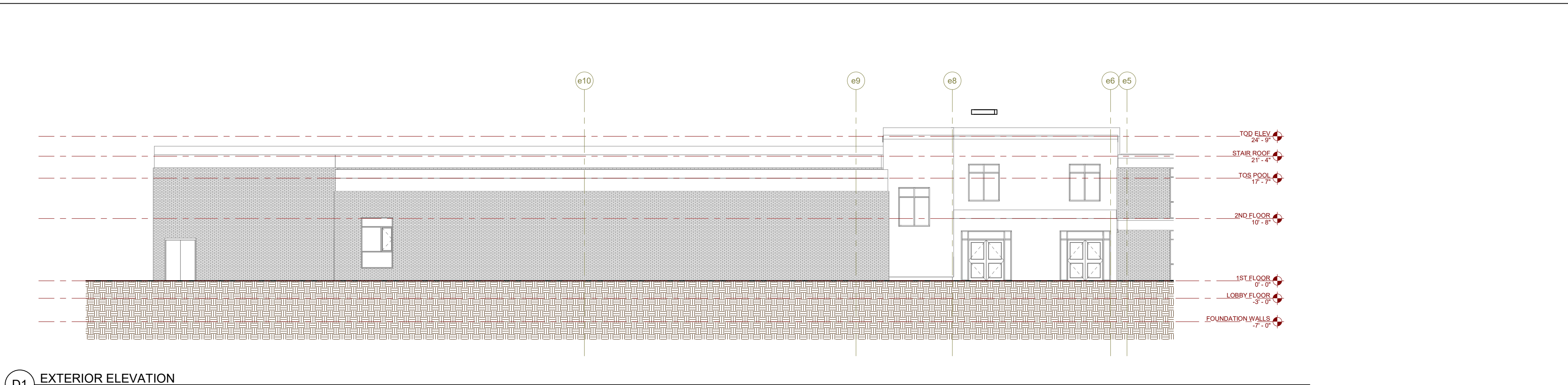
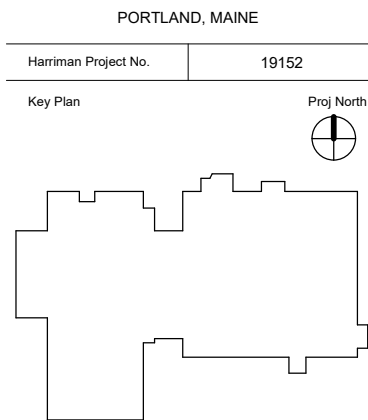
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Drawn By: SJF	

EXTERIOR ELEVATIONS

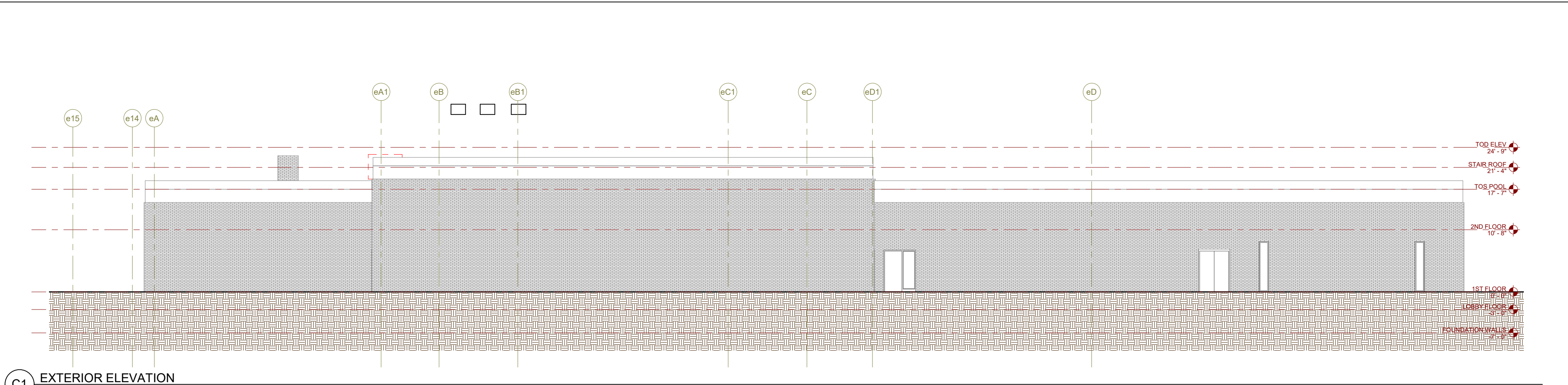
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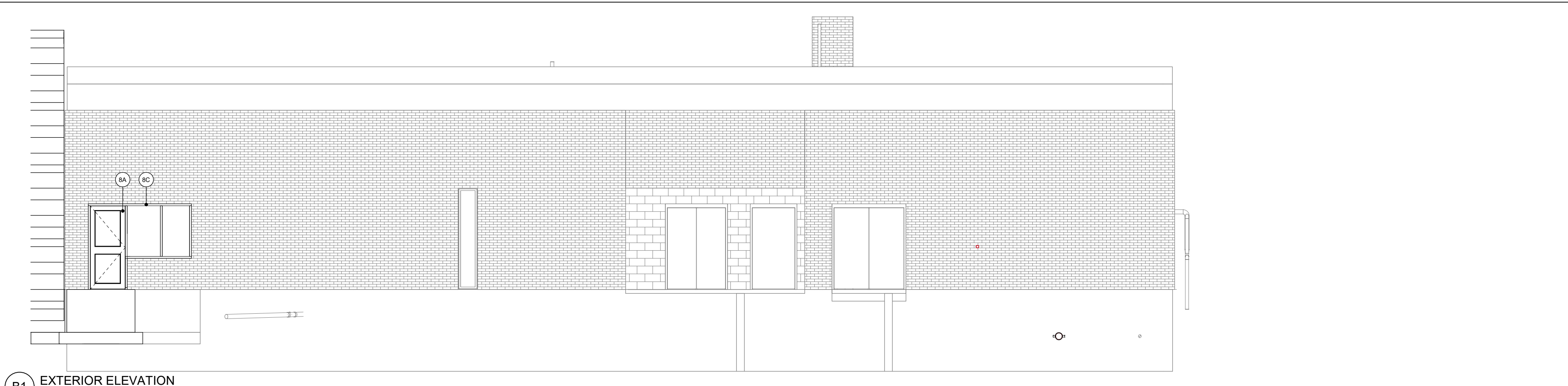
REICHE ELEMENTARY SCHOOL



D1 EXTERIOR ELEVATION
NO SCALE



C1 EXTERIOR ELEVATION
NO SCALE



B1 EXTERIOR ELEVATION
NO SCALE

EXTERIOR MATERIALS SCHEDULE		
#	MATERIAL	MFR / COLOR
3A	EXISTING CONCRETE	EXISTING TO REMAIN
4A	EXISTING BRICK VENEER	EXISTING TO REMAIN
4B	BRICK VENEER	MATCH EXISTING
5A	STEEL COLUMN	ANODIZED
5B	GALVANIZED STEEL TUBE BEAM	PURLIN
5C	ANODIZED	
7A	UPRC WALL PANELS (ARCHITECTURAL ULTRA HIGH PERFORMANCE CONCRETE PANELS)	TAKTL / TEXTURE - TBD / COLOR - TBD
7B	METAL ROOF EDGE	TBD
7D	METAL ROOF EDGE	EXISTING TO REMAIN
8A	ALUMINUM STOREFRONT FRAME, DOOR AND TRANSOM	
8B	HOLLOW METAL DOOR AND FRAME	
8C	ALUMINUM WINDOW	
8D	ALUMINUM STOREFRONT FRAME	
8E	EXISTING WINDOW	EXISTING TO REMAIN
8F	EXISTING DOOR	EXISTING TO REMAIN

PLANNING BOARD
NOVEMBER 05, 2020

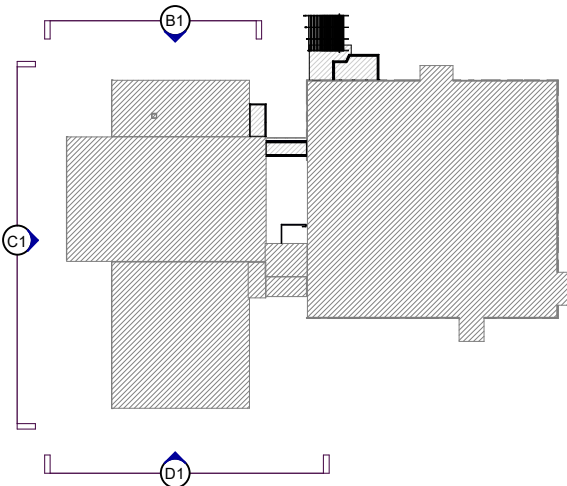
Rev	Date	Revision Description

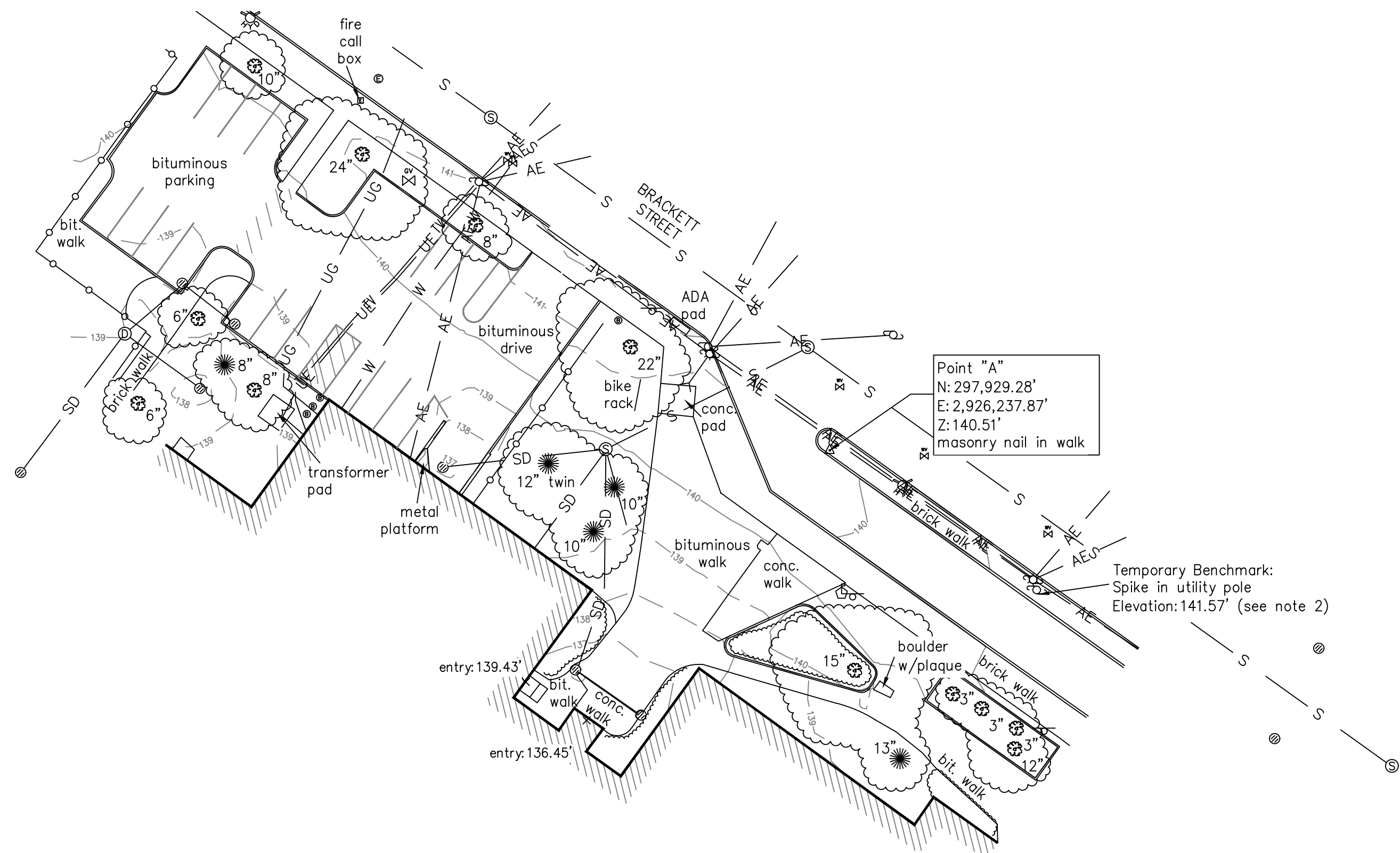
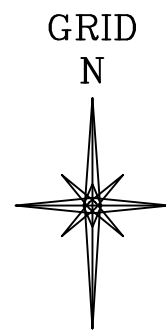
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EXTERIOR ELEVATIONS

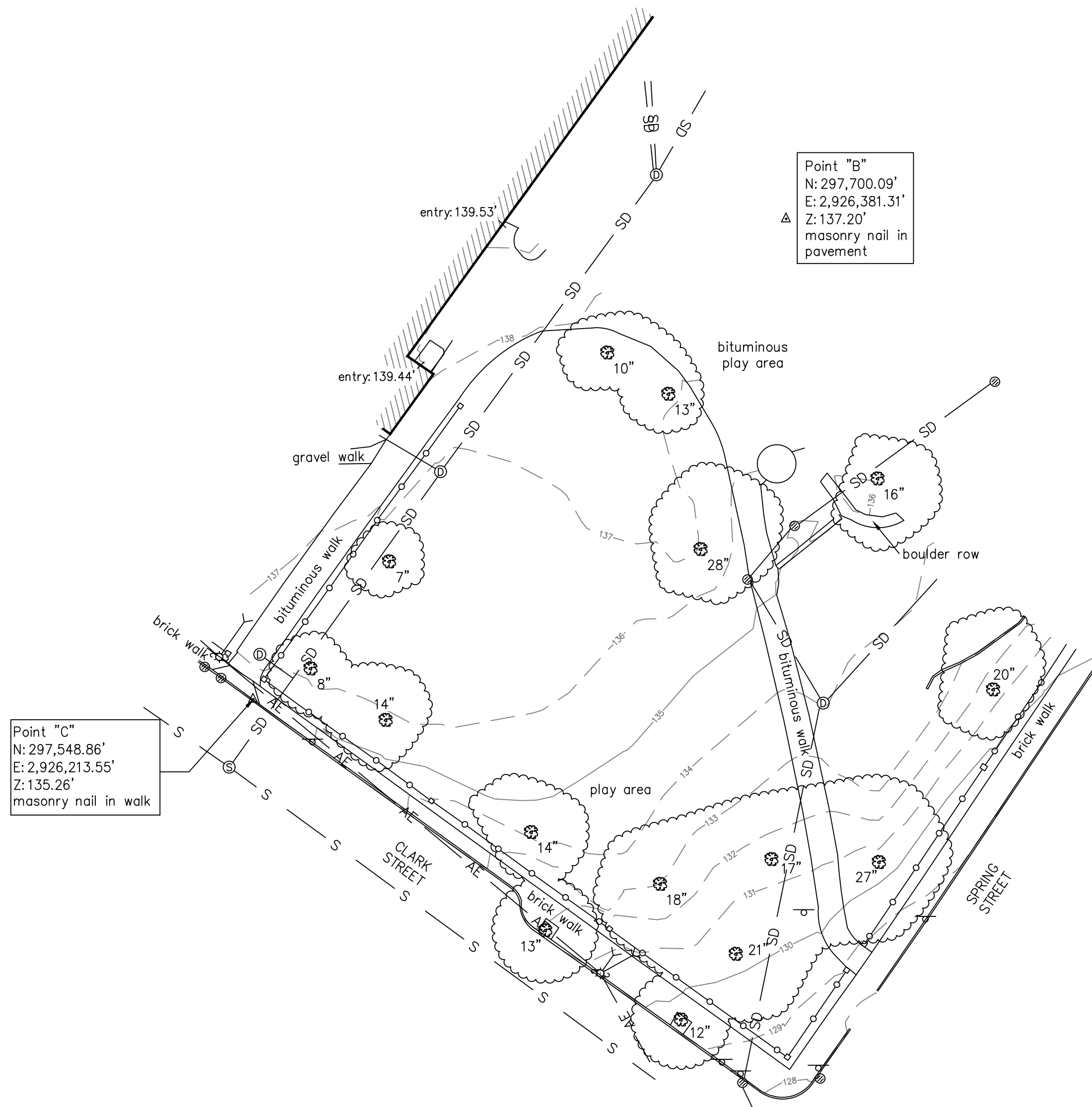
A20-2





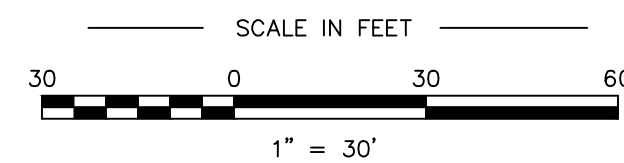
LEGEND

- Metal fence
- Edge of pavement
- Striping
- Curb
- Sign
- Lamp or light pole
- Utility pole
- Guy wire
- Bollard
- Gas valve
- Water valve
- Water shutoff
- Fire hydrant
- Catch basin (round)
- Drain manhole
- Sewer manhole
- Electric manhole
- Manhole
- Telephone manhole
- Utility box
- Overhead utility line
- Sewer line
- Storm drain
- Underground water line
- Underground gas line
- Underground electric line
- Underground telephone line
- Contours (1ft)
- Contours (5ft)
- Hedge/vegetation line
- Existing building
- Deciduous tree/diameter/canopy spread
- Coniferous tree/diameter/canopy spread
- Flag pole



NOTES

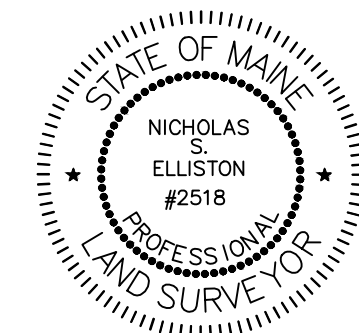
- North is referenced to grid north. Coordinates are referenced to Maine State Plane Coordinate System, West Zone, NAD83, as derived from City of Portland control points (units: U.S. Survey Feet).
- Elevations are based on City of Portland datum as derived from City of Portland control points. To adjust elevations to NAVD88, subtract 0.84' (based on GNSS observations).
- Utility information on this plan is approximate, based on location of visible features and markings provided by others. DigSafe and/or the appropriate utilities should be contacted prior to any construction.



CERTIFICATION

Certification is to existing conditions only.

Nicholas S. Elliston
Nicholas S. Elliston, P.L.S. #2518

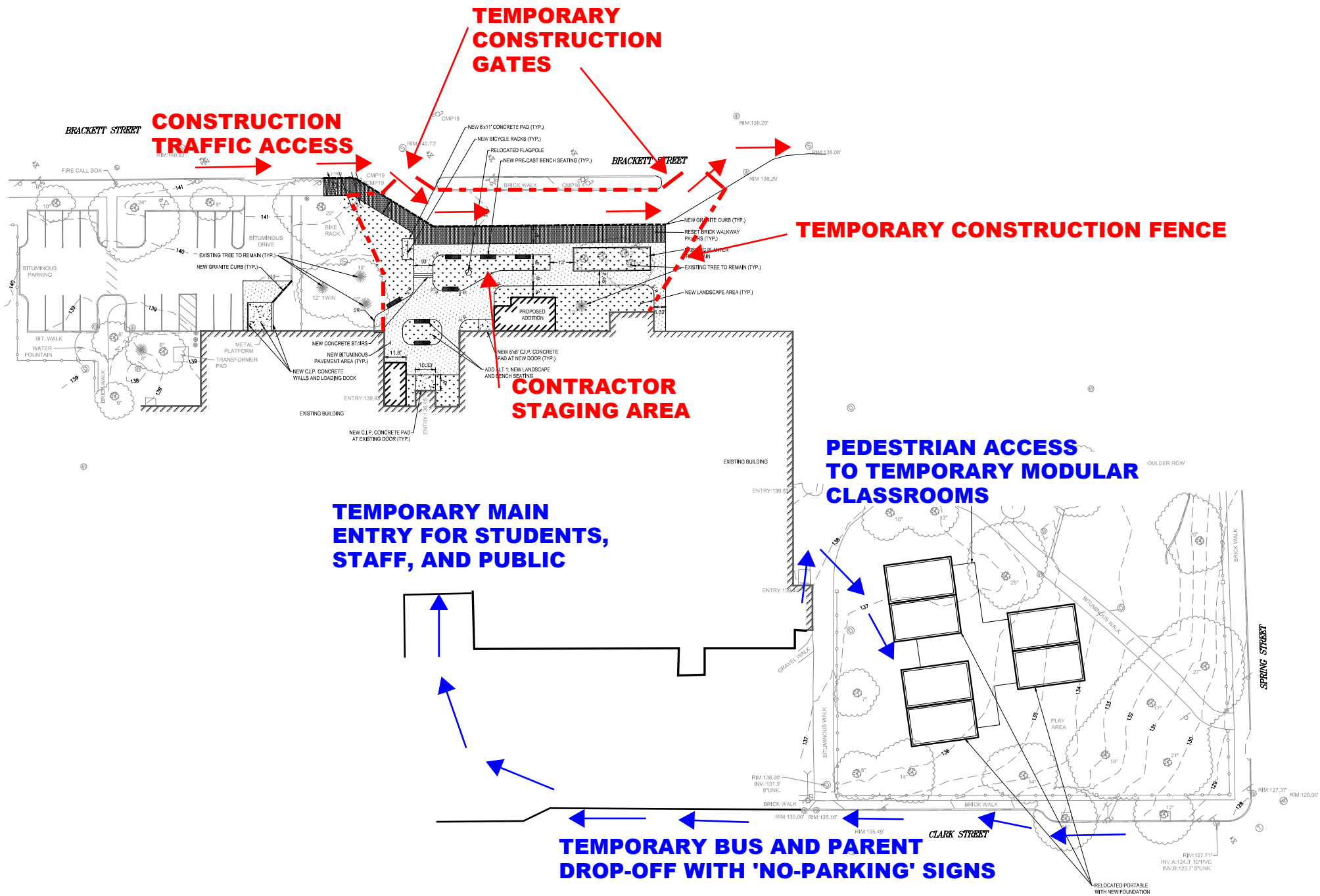
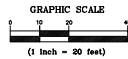


PLAN OF Existing Conditions Survey Reiche Elementary School 166 Brackett Street Portland, Maine		
MADE FOR Portland Public Schools 353 Cumberland Avenue Portland, Maine		
JOB #220039	DATE: July 8, 2020	SCALE: 1" = 30'
BOOK #922	 Titcomb Associates 133 Gray Road, Falmouth, Maine 04105 (207)797-9199 www.titcombsurvey.com	
220039.dwg		
Sheet 1 of 1		



REICHE ELEMENTARY
SCHOOL

PORTLAND, MAINE	
Harriman Project No.	19152
Key Plan	Proj North



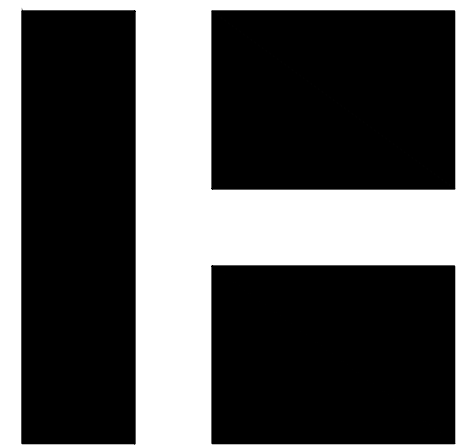
Rev	Date	Revision Description

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CONSTRUCTION
MANAGEMENT
PLAN - 1

CM-1



HARRIMAN

REICHE ELEMENTARY
SCHOOL ADDITIONS AND
RENOVATION

PORTLAND, MAINE

Harriman Project No.	19152
Key Plan	Proj North



PLANNING BOARD REVISIONS
APRIL 15, 2021

Rev Date	Revision Description

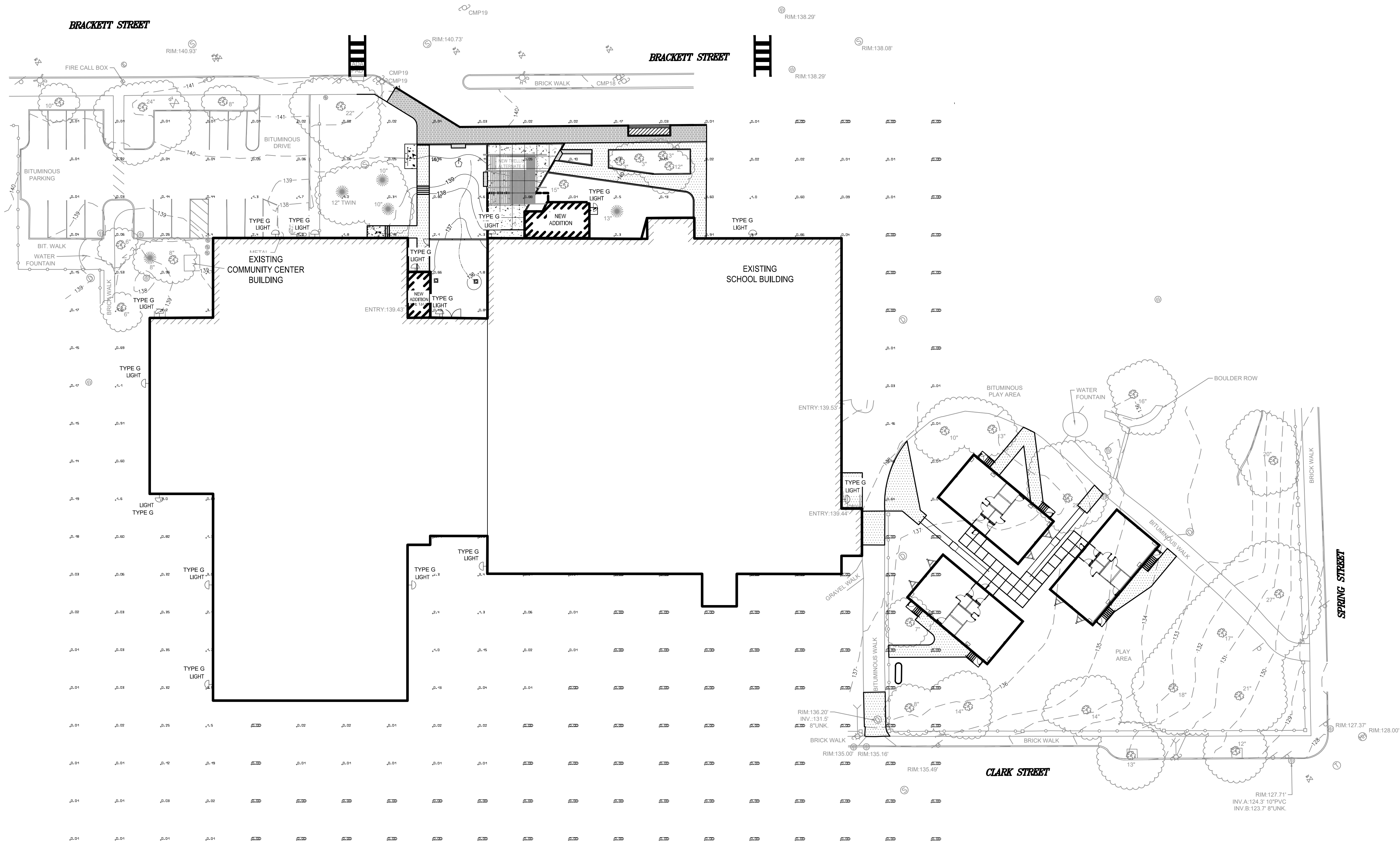
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1" = 30' - 0"	0 15' 30'
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Drawn By: HAS	Harriman Associates

PHOTOMETRIC
PLAN

C00-4

Luminaire list (Site 1)								
Index	Manufacturer	Article name	Item number	Fitting	Luminous flux	Light loss factor	Connected load	Quantity
1	KIM LIGHTING	WDS	WDS-D-24L-3 0-4K7-3	1x C-70-CRI DATA SHOWN IS ABSOLUTE	3424 lm	0.80	28.8 W	16
#	Name	Parameter	Min	Max	Average	Min/average	Min/max	
1	Workplane (Outdoor space 2)	Perpendicular Illuminance (Adaptive)	0.000 fc	5.46 fc	0.33 fc	0.00	0.00	





PLANNING BOARD REPORT PORTLAND, MAINE

Arts District Garage
48 Brown Street
After-the-Fact Level III Site Plan Amendment
PL-000848-2019
Anew Development, Applicant

Submitted to: Portland Planning Board
Public Hearing Date: April 27, 2021

Prepared by: Matthew Grooms, Senior Planner
Date: April, 23, 2021

I. INTRODUCTION

ANEW Development is seeking after-the-fact approval to amend the approved site plan for the Arts District Garage (PEZ 2017-145), to permit a permanent decorative lighting display installed along the garage's Brown Street elevation during the summer of 2019 without first receiving an approval. The site is located in the B-3 Downtown Business Zone and is subject to the City's Downtown Design Guidelines. Because installation of the back-lit discs exceeds the limited criteria for a minor amendment under Subsection 14.14.2 this change is considered a major amendment requiring the Planning Board to review the back-lit discs as a permanent special lighting display per the City of Portland's Downtown Design Guidelines.

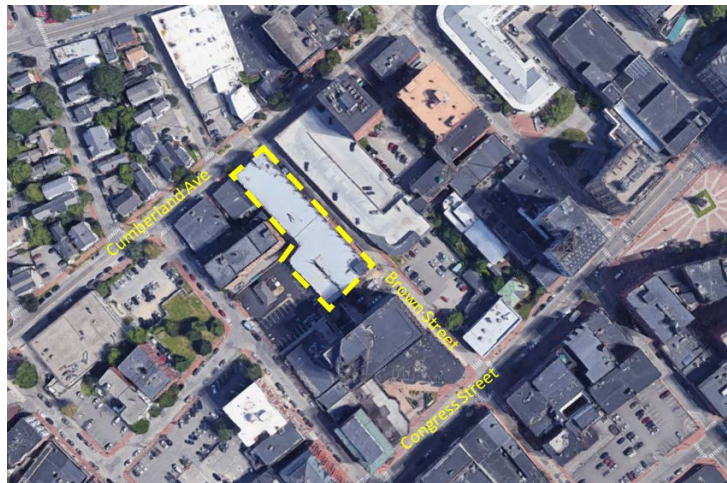


Figure 1: Arts District Garage Location

The project was noticed to 197 property owners, and a legal ad ran in the April 16 & 17 editions of the *Portland Press Herald*. As of the writing of this public hearing report, no public comment has been received regarding this proposal.

Applicant: Ethan Boxer-Macomber, ANEW Development

Property Owner: Ed Gardner, Ocean Gate, LLC

II. BACKGROUND

The Planning Board approved the now-constructed Arts District Garage on November 28, 2017; the application consisted of a proposal to develop a new five-level parking structure with 257 parking spaces at 48 Brown Street on what was then a surface parking lot. The structure was intended primarily as off-street parking to serve employees working in the Amec Foster Wheeler Building at 511 Congress Street, with

ground level parking reserved for public use.

A. Overview of Planning Board Design Review

During review of the project, staff noted that a number of the design features, notably applied decorative features such as rings and guard rails in the form of waves, were unnecessary and not consistent with the design standards for downtown development. Both Planning and Historic Preservation staff requested that the design be modified, suggesting that a simpler design scheme would better reflect the simple nature of the building and the prevailing patterns of the building fabric around it. In this request, staff offered that the use of decorative details may be more appropriate if used more sparingly to increase legibility of the building, such as by marking building entrances or serving as vehicle screening.

Members of the Planning Board expressed similar sentiments in their September 26, 2017 workshop, recommending that the garage employ a simpler design scheme that reflected the building's intended use. Following both staff and Board feedback, the applicant revised the building's elevations to remove much of the embellishment, while maintaining some of the artistic elements, particularly around garage entrances and at the building's prominent corners. This redesign was then unanimously approved by the Board at their public hearing on November 28, 2017.



Figure 2: Approved Design, as seen looking north along Brown Street without decorative lighting installation.

B. Installation of Back-Lit Discs

Construction of the garage commenced in the summer of 2018, and completed in the summer of 2019. In August of 2019, as part of on-going site inspections that occur during a project's construction, staff noted the installation of twelve unapproved back-lit colored discs along the Brown Street elevation of the garage. The applicant had approached staff previously requesting the installation of these discs, at which time staff

generally recommended against the proposal.

In subsequent discussions with the applicant, staff advised that the process to bring the building into compliance was to remove the discs or seek an after-the-fact amendment. A site plan amendment application (PL-000848-2019) was received in August of 2019, with a request that the lighting be reviewed as a permanent decorative lighting display as permitted under the Downtown Design Guidelines, as opposed to site lighting. In response, staff requested additional information on the characteristics of the lighting, to determine illumination levels, color temperature and light trespass, which would help in ascertaining whether or not the lights would have a detrimental impact on adjacent property and public spaces. A written response with supporting information was supplied to the City on February 9, 2021, and based upon the materials submitted, the City agreed to exclude site lighting requirements in its review and interpreted the back-lit discs as decorative lighting requiring a major amendment to the originally approved site plan.



Figure 3: Appearance of back-lit discs as seen during daytime



Figure 4: Appearance of back-lit discs as seen during nighttime

III. JUSTIFICATION FOR EXCLUDING SITE LIGHTING STANDARDS

The decorative lighting feature was initially reviewed against Section 12 (Site Lighting) of the City's Technical Manual, with additional information requested to confirm compliance of the feature with standards related to light trespass, lumen count, color temperature, and fixture height. Staff also noted that the installed fixtures were horizontally directed, with no form of shielding to ensure the downward projection of light.

In response, the applicant hired Greg Day Lighting, a consultant based in Bath Maine, to assess compliance of the lighting feature with the aforementioned technical standards. A lighting study (Attachment P4) was prepared, measuring nighttime illumination levels in six different locations on either side of Brown Street, with the discs powered both on and off to measure baseline illumination levels and the associated impacts of this display. The study found negligible illumination derived from the discs, noting an average increase of just 0.017 foot-candles across the six test locations. In one location on the opposite side of Brown Street from this garage, an increase of 0.1 foot-candles was observed. According to the consultant, this level of increase is 'perceptually insignificant'. For context, requirements for general outdoor illumination levels (measured at

grade) are listed in the table below:

Minimum	0.2 foot candles (fc)
Maximum	5.0 foot candles (fc)
Average	1.25 foot candles (fc)

Figure 5: Tech Manual Section 12 table related to foot-candle requirements

The City of Portland's Technical Standards for site lighting include requirements around both luminosity and color temperature, with an intended goal of ensuring that white light, most typical of site lighting, provides adequate illumination for purposes of security and visibility, while mitigating against excessively harsh (high color temperature) or bright (high lumen count) lighting.

In the attached lighting study report (Attachment C), the applicant states that these standards are either met or not applicable. With regards to lumen count, the lighting element within each fixture, emits just 75 lumens, well within the 4,000-lumen limit for lighting along public sidewalks. Meanwhile, the color-temperature standard was found to be non-applicable as color-temperature specifically measures white light, as seen in Figure 6, whereas the decorative display emits colored light that is further tinted by a colored encasement.

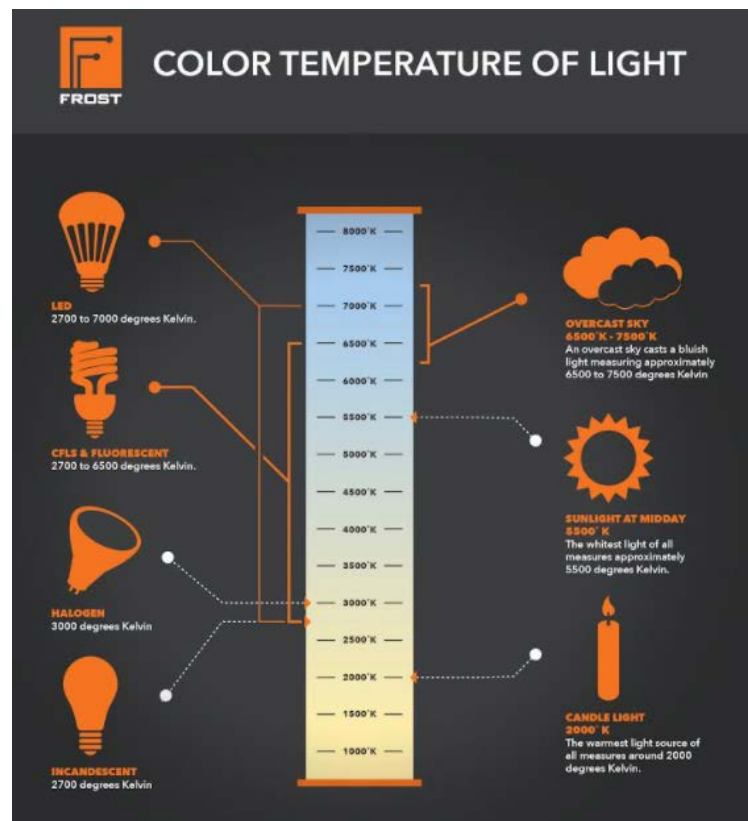


Figure 6: Color temperature spectrum. City permits site lighting up to 3,000K

Based upon the materials and evidence provided by the applicant, staff agrees that these back-lit discs should not be evaluated under the City's site lighting standards, as these discs do not augment or complement approved and existing site lighting, provide extremely low levels of light output, and read as a visual and decorative element of the building itself. This finding then negates the need to assess compliance of this display with other site lighting technical standards, such as requirements related to fixture height or position. The back-lit discs will be reviewed as a permanent special lighting display and assessed for compliance with the Downtown Design Guidelines. .

IV. HISTORIC PRESERVATION ADVISORY REVIEW

Historic Preservation staff, in their advisory capacity, reiterated its prior position that the decorative lighting scheme reads as 'applied decoration', and that it is not consistent with the dominant development patterns

of the Congress Street Historic District. As the Arts District Garage is not located within a designated historic district, these review comments are advisory only, and is conveyed to inform the Planning Board in its review of the amendment.

V. DOWNTOWN DESIGN GUIDELINES

This application requests that the Planning Board review the back-lit discs as a permanent special lighting display per the City of Portland's Downtown Design Guidelines. The referenced standard is listed below:

Downtown Design Guidelines, Section I.C.(3) - Special Lighting: The introduction of special lighting can provide an especially festive Downtown environment. Seasonal decorative lighting, most notably for the holiday season from Thanksgiving to New Year's Day, greatly contributes to the festive spirit by including decorative lights on buildings, in windows, and on trees and other landscape features. Such seasonal special lighting efforts are encouraged and should be coordinated with both City and privately-based community seasonal lighting programs wherever feasible.

In some additional circumstances, special lighting might be designed and installed either on a temporary or permanent basis as a decorative feature or object in and of itself. Other special lighting features might be proposed for illuminating sculpture, murals, fountains, extraordinary landscape features, or other such features. Special lighting such as these are encouraged, subject to careful design and installation consistent to the general guidelines for lighting described elsewhere in this section.

In all instances, selection of luminaries should consider durability and ease of replacement and maintenance. Desired lighting intensities should be achieved without glare, generally with downwardly directed luminaries, with design features and intensity levels which assure comfortable pedestrian line of sight to the luminaire.

As referenced in this standard on specialty lighting, the other pertinent standard is as follows:

Downtown Design Guidelines, Section I.C.(3) – Lighting: Downtown lighting by design should not only serve its functional purposes but also contribute to the attractiveness and aesthetic quality of the streetscape. Illumination of the sidewalks, storefronts and building facades improves the attractiveness and security of the downtown at night.

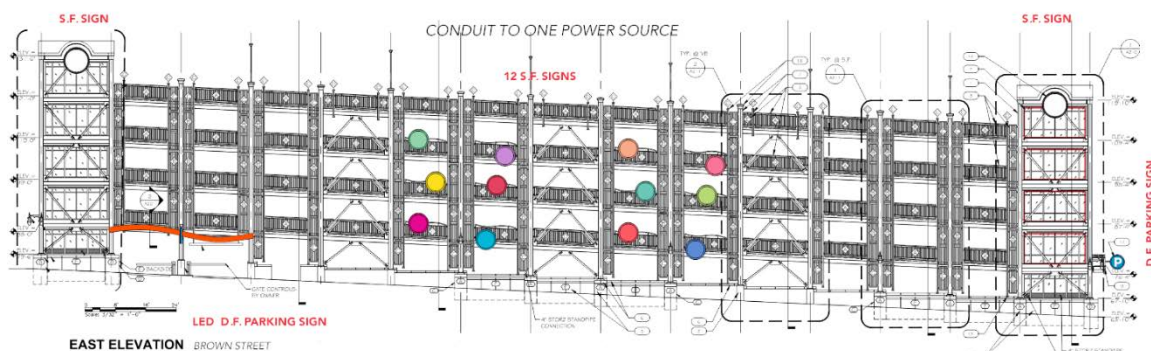


Figure 7: Revised building elevation showing back-lit discs

A. Discussion of Compliance with Specialty Lighting Standard

As described by the applicant in their February 9, 2021 narrative, these fixtures were custom designed for this project, and are durable, having been designed specifically for exterior use, are easy to maintain, and were envisioned as a strategy to improve the pedestrian experience along Brown Street. Brown Street is a fairly narrow right of way, and features parking garages on either side of the street at the lower extent of Brown Street, where it meets Cumberland Avenue. The tunnel effect of the two garages, coupled with the lack of ground-level activation was a point of discussion in the initial review of this project, and was in part addressed through an entirely glassed and well-lit stair tower along Brown Street, along with a ground level planter feature and new sidewalk lighting. These lights are intended to provide additional visual interest to the building and to improve the feel of Brown Street for pedestrians.

In review of this application, staff are generally supportive of the decorative lighting scheme as developed, having reviewed the installation against two applicable standards of the Downtown Design Guidelines, (i) 'Relationship to Pedestrian Environment', and (ii) 'Relationship to Existing Development'. Findings related to these standards are listed below and are provided in greater detail in the attached design review memo (Attachment 1).

1. Relationship to Pedestrian Environment (Lighting), Section I.C.(3)

Staff find the proposed special lighting meets the intention to improve façade attractiveness with an additional visual/colorful element as well as providing a sense of security by adding ambient light and a sense of presence/activity on a less heavily trafficked street. These signal to a pedestrian from Congress or Cumberland Avenue that it is safe and welcoming to walk down Brown Street and provides some wayfinding to the garage from the more active streets.

2. Relationship to Pedestrian Environment (Specialty Lighting), Section I.C.(3)

The lights as designed to provide a soft, low-intensity ambient light without glare, and are installed at a height that is comfortable for pedestrians. As mentioned previously in this report, fixtures are not specifically directed downward, which does have the potential to cause nuisance for adjacent property.

3. Relationship to Existing Development, Section II.A

The Historic Preservation Board, in its advisory review, commented that the existing development patterns are not reliant on decoration and devices to provide visual interest and suggested this proposal reduce the number of architectural elements accordingly. The resulting, approved design was simplified. The historic comments remain relevant to the amendment. Staff also note that the garage is located in Downtown Portland an area that includes an eclectic mix of buildings and art installations lining the streetscape including the Maine College of Art (MECA), and the Urban Rattle sculpture at 511 Congress Street.

4. Relationship to Existing Development (Parking Garages), Section II.A.(1)

The applicant's addition of the special lighting is for the purposes of providing a "positive aesthetic solution that supports the interest of pedestrians nearby" by adding visual interest (scale, detail, color, light, identity) and a sense of security (light, activation). The special lights may also aid in the screening of vehicles within. However, by emitting light on a horizontal plane from the facade, these features do not reduce or screen the amount of light trespass from the property.

VI. CONCLUSION

Though concerns were raised in the course of design review about the use of decorative lighting, and changes to buildings without seeking an amendment prior to the change is unfortunate, what has been

installed does not violate the Technical Manual or the Downtown Guidelines, and offers benefits to the pedestrian environment of Brown Street; ultimately the approval of the decorative lighting is a design decision at the Board's discretion.

VII. PROPOSED MOTIONS

A. Site Plan Amendment

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 on April 27, 2021 for application PL-000848-2019 relevant to the site plan regulations and Downtown Design Guidelines; and the testimony presented at the planning board hearing, the Planning Board finds that the plan [is/is not] in conformance with the site plan standards of the land use code and Downtown Design Guidelines.

VIII. ATTACHMENTS

Planning Board Report Attachments

1. Design Review Memo

Applicant's Submittal

- A. Amendment Narrative
- B. Response to Staff Comments
- C. Lighting Report
- D. Photo Exhibit

Applicant's Plans

- P1. Approved Garage Elevations
- P2. Revised Garage Elevations
- P3. Revised Site Plan
- P4. Lighting Study
- P5. Fabrication Design Detail



Planning and Urban Development Department Planning Division

Subject: B-3 Design Review – 48 Brown Street Amendment – special lighting
Written by: Caitlin Cameron, Urban Designer
Date of Review: Wednesday, April 21 2021

The project at 48 Brown Street was originally reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Matthew Grooms, Planner, and Deb Andrews, Historic Preservation Program Manager against the *B3 Downtown Urban Design Guidelines* (Appendix 1 of the Design Manual). The applicant added special lighting to the building after review and approval. Staff have determined the following B-3 Design Standards apply for the review of the special lighting.

Design Review Comments:

- The staff agreed with the Historic Preservation Board review comments provided in separate memo with regards to simple material palette and building expression as meeting the standards regarding Relationship to Existing Development.

I. **Relationship to Pedestrian Environment**

C. (3) Lighting – Downtown lighting by design should not only serve its functional purposes but also contribute to the attractiveness and aesthetic quality of the streetscape. Illumination of sidewalks, storefronts and building facades improves the attractiveness and security of the downtown at night.

- Staff find the proposed special lighting meets the intention to improve façade attractiveness with an additional visual/colorful element as well as providing a sense of security by adding ambient light and a sense of presence/activity on a less heavily trafficked street. These signal to a pedestrian from Congress or Cumberland Avenue that it is safe to walk down Brown Street and provides some wayfinding to the garage from the more active streets.

*Special Lighting – The introduction of special lighting can provide an especially festive Downtown environment. . . . In some additional circumstances, special lighting might be designed and installed either on a temporary or permanent basis as a decorative feature or object in and of itself. . . . Special lighting such as these are encouraged, subject to careful design and installation **consistent to the general guidelines for lighting described elsewhere in this section.** In all instances, selection of luminaires should consider durability and ease of replacement and maintenance. Desired lighting intensities should be achieved **without glare, generally with downward directed luminaires, with design features and intensity levels which assure comfortable pedestrian line of sight to the luminaire.***

- The applicant asks the lights to be considered a decorative feature (rather than building or site lighting).
- The lights as designed provide a soft, ambient light without glare.

- However, the lights are not downward directed – the emit light directly outward from the façade and could potentially provide nuisance for future tenants on the street.
- The lights are installed at a height and low intensity so as to be comfortable to pedestrians.

II. Relationship to Existing Development

*A. Integrate with, respect, and enhance - “ . . . a fairly limited palette of available building technology and materials combined with a generally consistent approach to architectural character and building form. This has resulted in an existing building fabric noteworthy for its comfortable and consistent scale and compatibility of building materials. . . . **Any development within this context, whether an infill or an individual building lot at mid-block or the redevelopment of an entire vacant block, should look to the character and prevailing pattern of development as an important frame of reference for new construction or substantial alteration.**”*

- The Historic Preservation Board, in its advisory review, commented that the existing development patterns are not reliant on decoration and devices to provide visual interest and suggested this proposal reduce the number of architectural elements accordingly. The resulting, approved design was simplified. The historic comments remain relevant to the analysis of any revisions to the building design in the context of the Congress Street Historic District. The interpretation of the standards has been that the character of the development includes a simple and unified material palette.

(1) Parking Garages and Surface Lots – The design of parking garage facades should attempt to create a positive aesthetic solution that supports the interest of pedestrians nearby. . . . the façade should fit comfortably with the other guidelines described throughout this document. Thoughtful detailing and screening of direct line of sight to vehicles and lighting contained within the garage is important, as well as providing additional landscaping or other site amenities at the facility’s edges near public sidewalks.

- The applicant’s addition of the special lighting is for the purposes of providing a “positive aesthetic solution that supports the interest of pedestrians nearby” by adding visual interest (scale, detail, color, light, identity) and a sense of security (light, activation).
- The special lights may also aid in the screening of vehicles within. However, by emitting light on a horizontal plane from the facade, these features do not reduce or screen the amount of light trespass from the property.

Arts District Garage
48 Brown Street

After the Fact Site Plan Amendment
August 2019

Narrative

I. Introduction

The \$7.7MM invested directly into the development of Portland's Downtown has resulted in the now complete Arts District Garage. Among the myriad benefits that the project has brought to the city of Portland is the radical transformation and enhanced overall comfort and approachability of the Brown Street corridor. Public feedback to the development team regarding the enhanced look and feel of Brown Street post-construction has been resoundingly and exclusively positive. Our team couldn't be more pleased with the outcome.

The applicant is submitting this minor amendment application, after the fact at the requirement of the Planning Staff and as a required condition of release of the project's performance guarantee. The applicant was asked to demonstrate how the use of color and light in the project's the architectural embellishment, "circle" features on Brown Street is in conformance with City policies.

The applicant not been advised by staff as to why the final circle treatments would be out of conformance; only that it should explained why they are in conformance. The review performed for this application therefore reviewed all applicable B3 and technical manual standards and looked for any such standards that could potentially apply to architectural embellishment, lighting, and or color.

In concluding our review, we find our end treatment of the circles to be in conformance with the B3 Downtown Design Standards as well as the City's Technical Design Manual as further detailed herein.

Time is of the essence. Further delay in release of the project's performance guarantee will result in financial damages to the applicant including but not limited to added interest expense and late fee and legal expenses due to delayed payment to contractors. We therefore respectfully request staff's review response at the earliest convenience.

II. Background

The project was approved with the inclusion of 12 architecturally embellishing "circles" in 4 columns of 3, mounted to the garage's railings in an irregular pattern to add energy and visual interest to the façade. See attached building elevation.

The circles were included in the project design in response to frequent request from residents and City staff and officials throughout the public process that the project seek to enliven the Brown Street façade. The concern was that the corridor felt like a dark and neglected 'back alley'; unsafe and unwelcoming. The applicant was encouraged to make the Brown Street façade feel animated, and active so as to create an inviting pedestrian corridor linking the arts district with the blossoming Bayside neighborhood.

In the course of construction and through the process of shop drawing reviews and final design detailing, the team saw an opportunity to enhance the positive effects of the circles by adding a gentle glow of light and an accent of color within and applied to circles. This subtle use of light and color presented as a simple, graceful, and effective way to address public concerns, enhance the project and adjacent corridor; while adhere to the letter and intent of the B3 design guidelines.

While the circles do animate the streetscape they do not illuminate it. The subtle glow presented by the circles does not result in any detectable ambient or reflective light. Instead, the glow presented by the circles is more akin to the glow that the window openings of an occupied building present from the illuminated spaces within.

The owner has worked and continues to work very hard to improve the 511 Congress Street property, of which the Arts District Garage is a part, and has shown and continues to show positive and transformative results. However, the owner faces intense daily management challenges operating a garage in this location with the disproportionate levels of vagrancy, crime, and drug abuse in the vicinity.

The project development team strongly believes in the power of 'environmental determinism' whereby the look, feel, and form of a place will influence how people behave in that place. That said, it is our hope and expectation that these subtle splashes of soft glowing color we added to the circles will signal to all passers-by that Brown Street corridor is valued, loved, watched over, and is a place where all passers-by will comport themselves in a respectable and lawful manner.

We would also add that, but for some very momentary and oblique views from Congress Street and Cumberland Avenue, the circles are only readily perceivable to passers-by at the mid-block section of Brown Street; where the desired effects on mood and behavior are most critical.

As outlined below, the applicant's review of the B3 Downtown Design Standards and the Lighting Standards in the City's Technical Manual demonstrates that the addition of color and subtle back-lighting is in conformance with City Standards.

III. Conformance with City Standards

B3 Downtown Design Standards

Standard: Distinguish lower 35 feet of buildings

“The exterior design of portions of buildings within the first thirty-five (35) feet of height shall enhance the character, attractiveness, comfort, security, and usability of the street level pedestrian environment . . .”

As stated above, the light and color added to the circles contributes to the “character, attractiveness, security and usability of the street level pedestrian environment”. This first standard of the district is directly achieved by the enlivening and illuminating of the circles and mirrors our primary objective by installing the circles.

Standard: Lighting

“Downtown lighting by design should not only serve its functional purposes but also contribute to the attractiveness and aesthetic quality of the streetscape. Illumination of the sidewalks, storefronts and building facades improves the attractiveness and security of the downtown at night”.

While the circles do not “illuminate” anything except themselves, this standard’s reference to “attractiveness” and “safety” speak to exactly what the team was working to achieve with the addition of glow and color to the circles.

More specifically:

Standard: Sidewalk Lighting

Not Applicable

Standard: Building lighting:

“Lighting from store windows, entryways, marquis, canopies, awnings, soffits, and other integral building features is encouraged to integrate with and enhance sidewalk lighting”.

The glow of the architectural circles is soft and complements the functional illuminating city street lighting without altering or competing.

Standard: Building Facades:

“Prominent building facades should be lighted by carefully designed downwash systems of appropriate color and intensity. Generally only historic landmarks and civic buildings should be fully illuminated as well as buildings which substantially contribute to the character of the street and have sufficient ornamental detail to provide visual interest”.

Not applicable- The circles are a form of building feature lighting as addressed above and not “Façade lighting” which washes façade walls with light.

Standard: Street Lighting

Not Applicable- Applies to functional street-light performance not lighting from building features.

Standard: Luminaire

Not Applicable- Applies to functional street-light specification not lighting from special building features.

Standard Special Lighting:

“The introduction of special lighting can provide an especially festive Downtown environment. Seasonal decorative lighting, most notably for the holiday season from Thanksgiving to New Year’s Day, greatly contributes to the festive spirit by including decorative lights on buildings, in windows, and on trees and other landscape features. Such seasonal special lighting efforts are encouraged and should be coordinated with both City and privately-based community seasonal lighting programs wherever feasible”.

Not applicable- Speaks specifically to temporary, seasonal and holiday type lighting. That said- we agree with the acknowledgement here that decorative light contributes to a festive spirit.

“In some additional circumstances, special lighting might be designed and installed either on a temporary or permanent basis as a decorative feature or object in and of itself. Other special lighting features might be proposed for illuminating sculpture, murals, fountains, extraordinary landscape features, or other such features. Special lighting such as these are encouraged, subject to careful design and installation consistent to the general guidelines for lighting described elsewhere in this section”.

The special lighting such as our illuminated circles is encouraged. Our design and installation are consistent with the general guidelines for lighting described in the section as described in this after the fact application.

“In all instances, selection of luminaries should consider durability and ease of replacement and maintenance. Desired lighting intensities should be achieved without glare, generally with downwardly directed luminaries, with design features and intensity levels which assure comfortable pedestrian line of sight to the luminaire”.

Our circles are constructed of high quality, durable materials and are simple and easy to clean and maintain. From an operations standpoint, this was fundamental to the requirements of the owner.

While the standard is somewhat subjective, the light intensity level of our circles is intentionally designed to be very low, non-directional, creates no glare, and has no adverse effect on the

comfort of any pedestrian or vehicle operator passing by even if they should look directly toward the illuminated circles.

Moreover, the light intensity is further downward adjustable and could be lowered even dimmer if we find that the levels cause someone to experience glare or discomfort.

Technical Design Manual

The 15 Division City of Portland Technical Manual speaks to standards related to such factors as transportation, sewers, water supply, survey requirements, and the like. We find that the only subsection that speaks to matters of architectural embellishment, lighting, and or color is subsection 12; Site Lighting Standards.

12. Site Lighting Standards

12.1. PURPOSE The requirements set forth in this chapter are intended to promote and protect public health, safety and general welfare, and encourage the preservation of the natural nighttime outdoor environment. Specifically, the intent of this chapter is to limit light trespass, glare and light pollution to safeguard adequate safety, night vision, and comfort of the neighboring properties.

We find that the illumination and colorizing of the circles does not present a conflict with the purpose statement of the subsection.

12.3 General Standards

These apply to functional task lighting for general illumination, not specialty lighting. Not

12.5. ARCHITECTURAL AND SPECIALTY LIGHTING AND UPLIGHTING:

1.Lighting shall be designed to minimize lighting of night sky and shall accentuate individual architectural or aesthetic elements, not the entire structure.

The circles glow very softly and do not contribute to adversely impact the night sky- particularly in this setting where the city streets are already generously lit as is appropriate in an active urban setting where safety and comfort are a priority.

The lighting in each circle accentuates the circle feature in isolation and not the entire structure.

2.Lighting shall be directed downward unless the development is located in an area of the city where uplighting is permitted as described in section 14-526 (a) of the City Code. Where permitted, upward aimed lighting (uplighting) shall not exceed 4,000 mean lumens per accent feature, shall be placed as close as possible to the base

of the building or feature that is being illuminated, shall be fully shielded from view off-site, and shall use a narrow cone of light for the purpose of confining the light to the object .

The illuminated circles are outward facing, and do not function as uplighting.

3. Building façade lighting.

Not applicable- the circles do not direct or wash light onto the façade of the building.

4. Flag poles, statues and similar monuments.

Not applicable.

12.6. SUBMISSION REQUIREMENTS, PHOTOMETRIC PLANS:

We would submit that the illumination level of the circles are low and subtle enough, and so clearly do not result in any glare or reflective light, that the time and expense of contracting a full photometric study is not warranted and would be unduly punitive. We will await staff's direction as to whether such a plan will be required.



Matthew Grooms <mgrooms@portlandmaine.gov>

Arts District Garage | Brown Street

Ethan Boxer-Macomber <ethan@anew-development.com>

Tue, Feb 9, 2021 at 8:07 PM

To: mgrooms@portlandmaine.gov

Cc: Ed Gardner <ed@gardnerregroup.com>

Dear Matt,

This email is in regard to the ongoing 'after-the-fact' review of the 12 back-lit discs installed on the Brown Street facade of the above referenced property. Your October 3, 2019 email provided staff's review of our application including various comments and requests for additional information. Below and attached you will find responses to the staff review. We feel that these responses demonstrate that back-lit discs comply with both the letter and intent of the City Code.

I apologize for the delay in moving this process forward. Remarkably, the the whole matter went radio silent for over a year! I suppose you could say we were all more that a little distracted and overwhelmed by the myriad of unusual local and national events of 2020. I am glad we have 2020 behind us and that we are now back on task and working toward resolution.

As of October 2019, it seemed that staff and the applicant had not fully reached consensus as to how the back-lit discs should be appropriately classified and, therefore, what City standards and review process rightfully apply. Our hope is that the information and discussion provided below might get us on the same page, in that regard.

At the conclusion of this email, we have presented the suggestion that this application be should be reviewed and approved under Section 14-532.b.2.

The following comments in **black** and **blue** are pasted form your 10/3/2019 email. Below each are our responses in **purple**.

Site Lighting Standards

No photometric plan has been submitted, which prevents staff from determining light trespass on to the adjacent property and ROW. (TM 12.3.4)

The back-lit discs are were custom designed and fabricated and so there is no specific lab-generated, commercial product data available as is used to generate photometric studies. We tried in vein to find a lighting professional who could create some sort of after-the-fact photometric plan for such a custom fixture. We could not even find anyone in the industry who thought this was possible.

The glow from the discs is nothing like the light from site lighting fixtures covered in photometric plans. It is more akin to the light that one might see glowing through a window of a room with a table lamp on inside. You sense the presence of light within, but no light shines upon you.

Nonetheless, based on staff's requirement that we document the light levels of the discs, we hired and paid for a lighting consultant to perform field measurements of the light they generate. Those results are attached.

The consultant measured light levels in 6 locations several hours after sunset. Three locations were on the side walk directly under the discs and three were from the sidewalk directly across the street. The light readings were each taken with all of the discs powered off and then again with them turned on. In 5 of the 6 locations there was no measurable change in light level when the discs were switched on. One of the locations directly under the rings registered a 0.1 foot candle increase; a change that the lighting professional considered, "perceptually insignificant". Averaging the 6 samples, the average area impact was .017 foot candles.

The back-lit discs do not in any way cause light trespass.

The lighting spec sheet does not include relevant lighting information such as lumens or color temperature. Specialty lighting shall not exceed 4,000 mean lumens per accent feature (TM 12.5.3) with correlated color temperature of 3000K. (TM 12.3.5)

Regarding lumens- Per the cut sheet for the LED light element that is contained within enclosed housing of the back-lit discs- those light elements generate 75 lumens. The back-lit discs are designed in light-tight metal enclosures shielding their

backs, sides, tops, and bottoms. The internal 75 lumen light elements are 2/10ths of 1% of the allowable lumens in and of themselves and are further darkened by the translucent color face lenses.

Regarding color temperature- After researching this and addressing it with our consultant, it has become very clear to us that measurement of luminaire correlated color temperature (CCT) is not applicable to the discs.

As we all know, CCT in the context of site lighting is intended to measure the value of *white* light which lights up space or objects for the purpose of safety and security, or to cast light on an object or element. Attached here is one explanation of how color temperature is used with regard to characterization such white, site/task oriented light fixtures. If you Google CCT and you can find dozens more like this and none categorize colorful decorative types of special lighting by color value.

Essentially, the lower K light is on the warmer end of the task light spectrum (like a traditional incandescent bulb). Higher K light is purer and, at the highest levels, begins to take on a cool blue hue (like harsh canopy lighting at a highway gas stop). The standard seems clearly intended prohibit higher K light so as to keep city vibe on the warm end.

The back-lit discs do not emit white or task type light. The color temperature standard 12.3.5. applies to site and architectural lighting luminaries. As decorative "special lighting" (as provided for in the Downtown Design Guidelines), the discs have fully obscured luminaries and have no effect on the color temperature of the site lighting.

The back-lit circles are not full cut-off, and light emitted from fixtures are directed horizontally, which does not conform with City standards. At a minimum, shielding may be required to prevent light trespass above the horizontal plane and a waiver shall be required for lighting directed horizontally. (Tech. Manual 12.3.6)

The light elements within the discs are fully housed and shielded vertically by the metal disc enclosures. No lens, refractor, or lamp source projects below the surface of the housing. The light elements are contained inside of the enclosed discs. As documented above, the light elements are of absolute minimal brightness before being colored, darkened, and shielded horizontally by the colored lenses that obscure them. Therefore, the discs do not cause any direct or directed light to shine at or above the horizontal plane.

Proposed fixtures are located well above the maximum permissible height of 20 feet (TM 12.3.8) at approximately 30-35 feet. The applicant shall apply for a waiver of this standard from the Planning Board.

We have reviewed 12.3.8 and it seems to apply to lighting fixtures that cast direct and measurably significant levels of light. The discs are not lighting fixtures that cast direct light but are rather Special Lighting which meets the performance standards that apply to them in the Downtown Urban Design Guidelines (as further discussed below). As described above, what little light they do emit is nearly measurable in intensity. To me it makes sense to avoid the apples to oranges Section 12 interpretations that come of categorizing the discs as site "lighting fixtures" and instead view them under the decorative and permanent "special lighting" category.

That said, I'd point out that we are talking about a parking garage here and, like all parking garages in Portland, there are interior and deck light fixtures visible from the public way which are a lot higher than 20 feet. It seems silly to suggest a full waiver process over the mounting height of low-lumen, non-directional, special lighting when there are two tiers of visible, full force and approved direct site lighting fixtures well, well above them.

TM 12.5.1: The lighting is done to accentuate an architectural or aesthetic element of the building, not the entire building. The lighting draws attention to the lights themselves/entire building and not any specific element of the building.

TM 12.5.2: Specialty lighting requirements: Directed downward unless permitted as uplighting (where the limit is 4,000 lumens, and fixtures should be located as close to the base of the building (or feature being highlighted as possible)). The back-lit discs do not accentuate identifiable architectural features of the building, and therefore do not qualify as uplighting.

TM 12.5.3: Building Facade Lighting: Light shall be directed onto the building facade and not spillover beyond the plane of the building, nor exceed 4,000 lumens if directed upwards. The lighted discs are intended as a design feature in and of themselves, and are not oriented towards the building. Light is projected towards the property line and ROW, and yet is not intended to provide additional illumination of sidewalks/streetscape.

12.5. 1, 2, and 3 all speak to projected light for the purpose of directly illuminating and accentuating architecture. While the discs do draw attention, as you say, they do not direct light upon any subject in any direction. They were not done to project light to illuminate the facade or any of its elements. Rather they are a special lighting intended to enliven the corridor and break the barrier between the Arts District and Bayside. With all due respect, Matt, many of these tech standards referenced here simply don't seem to apply to the discs. I continue to find these tech standard interpretations to be extremely strained and hope we can establish that the discs are being considered as special lighting as allowed under the Downtown Design Guidelines.

Downtown Urban Design Guidelines

Building Facades: *Prominent building facades should be lighted by carefully designed downwash systems of appropriate color and intensity. Generally, only historic landmarks and civic buildings should be fully illuminated as well as buildings which substantially contribute to the character of the street and have sufficient ornamental detail to provide visual interest. In staff's view, the placement and orientation of the back-lit discs are not consistent with this standard, nor does the building (based upon its use and design elements) warrant a unique visual treatment.*

Again, as we state above- the rings do not light the facade or illuminate the building. This standard describes use and treatment of light fixtures that "illuminate" or "wash" facades or sub-elements of facades. The discs are permanent, decorative "Special lighting" not facade lighting in the sense that this standard presents. They don't serve to light anything.

Special Lighting: The Downtown Urban Design Guidelines allow for temporary decorative seasonal lighting between Thanksgiving and New Year's Day, which would best characterize the back-lit discs installed at this property. Permanent decorative lighting may be permitted under select circumstances, but the lighting scheme should be reviewed by the review authority. *Given that the project was reviewed by the Planning Board against the Downtown Urban Design Guidelines, a decorative lighting array should also be approved by the Board. The applicant should address information as described in the Downtown Urban Design Guidelines, ensuring compliance with the City's site lighting standards. "In some additional circumstances, special lighting might be designed and installed either on a temporary or permanent basis as a decorative feature or object in and of itself. Other special lighting features might be proposed for illuminating sculpture, murals, fountains, extraordinary landscape features, or other such features. Special lighting such as these are encouraged, subject to careful design and installation consistent to the general guidelines for lighting described elsewhere in this section." "In all instances, selection of luminaries should consider durability and ease of replacement and maintenance. Desired lighting intensities should be achieved without glare, generally with downwardly directed luminaries, with design features and intensity levels which assure comfortable pedestrian line of sight to the luminaire."*

I hope we all agree that the amendment at hand should be viewed as a form of permanent and decorative "special lighting" allowable under this section. We feel strongly that we have documented that the Back-lit discs are a form of permanent and decorative "Special Lighting" that otherwise conform with the letter, spirit, and intent of the code. The discs are durable and easy to maintain, present no adverse lighting impacts, and the pedestrian experience is a comfortable one.

As outlined above, we assert that the discs fully meet the Site Plan and Technical Standards and that no waiver or substantial alteration of the approved Level III site plan applies here.

The illuminated discs at the Arts District Garage have been in place for well over a year and, in that time, we have received nothing but strong praise and gratitude for the positive effect they have had on making Brown Street feel more active, comfortable, and inviting at night. We have, at great time and expense, submitted the subject application and provided the requested back up information and demonstrated that the discs conform to City policies and do not constitute a waiver or substantial alteration of the approved Level III site plan. Given these factors, and in this time when the Board and staff are so backed up with development review, we'd respectfully request that this application be reviewed and approved by the Planning Director under her authority to approve minor amendments to Level III approvals under Section 14-532.b.2 of the Site Plan Ordinance.

Thank you. We'll look forward to staff's response.

Ethan Boxer-Macomber, LEED AP

30 Danforth Street, Suite 105

4/22/2021

City of Portland Mail - Arts District Garage | Brown Street

PO Box 201
Portland, Maine 04112-0201

207-272-8550
www.anew-development.com

4 attachments



Anew_Full_Color@70x.png
5K



Frost_colorTemperate_Chart.jpg
1307K



Greg Day Report 2020.05.22 Brown St Garage Lighting Study.pdf
3630K



Greg Day Report 2020.07.30 Brown St Garage Lighting.pdf
32K

Greg Day Lighting



1155 High Street Bath, Maine 04530

154 Grand Street New York, New York 10013

207.671.5551

gregdaylighting.com

30 July 2020

Attn: Ed Gardner, Owner

Ocean Gate, LLC

511 Congress Street

Portland, ME 04101

Hello Mr. Gardner,

Please see the accompanying document for your Brown Street parking garage, LT.1, for the illumination documentation required for your project.

Regarding the Corelated Color Temperature (CCT) of the colored disks:

- my opinion is that the intent of the City's requirement of 3000 kelvin CCT applies to lights that supply useful light for pedestrians and automobiles.
- since the colored disks provide no measured light to the adjacent sidewalk, nor the street, nor the sidewalk & property across the street, I feel that the disks should be considered colored objects rather than light sources.

If the City of Portland have any questions regarding the LT.1 document, or my thoughts regarding CCT, they are very welcome to reach out to me directly.

Thank you.

Greg Day

Att. D



Daytime

**Oblique view looking NW
down Brown Street from
corner of Congress**



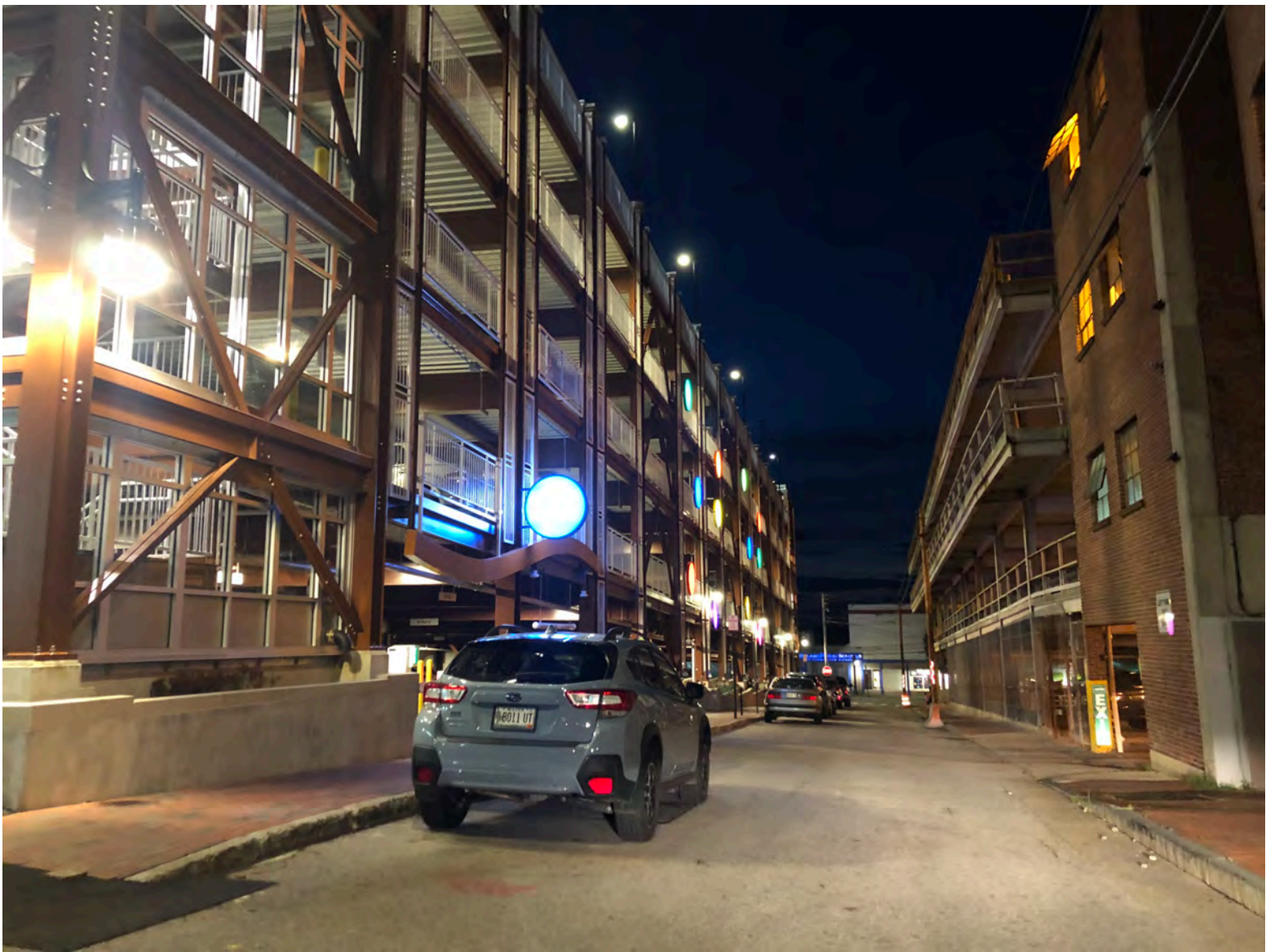
Daytime

**Looking NW down Brown
Street on approach of the
Arts District Garage**



Daytime

**Looking NW down Brown
Street upon arrival at he
Arts District Garage**



Nighttime

Looking NW down Brown Street upon arrival at he Arts District Garage

Arts District Garage’s circles present a similar glow to the window openings in the building across the street and animate the space without causing ambient or reflective illumination or coloration to the streetscape.



Daytime

**Looking SE up Brown
Street from near corner of
Cumberland Avenue**



Daytime

Looking SE up Brown Street as Arts District Garage passes on right.



Daytime

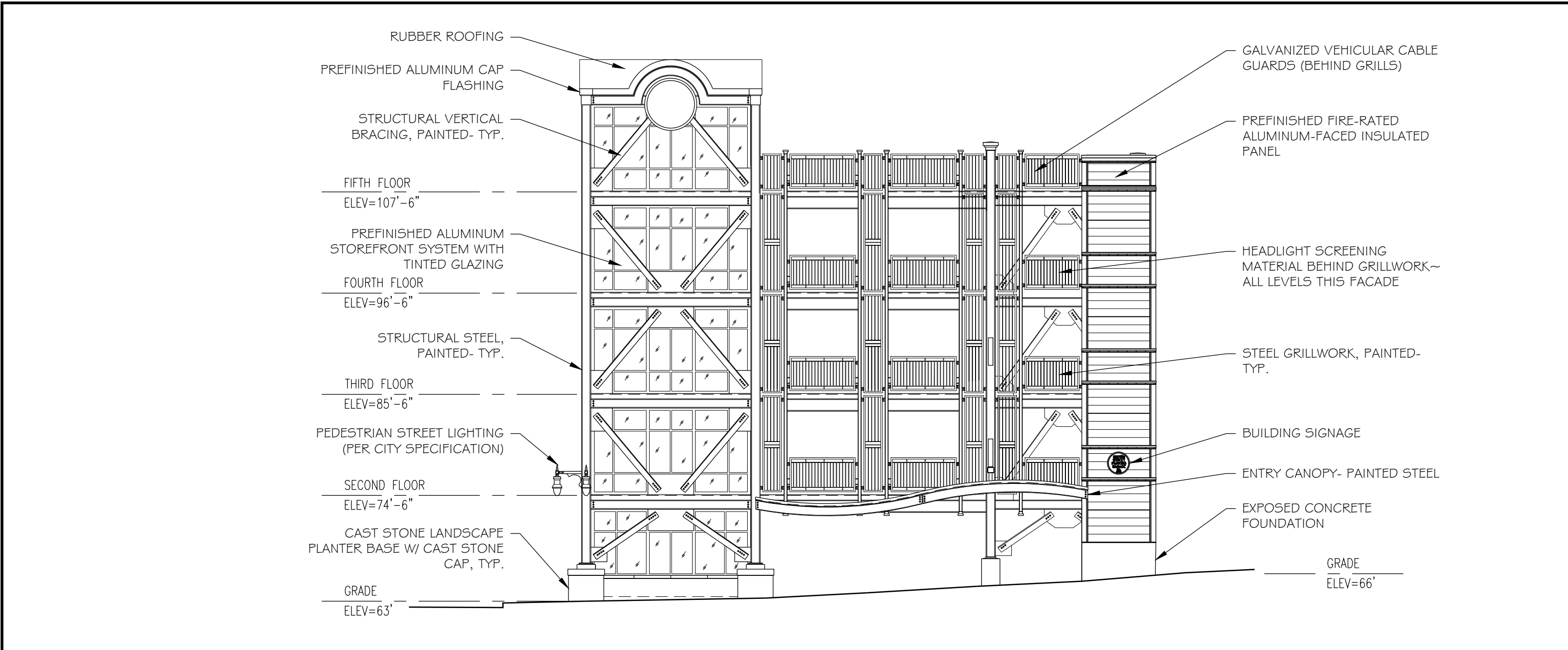
**Circles as experienced up
close from Brown Street**



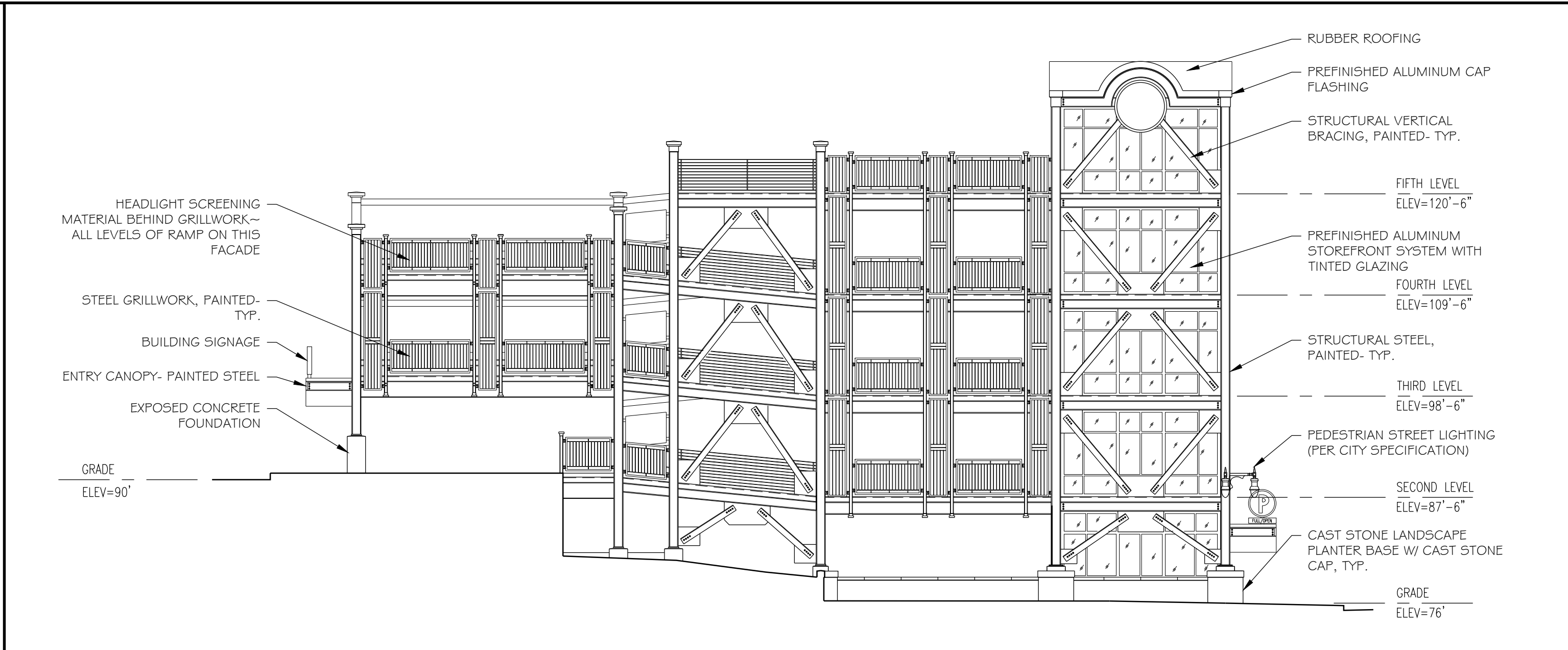
Nighttime

Circles as experienced up close from Brown Street

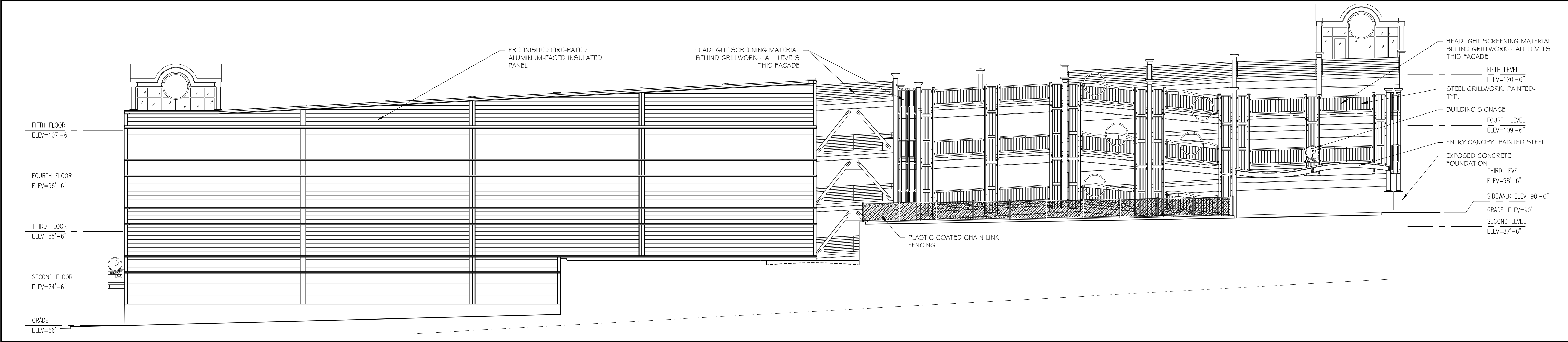
Arts District Garage’s circles help enliven and activate the mid-block of Brown Street pedestrian corridor at night.



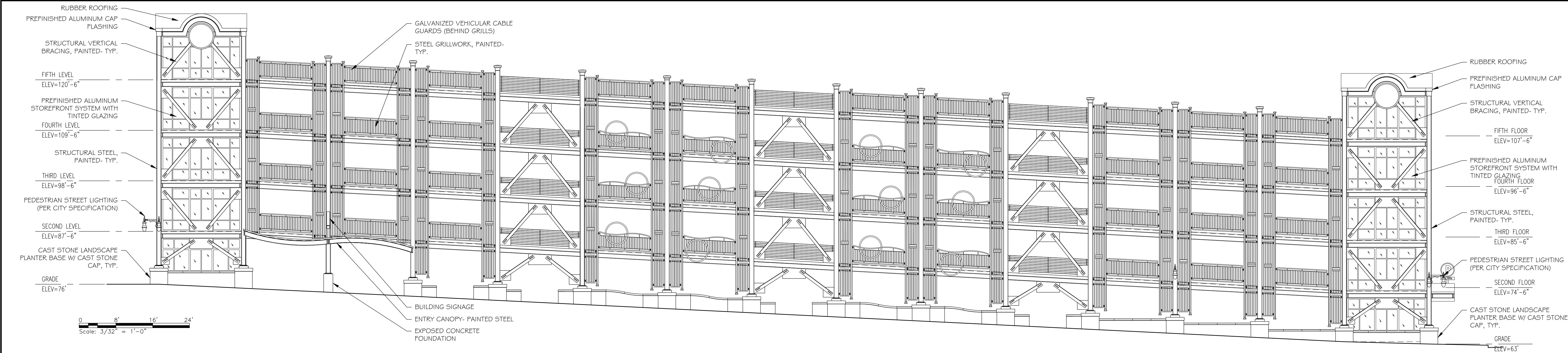
4 NORTH ELEVATION
A100-A104 SCALE: 3/32" = 1'-0"



3 SOUTH ELEVATION
A100-A104 SCALE: 3/32" = 1'-0"



2 WEST ELEVATION
A100-A104 SCALE: 3/32" = 1'-0"



1 EAST ELEVATION
A100-A104 SCALE: 3/32" = 1'-0"

PLATZ ASSOCIATES
Architects - Engineers
Construction Managers
Tel 207-784-2941
Fax 207-784-3866
Two Great Falls Plaza, Auburn, Maine 04210

Proposed New Construction of:
BROWN STREET PARKING GARAGE
48 - 72 Brown Street
Portland, Maine

SEAL
LICENSED ARCHITECT
TRAVIS R. NADEAU
4038
STATE OF MAINE

DRAWING STATUS
☐ OFFICE REVIEW
☐ CLIENT REVIEW
☒ PERMIT REVIEW
☐ BID SET
☐ CONTRACT DRAWING
☐ CONSTRUCTION
No drawing shall be recognized as a construction document unless it bears a blue inked registration seal.

SHEET TITLE
EXTERIOR ELEVATIONS

JOB NO.
201601

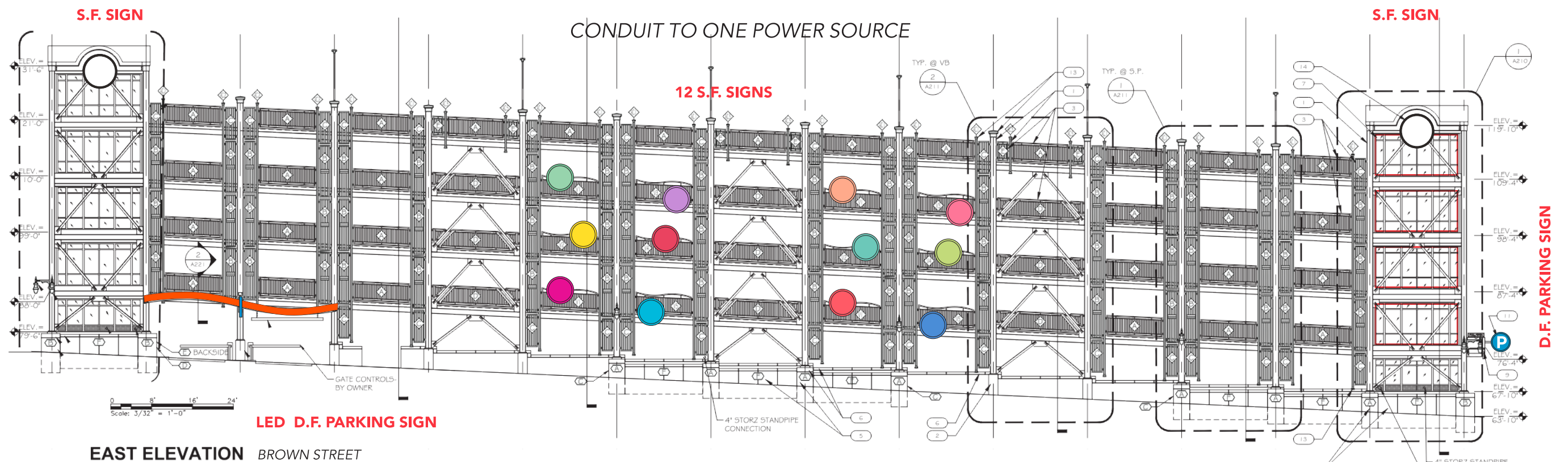
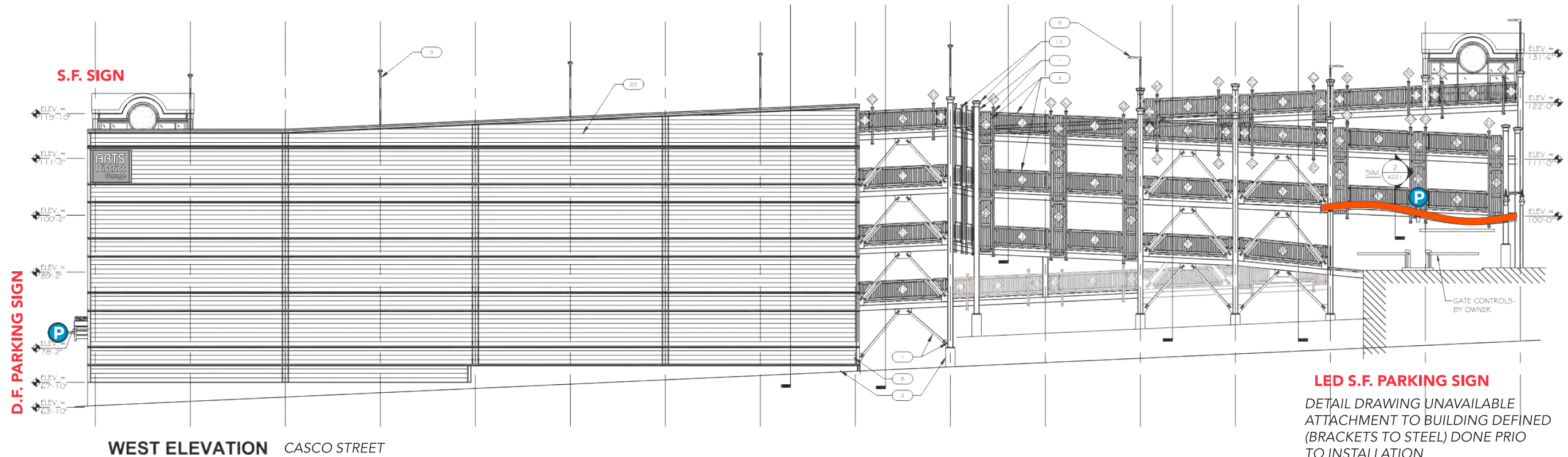
DRAWN BY
TRN
CHECKED BY
TRN

SCALE
AS NOTED

ORIGINAL DATE
06-13-2017

REVISION DATE
01-12-2018

SHEET
A200
BROWN STREET PARKING GARAGE
CONDOS ARCHITECTS EXTERIOR ELEVATIONS.DWG





Bailey
sign

www.baileysign.com
9 Thomas Drive
Col. Westbrook Executive Park
Westbrook, ME 04092
207-774-2843 / 1-800-539-SIGN
Fax: 774-1193
E-Mail: sales@baileysign.com

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IF AN ELECTRIC SIGN, THEN INSTALLATION MUST BE ACCOMPLISHED IN TOTAL COMPLIANCE WITH ARTICLE 600 OF THE NATIONAL ELECTRIC CODE, THE REQUIREMENTS OF UNDERWRITERS LABORATORY, CANADIAN STANDARDS ASSOCIATION AND/OR ANY APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.
ALL ELECTRICAL SIGNS REQUIRE ROUTINE MAINTENANCE.

VOLTAGE

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DESIGNATED COPY FOR:
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FABRICATION
ROUTER
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INSTALLATION

CUSTOMER / SIGN LOCATION
ARTS DISTRICT GARAGE
48 BROWN STREET
PORTLAND, MAINE

SALESPERSON: DO	DRAWN BY: LWM
WORK ORDER # 2490.1	CUSTOMER # 6345
DATE 11/2/18	CRM #

REVISION # / DATE / NOTES / INITIALS
R2 12/27/18 REVISE "P" POSITION / COLORS

DRAWING #
08178 C R2

SHEET ____ OF ____

PROGRESS DRAWING



BROWN STREET
GARAGE

CUMBERLAND AVENUE AT BROWN STREET
PORTLAND, MAINE

Owner:
Ocean Gate, LLC
151 Newbury Street
Portland, Maine 04101

Developer:
Anew Development, LLC
30 Danforth Street, Suite 213
Portland, Maine 04101
207-272-8550

Consultants:



Architect
Travis Nadeau, Architect
Two Great Falls Plaza
Auburn, Maine 04210
207.784-2941

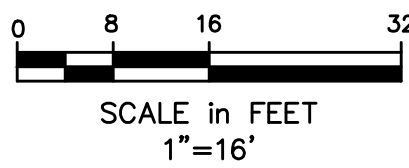
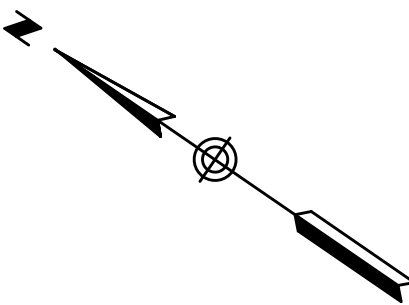


Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207-772-2891

NOTES

1. THE CITY OF PORTLAND REQUIRES A PRE-CONSTRUCTION MEETING BEFORE SITE WORK CAN BEGIN.
2. INSTALL EROSION AND SEDIMENTATION CONTROL IN COMPLIANCE WITH THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES AND GOOD HOUSEKEEPING PRACTICES IN ACCORDANCE WITH APPENDICES A, B AND C OF MAINE DEP CHAPTER 500. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE GUIDELINES ESTABLISHED IN THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES (LATEST ADDITION) AND MAINTAINED THROUGHOUT CONSTRUCTION OF THIS PROJECT.

CONTRACTOR SHALL UTILIZE VARYING BMPs TO MINIMIZE THE MIGRATION OF EXPOSED SOILS FROM THE SITE. THESE INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:
 - 2.1. GRADE SITE TO DRAIN INTERNALLY
 - 2.2. INSTALL LOCALIZED SEGMENTS OF MULCH BERM, SILT SOCK, HAY BALES AND/OR CRUSHED STONE CHECK DAMS TO FILTER RUNOFF BEFORE IT LEAVES THE SITE.
 - 2.3. INSTALL SILT SACKS (OR APPROVED EQUAL) IN DOWNGRADE CATCH BASINS. IF CATCH BASIN HAS CURB INLET, THIS MUST BE PROTECTED IN ORDER TO FUNCTION.
3. SWEEP BROWN STREET, CASCO STREET, AND CUMBERLAND AVENUE AS NEEDED. WATER AND/OR VACUUMING SHALL BE USED TO CONTROL DUST WHEN SWEEPING.
4. CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENTATION CONTROL MEASURES ON A WEEKLY BASIS AND AFTER RAIN EVENTS AND SHALL KEEP A LOG OF THESE INSPECTIONS. ANY ISSUES IDENTIFIED SHALL BE ADDRESSED AS SOON AS POSSIBLE AND BEFORE ADDITIONAL PRECIPITATION.
5. ALL WORK IN THE RIGHT OF WAY SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS
6. ELEVATIONS ARE BASED ON CITY OF PORTLAND DATUM.
7. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
8. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. ANY DISCREPANCIES OR CONFLICTS SHALL BE IMMEDIATELY REPORTED TO THE ARCHITECT/ENGINEER.
9. ALL UTILITY INSTALLATIONS SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTLAND, AS WELL AS ANY OTHER APPLICABLE LOCAL, STATE, UTILITY OWNER, AND FEDERAL REQUIREMENTS.
10. CONTRACTOR IS REFERRED TO THE PORTLAND WATER DISTRICT'S CONSTRUCTION SPECIFICATIONS (<https://www.pwd.org/document-library>) FOR INSTALLATION AND MATERIAL REQUIREMENTS OF WATER SERVICE PIPING AND VALVING. THE PORTLAND WATER DISTRICT'S SPECIFICATIONS ARE HEREBY INCORPORATED INTO THESE CONTRACT DOCUMENTS.
11. ALL AREAS DISTURBED BY CONSTRUCTION NOT TO BE PAVED OR OTHERWISE TREATED SHALL BE LOAMED AND SEEDDED ACCORDING TO THE PROJECT SPECIFICATIONS.



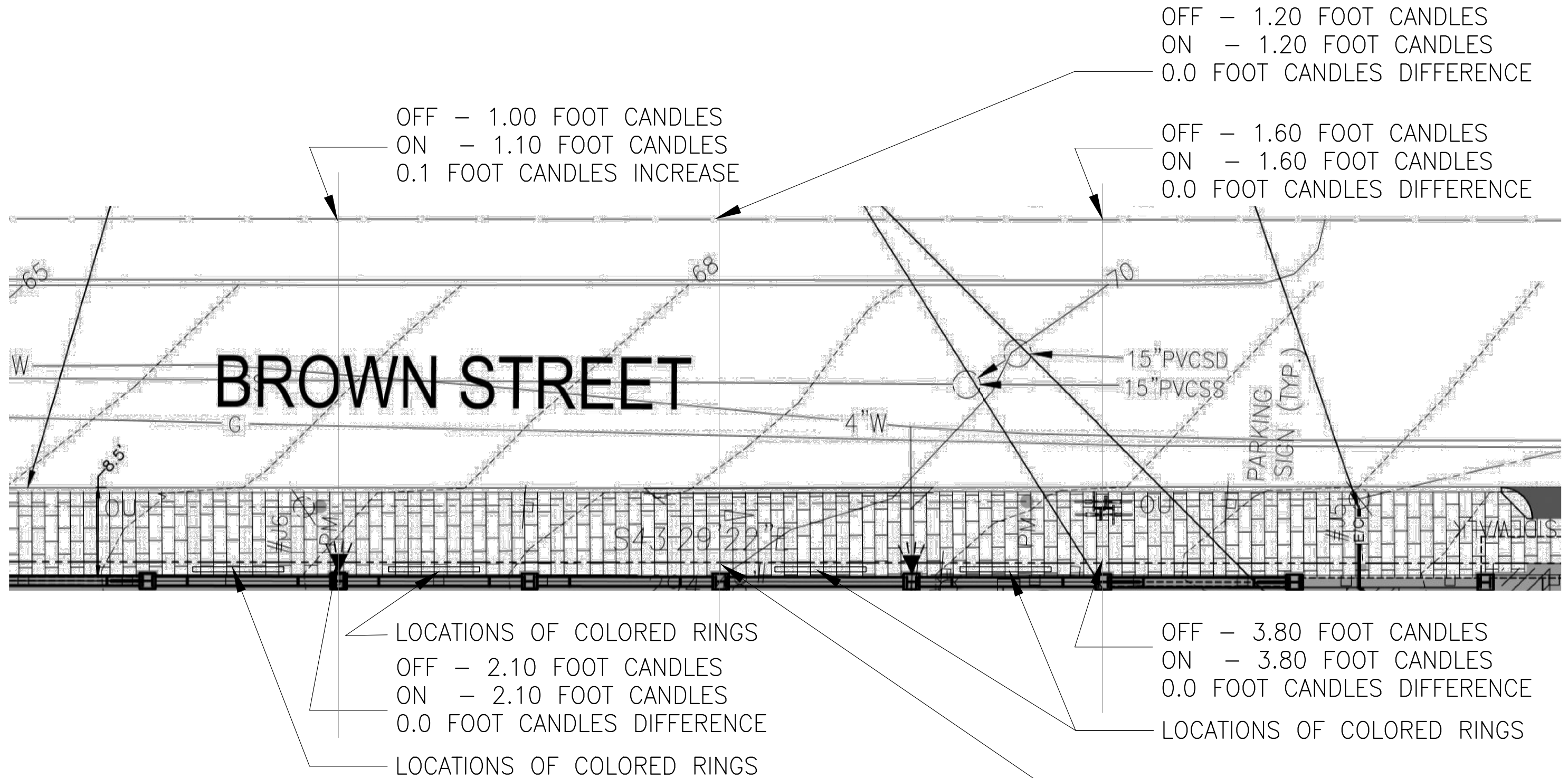
SITE PLAN

D	BUILDING PERMIT	02-22-18
C	RESPONSE TO COMMENTS	10-24-17
B	SITE PLAN SUBMISSION	6-20-17
A	PRELIMINARY REVIEW	4-21-17

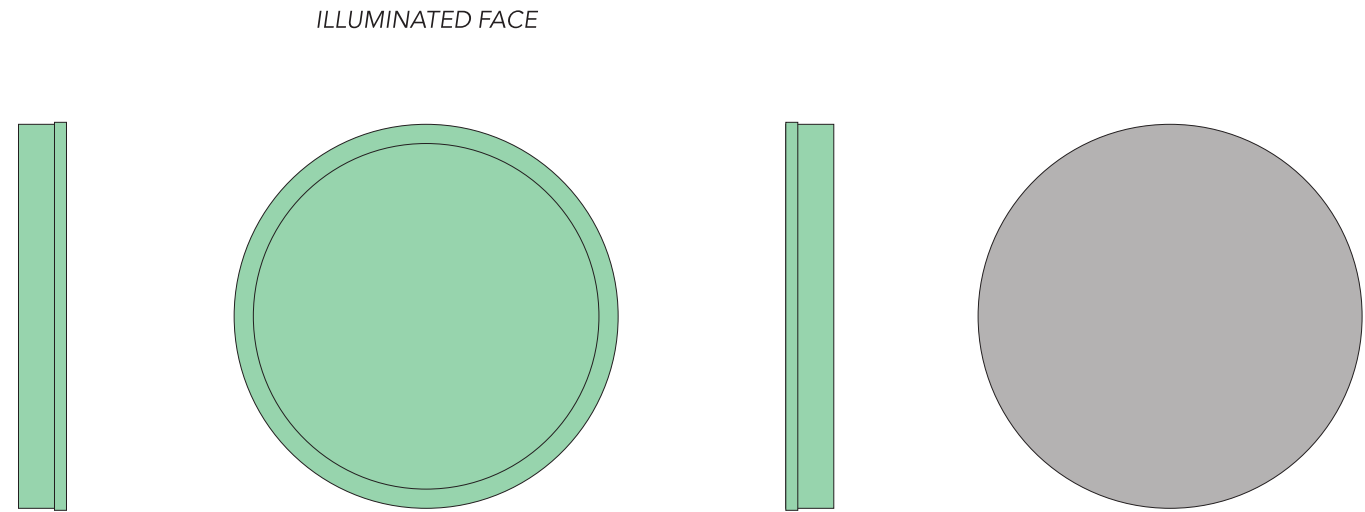
No.	Revision/Issue	Date
Design by:	JIM	Checked by: SJB
Drawn by:	TGN	Approved by: SJB
Project:	151.06037	02-22-2018

Sheet No:

C1



METHOD: HORIZONTAL ILLUMINANCE READINGS (FOOT CANDLES) TAKEN AT GROUND LEVEL UTILIZING DIGITAL ILLUMINANCE METER. 2 HOURS AFTER SUNSET. FIRST READING WITH COLORED RINGS OFF, SECOND READING WITH COLORED RINGS ON,. CITY STREET LIGHTS WERE ON AT ALL TIMES. A VARIATION OF LESS THAN 0.5 FC IS CONSIDERED PERCEPTUALLY INSIGNIFICANT.



EAST ELEVATION (BROWN STREET) ARTS DISPLAY

(12) S.F. 4'-0" X 6" DEEP CUSTOM INTERNALLY ILLUMINATED SIGN WITH COLOR FACES

CABINET & 1 1/2" RET.: PAINTED TO MATCH RESPECTIVE VINYL FACES

SIGN BACK: TO MATCH RAILS TNEMEC 57GR ALUMINUM

LED INTERNAL ILLUMINATION: WHITE

LAYERED FACES: WHITE ACRYLIC # _____
W/ RESPECTIVE TRANS. VINYL COLORS OR ACTUAL TRANS. VINYL OR PANTONE # T.B.D.

	PANTONE #345 C 44/0/44/0
	PANTONE #107 C 2/7/100/0
	PANTONE RHODAMINE RED C 4/100/0/0
	PANTONE #2572 C 22/42/0/0
	PANTONE #198 C 1/96/55/0
	PANTONE #2199 C 82/0/11/0
	PANTONE #2022 C 0/42/45/0
	PANTONE #570 C 58/0/35/0
	PANTONE #2346 C 0/85/53/0
	PANTONE #806 C 0/73/16/0
	PANTONE #366 C 31/0/73/0
	PANTONE #2129 C 67/42/0/0

REF. DR. _____



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PORTLAND, MAINE

SALESPERSON: DO DRAWN BY: LWM

WORK ORDER # 2490.1	CUSTOMER # 6345	CRM #
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SCALE 1/2"=1'	DATE 11/2/18
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REVISION # / DATE / NOTES / INITIALS
R1 12/13/18 COLORS / FACES
R2 12/27/18 COLORS REVISED

DRAWING #

08178 G R2

SHEET _____ OF _____

PROGRESS DRAWING