



City of Portland
Sustainability and Transportation Committee
Councilor Ray, District 1
Councilor Zarro, District 4

Remote Meeting / Wednesday, November 10 / 5:30 PM
Please click the link below to join.

<https://us06web.zoom.us/j/87283554156?pwd=NElvRXhydjNzNmI3d0lZSHhGaStjUT09>
Passcode: 838580

Or Telephone: 301 715 8592
Webinar ID: 872 8355 4156
Passcode: 838580

1. Review and approve minutes from October 20
 - a. Minutes from October 20
2. Sustainability Updates
3. Status of Bayside Parking Plan
 - a. Excerpt from Chapter 28 of City Code re: Regulatory Powers
 - b. Szanton Memo
 - c. Bayside Parking Changes -- Status
 - d. Bayside Parking Changes -- Status
4. Fees for Solar Installations
 - a. Fee schedule and memo
5. Food composting drop off program update
6. Year in Review & Recommended Topics for Next Year's Committee
7. Adjournment

CITY OF PORTLAND, MAINE
Standing Committee on Sustainability and Transportation
Councilor Belinda Ray (D1), Chair
Councilor Andrew Zarro (D4)

Draft Minutes October 20, 2021

Members Present: Councilor Ray, Councilor Zarro

Staff Present: Troy Moon, Bruce Hyman, Helen Donaldson, Jeremiah Bartlett, Christine Grimando, Mike Murray

Other Councilors: Mayor Snyder

Meeting called to order.

September Minutes

Councilor Zarro moves to approve the September meeting minutes. Councilor Ray seconds the motion. September minutes passed unanimously, 2-0.

Sustainability Update

Presented by Troy Moon

The first solar project went live October 14th near Bethel, ME. Proposals sent out for the Electrify Everything campaign with announcements on chosen vendors coming soon. Central Maine Power (CMP) is working with the City to improve energy benchmarking which includes a new website to make the process more efficient to go live in Fall 2022. Composting program is going well with additional carts being added in two locations. EV charging in front of City Hall has been going very well with the charger in use most of the day. There is an RFP out for EV charging networks with an announcement of the chosen partner coming soon. There is an EV car share available for City employees with a reservation system coming soon. Casey Zorn has finished her term with Resilience Corps. The new Sustainability Associate will start October 25th. Coffee and Climates program has been successful with the sessions being recorded to contribute to the One Climate Future webpage.

Committee Comment on Sustainability Update

Councilor Ray is happy to hear CMP is helping and thanks Troy for staying on top of this.

Councilor Zarro is also happy CMP is working with the City and agrees the EV charger in front of City Hall is successful because it is almost always in use.

Higher Quality Bike Lanes

Presenters: Helen Donaldson, Bruce Hyman

The existing system is set up for a variety of users, beginners to advanced. There are 9 miles of multi-use paths separated from vehicle traffic and only available to pedestrians and bicyclists. Neighborhood byways are designed to be used by interested cyclists that are not as comfortable cycling on streets with vehicular traffic. These neighborhood byways are also set to

be expanded. There are 22 miles of bike lanes in the city designated by a single white line and pavement markings. Some have a double white line to separate from vehicular traffic. These are designed for more advanced cyclists. These systems are developed over time through significant street redesign projects or through restriping and paving projects that are already occurring. Eastern Promenade shared use pathway and Park Ave bike lanes are examples of high degree of separation from vehicular traffic. Deering Ave by USM and Forest Ave buffered bike lanes are examples of lanes designed for cyclists comfortable near vehicular traffic. Looking for opportunities to enhance existing bike lanes in a way that is readily implementable, useful, and cost effective. The assessment is looking to identify locations to test strategies for better physical and visual separation as well as expanding across the existing system.

26 segments identified city-wide and rated based on feasibility, connectivity, equity, and cost. Of the 26 segments, 7 groups of segments were considered high scoring. Washington Ave has buffered bike lanes now, there is an opportunity to install flex posts to enhance separation. The bike lane could provide connectivity to multiple other trails providing routes from North Deering to the Downtown. Looking to incorporate Front St to provide access to housing authority and Presumpscot School. Forest Ave has buffered bike lanes currently. The strategic introduction of flex posts would add separation from heavy traffic. Deering Ave has bike lane lines. If travel lanes were reduced, buffer lanes and flex posts could be introduced. Might be worth considering removing on street parking from one side of street on Deering Ave south of Bedford St to allow for addition of a buffered bike lane and flex posts and introduce parking separated bike lanes. This would provide connectivity between Woodfords Corner area to USM and to Park Ave bike lanes. Brighton Ave short section could remove parking from one side to introduce a bike lane with flex posts and introduce a parking separated bike lane to the other side. This would provide connectivity to Deering Ave. Marginal Way would benefit from flex posts and buffered bike lanes. On Forest Ave and State/High Streets, there are currently buffered bike lanes. Would suggest road lane narrowing and install flex posts and buffered bike lanes. There is a DOT project in this area currently and there is an opportunity to improve existing bike lanes. On State and High Street, there is opportunity to improve separation and connectivity. Next steps include choosing 1-3 segments, additional technical assessments and designs, engaging the public, and implementing the final projects.

Public Comment on Higher Quality Bike Lanes Assessment

Emma Holder of Parkside neighborhood suggests improving traffic calming. Asks who the cyclers were in the assessment. *The process has been internal so far but there will be outreach to get more input.* Councilor Ray suggests doing outreach at bike shops. Support this work by plowing the bike lanes as well as removing emptied recycling bins from the lanes. It is important to improve connectivity between the different existing segments to improve safety and comfort. Suggests installing flex posts at cross walks. It is important to install a climbing lane on State street or redirect to Forest ave. On York st at Overview Park, there is a one way segment that could use a bike lane. Cyclists want to avoid main driving streets.

Nancy Grant is thrilled to see the assessment presented. Friends of Woodfords Corner wants to improve cycling in the area also. Suggests removing one travel lane on Forest Ave to improve

cycling safety and comfort. *That section of Forest ave is part of another study that is looking to redesign that area in a more holistic way.*

George Row wants to know how this project started. *The City manager's office requested this work to be done. This is also a direction from the council.* Suggests giving priority to cyclists instead of cars. Recommends getting the state DOT involved.

Why is current parking utilization being used as a primary guideline on whether to move forward with a project? *They were looking to see which project would be able to move forward sooner with community buy in. It was not a determining factor, instead one of many factors considered.*

Given recent events of cars hitting cyclists, on Forest Ave for example, are bike infrastructure projects getting expanded and expedited? *Looking to get further information from police investigations into these events. These events are being taken very seriously. Forest Ave has had many challenges. There is a project starting with state DOT to redesign the area north of exit 6. Forest Ave has received a lot of attention from the planning department and now needs design work. There are two projects for design moving forward.*

What mechanisms are in place to ensure capital projects go through proper review for bike lane improvements? *The City has a complete streets policy adopted in 2012. When a department is making improvements, the City also looks to see if there can be improvements for pedestrians, cyclists at the same time.*

Councilor Comment on Higher Quality Bike Lanes Assessment

Councilor Zarro is very excited about this. Questions why it is necessary to narrow down the number of road segments instead of doing many. Connecting with cyclists will be important. Apprehensive about people who commute in their car who would be impacted by removing traffic lanes. A robust education program will be very important to ensure safety. *There is a paradigm shift that needs to happen and this is just the beginning. There will need to be some kind of culture shift. There are a lot of people in the city who do not live here. Partnering with GPCOG on some of these projects may help.* What is the timeline? *Timeline would include implementation in the Spring.* And if all 7 segments are not chosen, is there a test site to be chosen? *Strategy is to do what is possible with money available and then expand when possible.*

Mayor Snyder is very excited about this topic. There is 55k in CIP funding and 100k in FY22 budget so it is not all CIP funding. There is about 225k worth of possible investments. Connectivity is important and should be a priority. How do we make the major arteries bike safer? It would be great to understand what part of Brighton ave and Rock Row was being discussed. *Brighton ave was a larger project in the 2010s related to bike and pedestrian efficiencies. 220k contribution from Rock Row to improve this area. Since then 4.2 million was awarded to reconfigure traffic lanes, look at traffic signal updates. The design process is almost complete. This is in process and will need more funding. Dartmouth St to Wayne Road is the project footprint.* Mayor Snyder emphasized a previous comment about improving connectivity between Park ave and USM. Agreed with a previous comment about a pilot to implement a

climbing lane or two way lane on High or State st. Technology to support bike lanes such as an app. Excited to support bike infrastructure in future budgets.

Councilor Ray agrees we are not trying to eliminate cars but these improvements for all modes of transportation may slow car traffic. This is just the beginning of this conversation and there is plenty of time to do outreach and get more community input. There are four segments that Councilor Ray would prioritize based on personal experience with safety concerns -Washington Ave, Marginal way, and both Forest Ave segments. Getting more input from community members is important. Appreciates the presentation and all of the metrics considered.

Tree Canopy Enhancement and Preservation

Presenter: Troy Moon, Ethan Hipple, Alex Marshall, Jeff Tarling.

The Forestry Section is part of the Parks Division with 5 arborists and a GIS specialist managing 20,000 street and park trees in Portland. This does not include the trees in open spaces. The Forestry Section is responsible for planting trees, inspecting/evaluating trees, pruning, maintenance and watering trees. In the past year, they removed more trees than were planted. Want to plant more trees than are removed each year. Trees are cheap but the planning that goes into planting the tree is the bigger project requiring collaboration between departments.

First tree planted on Washington Ave in 1793. Tree planting began in earnest in the 1850s. Baxter Boulevard was planted in 1921. Urban forests include Baxter Woods, Evergreen Cemetery, Baxter Pines, and the Riverton Trolley Park. About 20,000 trees were removed in the 1960s due to Dutch Elm Disease. It is important to have diversity in the tree canopy for this reason. Over 2,000 trees were planted in the 1970s. The section is having conversations with other cities to find new tree species to avoid creating monocultures. Staffing resources are a challenge in the Forest Section. The annual tree planting budget is \$30,000. Funding comes from the tree replacement program (general fund), tree co-op program (citizen donations), Portland Tree Trust (citizen donations and development contributions), and Memorial Tree and Gift Program (citizen funded). This budget plants between 175-200 trees per year. The Forest section budget is \$770,000 each year which is mainly salaries and resources.

Portland is a "Forest City" and there are organizations that look at how equitable tree distribution is in a city. Portland's score is 87 but the distribution of the tree canopy is not great. There are a few neighborhoods that have a low tree score and correlates to areas that have lower income populations. Bayside blocks have the lowest tree equity scores in the 40s and 50s. The West End blocks have the best tree equity in Portland with scores in the 90s-100. The Tree Equity score looks at the unemployment rate, people of color, children, older adults, people in poverty, temperature and health index of each neighborhood. It is important to look at how to bring the canopies up to par for the neighborhoods that are currently underserved.

Heritage Tree Ordinance passed in recent years that identified protected trees such as: trees on the Big Tree List, large native tree species with DBH of 24" or more (oak, red maple), ornamental tree species with DBH 12" or more (dogwood, magnolia), and stands of native trees that are rare or threatened. This is currently predominantly in Western Prom and Deering Oaks. Large trees have important social and environmental benefits to the community. Larger trees

provide natural stormwater management, cleaner air, and more shade. From a carbon capture perspective, the large trees are much more effective at carbon sequestration. Each tree generates over \$4,000 of value for the community.

How can we better leverage new development to reach landscaping and climate goals? First through the city land use code. Another way is the update to the Technical Manual to repurpose landscape standards, enhance requirements for landscape preservation, and update the tree list and details. Longer term changes would include the ReCode Portland project. This would reframe standards around climate and ecological benefits, consider project incentives for meeting or exceeding landscape goals, and promote smart growth.

Would request more staffing if the Heritage Tree Ordinance were to be expanded. Harnessing the power of the nonprofit community to advance tree planting using San Francisco Friends of the Urban Forest as an example. There are existing groups in Portland that could be involved.

Councilor Comment on Tree Canopy Enhancement and Preservation

Councilor Zarro thanks the presenters for an informative presentation and believes the entire council should see this presentation. If a large tree falls down, is it prioritized to get another tree to replace it? *Each time a tree is lost, the community usually welcomes a replacement tree. GIS is used as a resource to track where trees are missing.* The co-op program is excellent and would like to help get the word out about it. What is the Tree Trust? *The Tree Trust accepts donations to help plant trees.* How often does the municipality interact with the Maine Forest Service? *Project canopy with the Maine Forest Service provides funding to plant many of our trees. Also work with the state to learn how to address equitable tree distribution.*

Mayor Snyder thanks the presenters and echoes that the presentation should be distributed to the entire council.

Councilor Ray asks if the co-op would cut a tree well. *It is possible but likely costly.* Encourages the use of incentives for private development to go above and beyond and expand the ordinance but not until staffing is also expanded. The South Portland Tree Ordinance is difficult to comprehend. High priority tree areas would be a good way to incentivize developers especially in underserved areas. Possibly also a building permit credit up to a certain amount for street tree improvement. Tree protection approval required section could be useful for Portland.

Work Plan

Items to discuss include Bayside parking plan, composting program, food trucks, One Climate Future, and Sustainability Fund.

Meeting Conclusion

Councilor Zarro motions to adjourn. Councilor Ray seconds the motion. Passed unanimously, (2-0). Meeting adjourned.

Sec. 28-13. Reserved.
Sec. 28-14. Reserved.
Sec. 28-15. Reserved.
Sec. 28-16. Reserved.
Sec. 28-17. Reserved.
Sec. 28-18. Reserved.
Sec. 28-19. Reserved.
Sec. 28-20. Reserved.

DIVISION 2. CITY TRAFFIC ENGINEER*

*Cross reference(s)--Administration, Ch. 2; officers and employees generally, § 2-16 et seq.

Sec. 28-21. Position created.

There is hereby created the position of city traffic engineer.
(Ord. No. 183-97, 1-22-97)

Sec. 28-22. Duties generally.

It shall be the duty of the city traffic engineer to determine the installation and proper timing and maintenance of traffic-control devices, to conduct engineering analyses of accidents and to devise remedial measures, to conduct engineering investigation of traffic conditions and to cooperate with other city officials in the development of ways and means to improve traffic conditions, and to carry out the additional powers and duties imposed by ordinance of this city.
(Ord. No. 183-97, 1-22-97)

Sec. 28-23. Placement and maintenance of traffic devices.

(a) The city traffic engineer shall place and maintain traffic-control devices when and as required under this chapter to make effective the provisions of the chapter and may place and maintain such additional traffic-control devices as he or she may deem necessary to regulate traffic under this chapter or under state law or to guide or warn traffic.

(b) All traffic-control devices shall conform to the manual and specifications which may be approved by the Manual on Uniform Traffic Control Devices published by the U.S. Department of Transportation, 1995. All traffic-control devices so erected and not inconsistent with the provisions of state law or this chapter shall be official traffic-control devices.
(Ord. No. 183-97, 1-22-97)

Sec. 28-24. Regulatory powers.

In addition to any other authority granted under this Code, the city traffic engineer shall have authority to:

- (a) Designate and maintain, by appropriate devices, marks or lines upon the surface of the roadway, crosswalks at intersections where in his or her opinion there is particular danger to pedestrians crossing the roadway, and at such other places as he or she may deem necessary;
- (b) Establish safety zones of such kind and character and at such places as he or she may deem necessary for the protection of pedestrians;
- (c) Mark lanes for traffic on street pavements at such places as he or she may deem advisable, consistent with this chapter;
- (d) Designate a type of pennant to be displayed upon and to identify the vehicles in funeral processions;
- (e) Determine those intersections at which drivers of vehicles shall not make a right, left or "U" turn, and place proper signs at such intersections. Whenever the city traffic engineer shall issue a regulation prohibiting a right turn or a left turn at an intersection, he or she shall file a report of the regulation with the city clerk, who shall include it on the agenda of the next regular meeting of the city council. Such regulation shall take effect ten (10) days after the meeting of the city council at which the report is received and accepted, provided, however, that should the city council vote to table the report, such regulation shall not take effect until ten (10) days after the report is removed from the table and accepted;
- (f) Place markers, buttons or signs within or adjacent to

intersections indicating the course to be traveled by vehicles turning at such intersections, and such course to be traveled as so indicated may conform to or be other than as prescribed by law or ordinance;

(g)

(1) Establish parking regulations and publish them in the traffic schedule, except the following actions require amendment of the traffic schedule by order of the city council:

- i. Change of parking to "no parking any time" or "no parking any time" to parking;
- ii. Change from time limit or metered parking to unregulated parking, or from unregulated or unmetered parking to time limit or metered parking; or
- iii. Any change to Traffic circulation, such as changing a one-way street to a two-way street or a two-way street to a one-way street;
- iv. City Council approval of amendments to the traffic schedule for the actions in i. and ii. above shall not be required for:
 - a. Amendments to the traffic schedule to change up to two (2) parking spaces per block face within a twelve (12) month period with review and approval by the traffic engineer and the city manager;
 - b. Amendments to the traffic schedule to implement pedestrian crossing or streetscape improvements (such as the installation of islands, curb extensions, striping, stop signs, transit stops etc.) after review and approval by the public works director or his or her designee; and
 - c. Amendments to the traffic schedule to change an on-street parking layout after review and approval by the Planning Board.

- (2) Whenever any time limit parking is imposed, and wherever a one-way street is established, the city traffic engineer shall erect appropriate signs or meters, as applicable, giving notice thereof, and no such regulations shall be effective until and unless such signs or meters are erected.
- (h) Declare any street or part thereof, a "play street" and to place appropriate signs or devices in the roadway indicating and helping to protect the same;
- (i) Determine the location of passenger zones and freight loading zones and place and maintain appropriate signs indicating the same and stating the hours during which the provisions of this subsection are applicable;
- (j) Establish bus stops and stands for other passenger common carrier motor vehicles on such public streets, in such places and in such manner as he or she shall determine to be of the greatest benefit and convenience to the public, and every such bus stop or other stand shall be designated by appropriate signs;
- (k) Erect signs indicating no parking upon that side of any street adjacent to any school property when such parking would, in his or her opinion, interfere with traffic or create a hazardous situation;
- (l) Determine upon what streets angle parking shall be permitted and shall mark or sign such streets;
- (m) Erect signs indicating no parking upon any street when the width of the roadway does not exceed twenty (20) feet or upon one (1) side of a street as indicated by such signs when the width of the roadway does not exceed thirty (30) feet.

The width of the roadway shall be deemed not to exceed thirty (30) feet or twenty (20) feet, as hereinbefore set forth, if the usable width thereof is reduced to these measurements by the piling of snow by snowplowing operations.

In addition to the authority herein granted to the city traffic engineer, the chief of police or the fire chief is hereby authorized, whenever the width of the

roadway of any street is reduced by snow to the width as described above, to erect signs as provided above and is also authorized to make any street temporarily a one-way street when, in his or her judgment, the usable roadway of the street is reduced by snow to such width as to make such action advisable.

- (n) Determine and designate by proper emergency signs, streets or portions of streets on which no parking of vehicles may be permitted or on which no vehicular traffic may be permitted or on which vehicular traffic may move only in one (1) direction when, in his or her judgment or the judgment of the police or fire chief, an emergency exists or is about to exist because of snow, ice or other cause, which has created or will create an especially hazardous condition;
- (o) Determine and designate by proper signs distances not exceeding one hundred (100) feet at places where the stopping or parking of vehicles would create an especially hazardous condition or would cause unusual delay to traffic;
- (p) Determine and designate intersections where particular hazard exists upon other than through streets and to determine whether vehicles shall stop at one (1) or more entrances to any such intersection, and erect a stop sign at every such place where a stop is required, or, in the event he or she determines that reduced speed rather than a stop is adequate for safe operation at any such intersection, he or she shall determine such safe speed by engineering investigation and erect signs upon the approaches to such intersection giving notice of such speed.

Every such stop sign shall bear the word "STOP" in letters not less than six (6) inches in height and shall be reflectorized or self-illuminated. Every stop sign shall be located as near as practicable at the property line of the street at the entrance to which the stop must be made or at the nearest line of the crosswalk or, if none, at a limit line to be indicated by the city traffic engineer.

- (q) Determine and designate intersections where traffic conditions require some type of traffic control but where

traffic volumes, both vehicular and pedestrian, and other factors indicate that neither traffic signals nor stop signs are warranted, and erect at every such place a sign stating "YIELD RIGHT-OF-WAY."

Every such yield right-of-way sign shall conform in design and color to specifications adopted by the state highway department. Every such sign shall be reflectorized to provide good visibility after dark.

- (r) Declare any street or part thereof to be for "No Through Traffic" and to place and maintain appropriate signs or devices in the roadway indicating and helping to restrict such street or part thereof for such purpose when in the opinion of the city traffic engineer there is a danger to pedestrians, drivers or other persons which warrants such declaration;
- (s) With the approval of the city manager, temporarily close a street or streets to through traffic for the purpose of the holding of a special event; provided, however, this paragraph shall not diminish the authority of the city council to control street vending pursuant to chapter 19 of this Code.
- (t) The city traffic engineer shall designate and post those one-way streets in the city on which snow plowing and snow removal vehicles may be moved against the regulated direction of traffic. Subject to the limitation below, the driver of an authorized snow plowing or snow removal vehicle may disregard regulations governing direction of movement of traffic on such designated one-way streets when plowing or removing snow under the authority of the city. Authorized snow plowing or snow removal vehicles shall include only vehicles designated by the public works authority as authorized for use in the city's snow plowing and snow removal operations, and such vehicles shall include a flashing signal light which shall be in continuous operation when such vehicle is moving against the regulated direction of traffic.
- (u) The city traffic engineer may establish and designate handicap parking spaces by appropriate signage, designating any applicable time limit thereon.
- (v) Notwithstanding anything herein to the contrary, from

April first through November thirtieth of each year, the traffic engineer is authorized to regulate time limit parking on either or both sides of the streets within all residential parking permit areas as defined pursuant to section 28-91 of this chapter and council orders # 289 (3/18/1991) and # 96 (9/8/1993). Said regulation shall be effective upon posting of signs designating such temporary limits by the traffic engineer.

(Ord. No. 183-97, 1-22-97; Ord. No. 175-01, 2-7-01; Ord. No. 60-07/08, 10-1-07; Ord. No. 13-16/17, 7-6-2016)

Sec. 28-25. Reserved.

Sec. 28-26. Trial or experimental regulations.

The city council may direct the city traffic engineer to place appropriate signs establishing temporary rules regulating traffic for purposes of trial or experiment. Such temporary rules shall become effective immediately upon the placing of such signs, and shall continue for a period of not more than ninety (90) days unless sooner terminated by direction to the city traffic engineer by the city council.

(Ord. No. 183-97, 1-22-97)

- Sec. 28-27. Reserved.**
- Sec. 28-28. Reserved.**
- Sec. 28-29. Reserved.**
- Sec. 28-30. Reserved.**
- Sec. 28-31. Reserved.**
- Sec. 28-32. Reserved.**
- Sec. 28-33. Reserved.**
- Sec. 28-34. Reserved.**
- Sec. 28-35. Reserved.**
- Sec. 28-36. Reserved.**
- Sec. 28-37. Reserved.**
- Sec. 28-38. Reserved.**
- Sec. 28-39. Reserved.**
- Sec. 28-40. Reserved.**

DIVISION 3. PARKING DIVISION

Sec. 28-41. Establishment.

The city manager may appoint a parking manager and sufficient

Memorandum

To: West Bayside Neighborhood Association

From: Carl Szanton, The Szanton Company

Re: West Bayside Parking Notes

Date: 3/12/2021

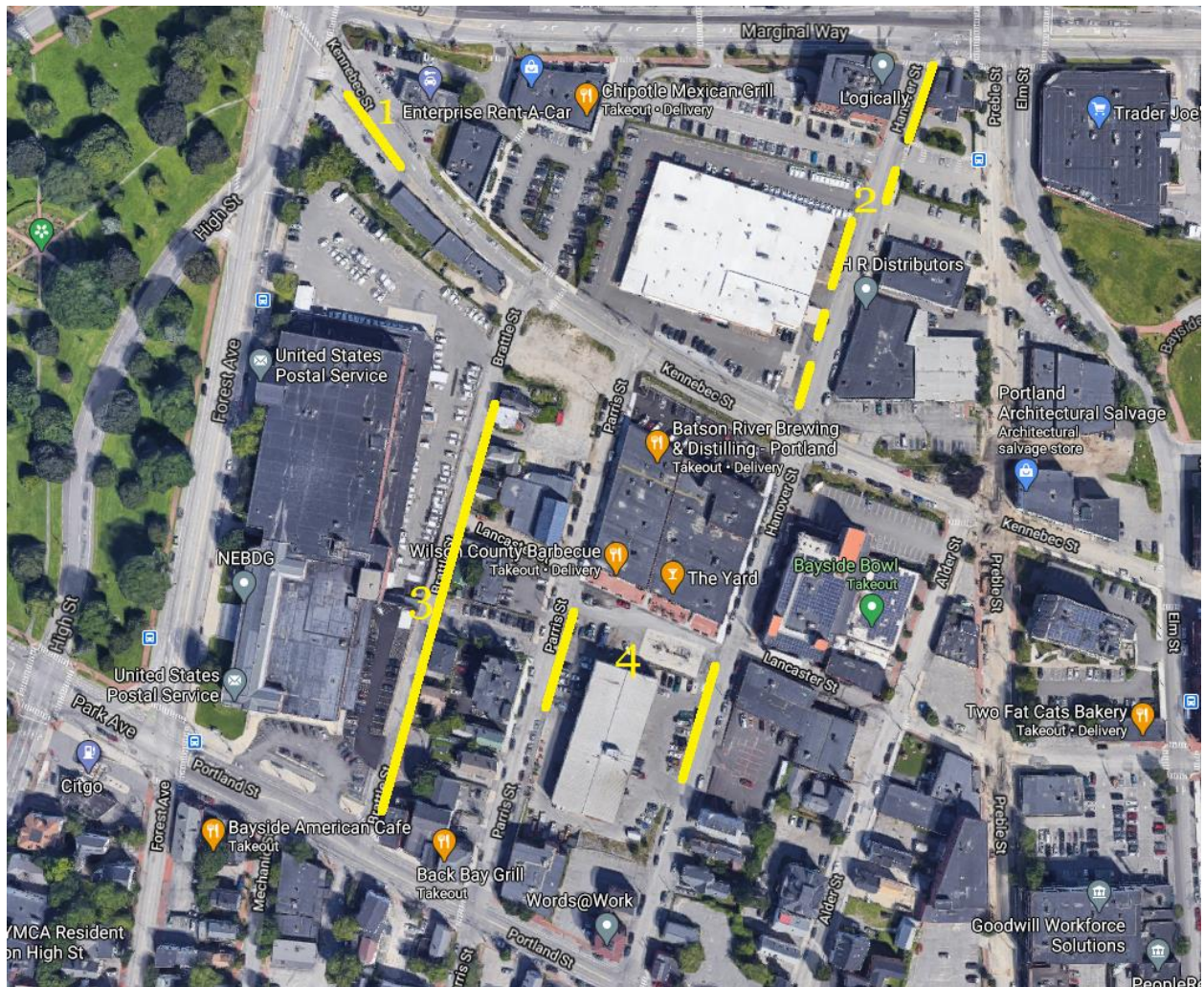
This memo outlines parking options aimed at increasing the availability of on-street parking in West Bayside. An earlier draft of this memo was generated by an informal neighborhood survey as well as meetings with City staff and neighbors. We have pursued this analysis to indirectly support our building, Furman Block, and to make the entire neighborhood more vibrant and livable. We believe that unlocking new on-street parking would benefit existing owners, new owners, tenants, and businesses by expanding the overall pool of parking.

We share your goal of transforming West (and East) Bayside into a walkable neighborhood with density, urban streetscapes, and infill development. We see a direct correlation between permitting cars to park on the street and ridding West Bayside of surface parking lots, combating its orientation towards vehicles over pedestrians. Because roads that do not permit on-street parking are found only in the most suburban locations, we hope to see West Bayside move as far as safely possible from that direction. When evaluating the worth of on-street parking in West Bayside, we urge stakeholders to prioritize an efficient use of land over a fast-moving flow of vehicles. We hope to partner with you in this effort.

Mark	Street	Recommendations/Questions	Potential Parking Spaces
1	South side of Kennebec Street between Forest Avenue and Brattle Streets	Consider on-street parking in the 110-foot gap between curb cuts. Is there any reason not to have it there?	5
2	Hanover Street between Marginal Way and Kennebec Street	This block of Hanover Street is the same width (and in places wider) than Hanover Street near Portland Street, where parking is permitted on both sides of the street. Could parking be added to at least one side of Hanover Street at the northern end of the block? On the southern end of the block, could parking be added adjacent to the Post Office vehicle repair facility?	16
3	Brattle Street between Kennebec and Portland Streets	Brattle Street is about 28 feet wide. Would the city consider putting street parking on one side of the street? (We understand that the turning radius of Post Office trucks might preclude street parking in the immediate vicinity of the Post Office driveway.)	29
4	East side of Parris Street and West side of Hanover Street, between Kennebec and Portland Streets	Proposed new development at the Fleet Services building should have curbs that would permit new on-street parking. What is the status of adding curbs along this site?	12

Total: 62

Note: The mark numbers on the chart below correspond to the map on the final page.





BAYSIDE

NEIGHBORHOOD ASSOCIATION

PO Box 11563 Portland ME 04104 bnaportland@gmail.com

To Councilor Ray,

The Bayside Neighborhood Association is pleased to support the Szanton Company's initiative to create new on-street parking options in West Bayside, as described in the attached parking study description and map.

There are many streets in the north-west corner of West Bayside where on-street parking has long been overlooked, underutilized, or poorly defined. There are no truly convenient parking garages, as illustrated in the attached graphic. In the past this wasn't necessarily problematic, since almost all of the neighborhood's public-facing businesses and amenities were located around the outer borders.

But the exciting growth of Bayside's interior over the past few years has meant more business and restaurant destinations, as well as housing, all of which create greater need for safe, convenient parking for both residents and visitors. Maximizing on-street parking is a way to add those spaces without resorting to new surface lots. Additionally, on-street parking slows traffic speeds, enhancing the neighborhood's safety, walkability and accessibility.

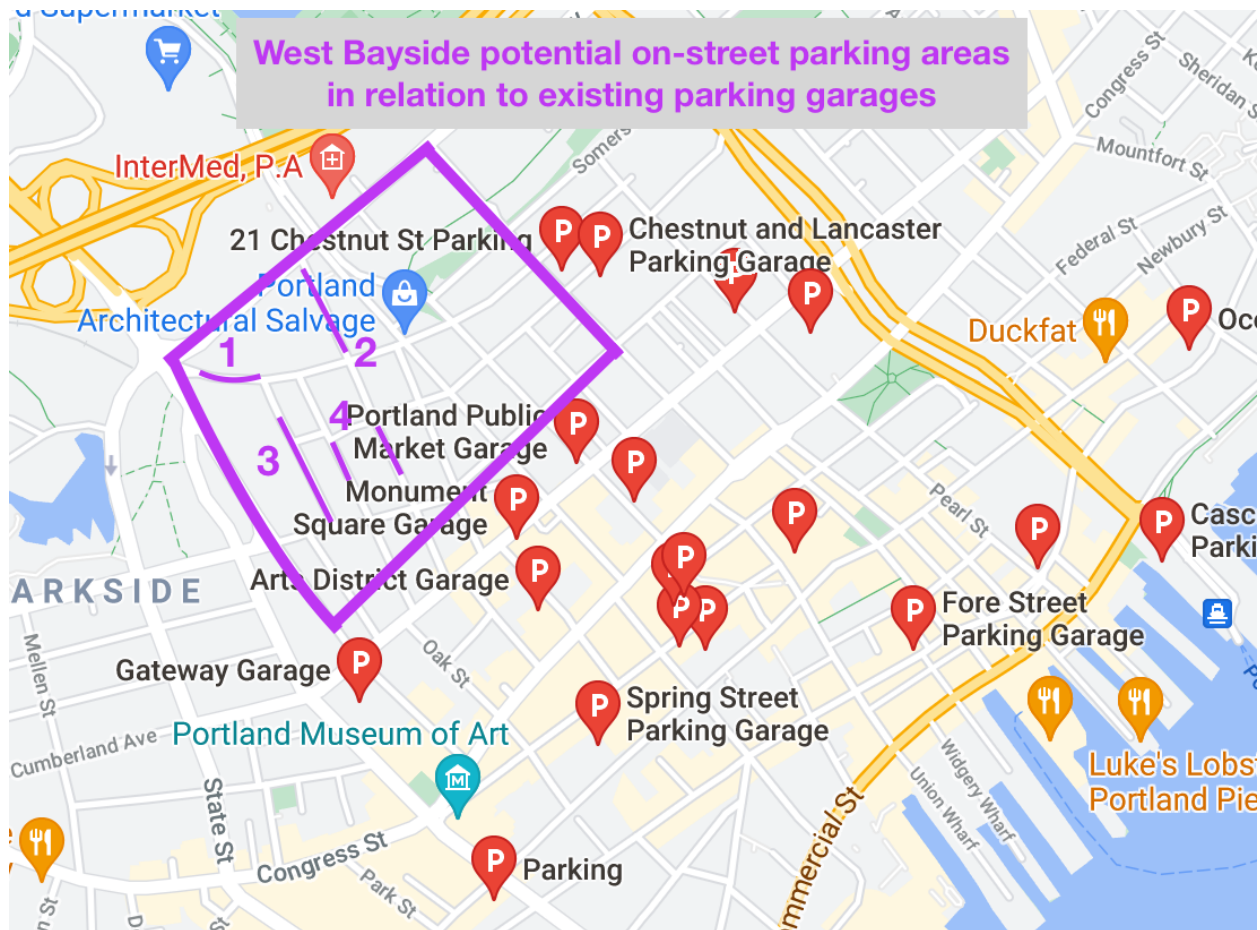
The 29 potential spaces in Area 3, on Brattle Street, are particularly significant. While trucks from the adjacent USPS facility on the west side of Brattle do need some room to navigate, sacrificing an entire street of potential parking spaces to that end no longer best serves the neighborhood's changing needs.

Although Area 4 near 52 Hanover Street is in transition and might not be ideally suited to parking changes at this time, we hope the Szanton Company will nonetheless discuss it with Tom Watson to discover whether temporary improvements are worth pursuing.

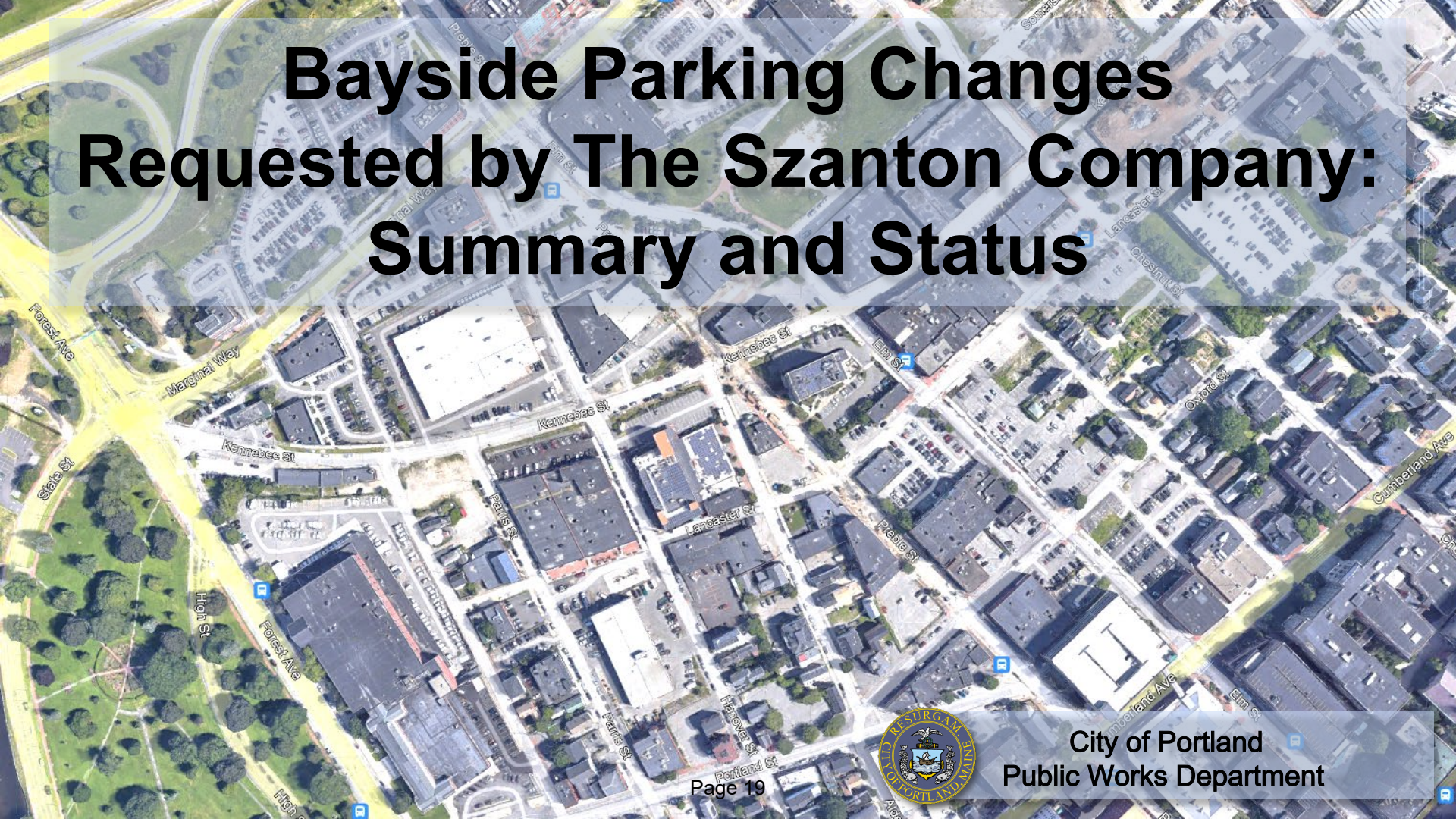
Unlocking as many new parking spaces as possible, whether paid or unpaid, will help meet Bayside's current needs while leaving plenty of flexibility for future refinements. We respectfully ask that you support the Szanton Company's proposal to optimize on-street parking in West Bayside, and bring forward to the City Council any aspects that may require council action to implement.

Sincerely,

Sarah Michniewicz
President, Bayside Neighborhood Association



Bayside Parking Changes Requested by The Szanton Company: Summary and Status



City of Portland
Public Works Department

Furman Block: The Szanton Company

Approved July 25, 2018

Consists of 51 Age-Restricted Units

Provides 18 on-site parking spaces

Construction completed in 2021



Szanton Parking Requests

Memorandum

To: City Staff, West Bayside Neighborhood, Developers of City Public Works Parcels

From: Andy Jackson, The Szanton Company

Date: July 24, 2018

Re: West Bayside parking notes

Recommended Outcomes

Staff Mig with Jon
Jeremiah B, John P, Bruce H.
Nov5, 2018

This memo outlines parking options aimed at increasing the availability of on-street parking around our proposed site at Kennebec and Parris. We have pursued this analysis to indirectly support our proposed development and begin a discussion with our neighbors and other stakeholders.

We hope new on-street parking would benefit both existing and new owners and tenants by expanding the overall pool of parking. This memo was generated by an informal neighborhood survey and refined through subsequent discussions and meetings with City staff, neighbors, and other developers of city parcels. We believe there is a consensus to pursue the recommendations stated below, by a combination of Council actions and/or Staff changes.

The chart below corresponds to the map on the following pages. Utilization is the estimated percentage of available street length that can be used for parking, considering existing or proposed curb cuts, hydrants, islands, etc.

Mark	Street	Notes / Observations	Number of parking spaces affected	Action Required
1	Kennebec, north side	Abandoned "no parking" stripes can be ground off to clarify usages of two short-term spaces near the intersection of Brattle and Kennebec.	2	Staff change <i>In the works by staff</i>
2	S. side of Kennebec between Forest and Brattle	New spaces can be striped here, approximately 110 feet between curb cuts.	5	Council vote <i>Staff not currently in favor pending redesign of Kennebec St at Forest Ave intersection</i>
3	Marginal Way, just east of Forest	New work at intersection of Marginal and Forest could allow new spaces to be striped along the south side of Marginal	6	Council vote <i>Staff will assess short-term feasibility: can be accomplished as part of Forest Ave/Marginal Way intersection project in 2019</i>

Met with staff in 2018

Requested adjusting a total of 89 on-a street spaces around their site

to be mostly geared toward residents

4	Marginal, north side	Clarify and formalize (with new striping) existing underutilized spaces to make parking availability clearer.	13	Staff change <i>Staff will look at signage to highlight the on-street parking spaces and better define pavement markings</i>
5	Marginal, south side, near Hanover	Remove existing underutilized meters in this area to expand daytime parking availability.	6	Council vote <i>Staff favors their removal (poorly performing meters); should consider relocating these meters to in front of Chipotle</i>
6	Kennebec between Brattle and Hanover	Kennebec / Somerset realignment work includes new parking along the S. side of the street.	12	Already approved DPW streetscape project <i>concur</i>
7	E. side of Parris and W. side of Hanover	Proposed new developments on the Public Works parcels will have curb cuts that would allow for new parking.	31 (930 feet total street length on two streets at 66% utilization)	Planning board approval of new site plans <i>see below</i>
8	Hanover between Marginal and Kennebec	Parking can be added along the W. side of Hanover Street between curb cuts.	14 (430 feet of street length on Hanover at 66% utilization)	Council vote <i>see below</i>
Total (estimated)			89	

#7: Parris St already approved as noted; the frontage along Hanover south of Lancaster St ROW will be assessed in next site plan approval process for Tom Watson's development there - the Planning Board at Fire Dept's request restricting parking on the west side of Hanover from Kennebec to Lancaster

#8: Staff will assess the request with Fire Dept (see #7 above) in lieu of heavy truck movements to/from USPS maintenance facility and overall street width

Parking Changes to Date - Council

Marginal, South Side, Wixnet-Hanover: 2-hour metered to unmetered parking

Marginal, South Side, Enterprise to Chipotle: Unregulated to 2-hour metered parking

Marginal, South Side, Forest to Enterprise: No parking to two-hour parking

Parking Changes to Date - Other

Kennebec, North Side by Chipotle: Markings removed for parking space clarity

Kennebec, South Side, Forest and Brattle: Changes not supported by DPW – redesign project starts in spring

Marginal, North Side, West of Preble: Additional Signage placed to convey availability of unrestricted parking

Parking Changes to Date – Other (cont.)

Parris Street Parking Associated with 52 Hanover: 7 additional on-street parking spaces

Hanover Street Parking Associated with 52 Hanover: Not supported by Portland FD

Hanover, West Side, by USPS: DPW/Emergency concerns with USPS operations – no spaces added

Brattle Street: Generally too narrow for on-street parking – will assess potential for two on-street spaces on east side north of Forest

Marginal Way Streetscape Project

An aerial photograph of a city grid, likely in St. Louis, Missouri, showing a network of streets. The streets are labeled with names such as Marginal Way, Chestnut East, Dunkin' Donuts Frontage, Forest Ave, High St, Kennebakee St, Lancaster St, Elm St, and Cumberland Ave. The map shows a mix of residential and commercial buildings, parking lots, and green spaces. The text is overlaid on the map, with the title at the top and two specific project locations highlighted below it.

Marginal, South Side, Chestnut East: 15 2-hour spaces

Marginal, South Side, Dunkin' Donuts Frontage: 10 2-hour spaces



CITY OF PORTLAND
Permitting and Inspections Department

Building Permits and Inspections Fee Schedule

Please submit the cost of work with your application. If the construction cost submitted is less than indicated by national standards, the City of Portland reserves the right to reevaluate project cost and assess the larger fee per RSMeans.

All fees are due prior to review of the application. Once the application has been received by the Permitting and Inspections Department, an invoice will be issued, requesting payment of all fees. We accept cash, Visa, MasterCard, American Express, and checks payable to the City of Portland.

COST OF WORK FEES

General Building Permit Fees (For all construction work. Additional fees may apply—see below.)

Cost of work fees and amendments to application:

Up to \$1,000 worth of work	\$25.00
Each additional \$1,000 worth of work	\$15.00

Demolition of structure

Up to \$1,000 worth of work	\$30.00
Each additional \$1,000 worth of work	\$10.00

Heating, Ventilating and Air Conditioning (HVAC)

Up to \$1,000 worth of work	\$30.00
Each additional \$1,000 worth of work	\$10.00

Fire Alarm/Sprinkler System

Commercial	
Up to \$1,000 worth of work	\$30.00
Each additional \$1,000 worth of work	\$10.00
One and Two Family	No Fee

ADMINISTRATIVE FEES (in addition to cost of work fees)

Certificate of Occupancy inspection \$100.00

Missed scheduled inspection \$150.00

Stop Work Order Removal

Projects with cost of work up to \$10,000 where:

No work completed during stop work order	\$150.00
Work completed in violation of stop work order	\$300.00

Projects with cost of work greater than \$10,000 where:

No work is completed during stop work order	\$1,000.00
Work is completed in violation of stop work order	\$3,000.00

Reinspections

First	\$150.00
Second	\$300.00
Third and subsequent	\$500.00

City secures building \$500.00



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OTHER PERMIT AND REVIEW FEES (in addition to cost of work fee)

Historic Review fee (required for any exterior work in a Historic District)	\$65.00
Historic Review fee for signs (required for any exterior sign in a Historic District)	\$75.00
Home Occupation	\$150.00
Condo Conversion (per unit)	\$150.00
Legalization of Nonconforming Dwelling Unit	\$300.00 (per unit)
Minor Site Plan (Residential) Application (for new one- and two-family homes)	\$300.00
Site inspection fee (for new one- and two-family homes)	\$100.00
Flood Hazard Development Permit	\$50.00

OTHER PERMIT FEES (in lieu of cost of work)

Signs	\$30.00 + \$2.00/sq ft
Sidewalk signs	\$25.00 + \$0.20/sq ft
Tanks – propane gas, gasoline and fuel oil:	
Less than 300 gallons	\$30.00
300 gallons or more	\$35.00
Tank removal	\$30.00
Tent or stage permit (per tent/stage)	\$30.00
Parking lots	\$100.00

PLUMBING PERMIT FEES (in lieu of cost of work)

Plumbing code fixture fees:

Minimum fee (up to four fixtures)	\$40.00
Each additional fixture	\$10.00
Hook-up to public sewer	\$10.00
Hook-up to existing subsurface system	\$10.00
Piping relocation with no new fixtures	\$10.00
Permit transfer	\$10.00
Surcharge fee	\$10.00

Septic system fees:

Complete Disposal System Permits and Variances

Engineered system	\$200.00 + \$15.00 DEP surcharge
Non-engineered system	\$250.00 + \$15.00 DEP surcharge
Primitive system (includes one alternative toilet)	\$100.00
Separate grew waste disposal field	\$35.00
Seasonal conversion permit	\$50.00
First time system variance	\$20.00

Permits for Separate Parts of Disposal System

Alternate toilet (only)	\$50.00
Disposal field only (engineered system)	\$150.00
Disposal field only (non-engineered system)	\$150.00
Treatment tank only (non-engineered system)	\$150.00
Treatment tank (engineered system)	\$80.00
Holding tank	\$100.00
Other components	\$30.00

Late permit fee: A party who starts construction without first obtaining a plumbing permit will be subject to double the permit fee.



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ELECTRICAL PERMIT FEES (in lieu of cost of work)

Administrative Fee / Minimum Fee (Fee plus line items)	\$75.00
Mass Gathering / Special Events	\$75.00
Low Voltage (burglar alarms, fire alarms, fiber optics, data) / system	\$25.00
Generator	
up to 50 KW	\$40.00
51KW up to 200KW	\$60.00
201KW and above	\$200.00
Transformers	
0-15 kva (each)	\$25.00
16 kva - 50 kva (each)	\$40.00
51 - 250 kva (each)	\$60.00
Motors	
Fractional up to 5HP	\$10.00
6HP - 15HP	\$15.00
16HP - 25HP	\$20.00
25HP and up, each increment of 5HP	\$ 4.00
Temporary Signs (electrical only)	\$30.00
Permanent Signs (electrical only)	\$30.00
Outlets (receptacles/lights/drops)	
1-20	\$12.00
21-50	\$25.00
51-100	\$40.00
Greater than 101 (each)	\$ 0.50
AFCI / GFCI Devices (each)	\$ 5.00
Exhaust Fans (each)	\$ 5.00
120V, Dedicated Circuits	
(dishwasher, disposal, washer, refrigerators, sump pumps, etc.) (each)	\$5.00
240V (208), Dedicated Circuits up to 50amps	
(dryer, range, compressors, condensers, water heaters, unit heaters, etc.) (each)	\$10.00
240V (208V) dedicated circuits 51A up to 200A (each)	\$20.00
Dedicated Circuits 50A up to 200A	\$30.00
Central fuel fired heating equipment (boilers, furnaces, wall hung units) (each)	\$20.00
Single Phase Service	
up to 200A	\$25.00
201A up to 600A	\$45.00
Three Phase Service	
up to 200A	\$40.00
201A up to 600A	\$60.00
601A up to 2,000A	\$100.00
2,001A and Above	\$150.00
Sub Panels (Remote from the Main)	\$15.00
Per Meter Charge	\$ 7.50
Solar Array	
up to 25KW	\$50.00 -\$75.00
26KW up to 50KW	\$100.00
51KW up to 200KW	\$150.00
Each additional KW above 200KW (each)	\$10.00 -\$1.00
Line Voltage Smoke/Heat/CO Detectors	\$ 7.50



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Manufactured/Modular units	\$30.00
Hazardous/Classified Wiring Systems	\$40.00
Pools (above and underground)	\$50.00
Sauna Hot Tubs & Spas	\$40.00

Late permit fee: A party who starts construction without first obtaining an electrical permit will be subject to double the permit fee.



CITY OF PORTLAND
Permitting and Inspections Department

Memorandum

To: Mayor and City Council

From: Jessica B. Hanscombe
Director of Permitting and Inspections

Date: September 28, 2021

RE: Administrative Amendments to Building Permits and Inspections Fee Schedule

We are requesting removing Dedicated Circuits 50A up to 200A as it is duplicated in the Fee Schedule. This is an administrative correction.

Amending the fee from \$50.00 to \$75.00 in Solar Array up to 25KW to be in compliance with the minimum required fee set by the State of Maine.

Amending the fee from \$10.00 for Solar Array Each additional KW above 200KW (each) to \$1.00. This will fall in line with the City's Climate Action Initiative.