3-H-1
48 Moody Street
Adams School Reuse Committee

Adams School Reuse Committee

Presents

The Developer's Panel

Thursday, March 22, 2007, 7:30-9:00pm
East End School, 195 North Street

Agenda

Introduction and Brief Overview	Dan Haley, Jr. and Matt Fitzgerald
Chestnut Street Lofts, LLC	Richard Berman
Random Orbit, LLC	Peter Bass
Maine Workforce Housing, LLC	Nathan Szanton
Closing Remarks	Dan Haley, Jr. and Matt Fitzgerald

Committee Members
Daniel T. Haley, Jr., Co-Chair
Matthew Thayer, Co-Chair
Justina Marcisso
Kenneth Bailey
Richard D'Entremont
Cynthia Fitzgerald
Eric Stark

City Staff:
Alex Jaegerman, Planning Division Director
Carrie March, AICP, Urban Designer
Amy Grommes Pulaski, HCD Program Manager

EAST BAYSIDE STUDIOS

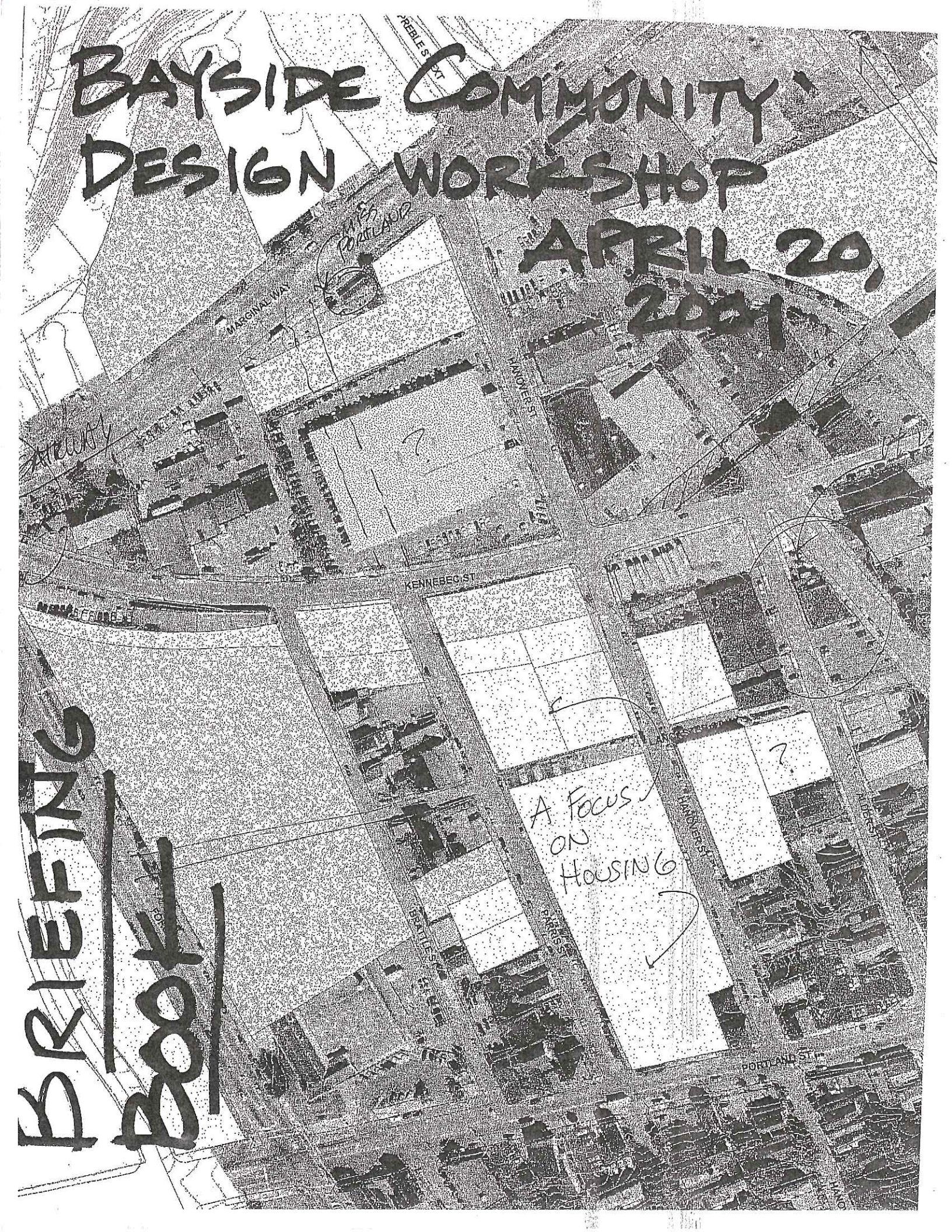
Developer:	Peter Bass of Random Orbit, LLC
Site Location:	145 Anderson Street
Zoning:	Business B-5
Land Area:	0.27 acres
Building Height:	28'-9"
Use:	8 condominiums
Land Uses in Vicinity:	Residential and Industrial
Proposed Parking:	Undefined
Project Summary:	Creation of 8 units of live/work space aimed primarily at artists.

HARBORSIDE APARTMENTS

Developer:	Nathan Szanton of Maine Workforce Housing, LLC
Site Location:	41 State Street
Zoning:	Contract R-6
Land Area:	10,060 square feet
Building Height:	54 feet, 4+ stories
Use:	27-unit apartment building
Land Uses in Vicinity:	Residential
Proposed Parking:	27 spaces
Proposed Project:	27 residential apartments built upon an existing one story garage with the top floor having a mezzanine level.

WALKER TERRACE

Developer:	Nathan Szanton of Maine Workforce Housing, LLC.
Site Location:	730 Congress Street
Zoning:	Contract Zone C33
Land Area:	17,632 square feet
Building Height:	55 feet, 6 stories
Use:	40 Unit Apartment Building
Land Uses in Vicinity:	Residential and Commercial
Proposed Parking:	41 on site spaces, potentially 4-5 off-site spaces
Proposed Project:	Redevelopment of underutilized site along Congress Street to build a six story, 40 unit apartment building.


BAYSIDE COMMUNITY DESIGN WORKSHOP
APRIL 20, 2011
BRIEFING BOOK
MARGINAL WAY
HANOVER ST
KENNEBEC ST
PORTLAND ST
A FOCUS ON HOUSING

The 2001 Bayside Community Design Workshop II – A Focus on Housing

is organized by

- *ARCHITALX*, a nonprofit organization dedicated to fostering community awareness of and appreciation for quality design in the built environment.
- *The Bayside Neighborhood Association*
- *The Muskie School of Public Service*
- *The City of Portland*
  - *Planning Office*
  - *Housing and Neighborhood Services*

This Workshop is made possible with major sponsorship by:

- Key Bank
- Curtis Walter Stewart Architects

Additional support from:

- Maine Housing Investment Fund
- People's Regional Opportunity Program (PROP)
- Portland Housing Authority
- Preble Street Resource Center

This Briefing Booklet primarily was compiled and written by students in the Muskie School seminar on Community Design Workshops. Seminar students include:
Kyra Adkins, Jim Gailey, Paul Harrison, Noel Musson, William Needelman, Bob Sanders, and Alyson Stone.
Alan Holt, AIA, served as advisor and editor

Contents

Charrette (Fr. charrette, charette) v. to work around the clock to complete a design in time for deadline. n. 1: a two-wheeled cart used in beaux-arts schools of architecture to collect the drawings for a competition.

MISSION

To gather a spectrum of ideas and opinions for future development in the Bayside neighborhood, especially increased housing development, and to lay a foundation for implementing a shared vision.

The Bayside neighborhood is poised for becoming a great urban neighborhood. Bayside has the raw ingredients: history, a diversity of residents and uses, fortunate location, size and geography, a base network of human-scaled streets and walkable blocks, a good foundation of housing stock, adjacency to the downtown on one side and Deering Oaks on another, proximity to Back Cove, the trail, and the Eastern Prom. Most important, the people who call Bayside home have shown a willingness to work together, to advocate for what they want and to welcome change.

Repeatedly, through the planning process conducted by the Portland Planning Office, Bayside Vision, through numerous meetings of the Bayside Neighborhood Association, and through the first ARCHITALX sponsored Community Design Workshop for Bayside last spring, the residents of Bayside have identified increased housing as a top priority. The residents of Bayside understand that increasing housing opportunities in their neighborhood - if well designed, balanced with a mix of other uses, and complemented with investment in the public realm - will see that their neighborhood reach its full potential.

Two years ago, the City of Portland took an important step to nurture the vision. The City took a parking lot that it owned, about 30,000 square feet in area, and set aside a portion to create a small pocket park. More importantly, the bulk of the land the City made available for the development of mixed-income, dense urban housing. Recognizing that the current zoning code did not allow the development of many units on the parcel available, the City adopted a new zoning code for that parcel that allowed denser row houses, built close to the sidewalk and neighbors. The resulting project, Unity Village, is currently under construction.

The focus of our Study Area in this year's Community Design Workshop includes another collection of City owned land - the location of the Public Works Department and associated parking lots. For the purposes of our workshop, we're going to imagine how those parcels might be designed if the City were to make that land available for housing and mixed-use development. The City owned parcels included in our design exercise comprise about two-and-a-half acres of land – nearly four times the area of Unity Village.

GOALS

- To provide a forum for all parties to express their concerns and hopes for the Bayside neighborhood.
- To express those hope and concerns in a graphic vision.
- To provide a stage for interaction among people with a broad and diverse range of expertise, experience, skills and interest.
- To model a participatory process that provides a basis of improved communication among government agencies, business people, advocates, residents, and anyone else interested in the future of our city.

THE TEAMS

To encourage a wide spectrum of ideas and opinions, participation in the Community Design Workshop is open to all interested parties. Members of the design community and laymen, local people and outsiders, young and old, all are welcome no matter what their skills, interests, experience, and expertise.

Participants will be assigned to a Design Team. Each Team will consist of 8 – 12 people with a mix of interests and expertise. Each team will have a cross-representation of Bayside residents, Bayside property owners, Bayside business owners, other interested citizens from Portland and beyond, social service providers who work in Bayside, design **professionals, developers,** students, and public officials. Each member will contribute in his or her own way, using whatever skills, talents and interests he or she has. What is important is creative collaboration.

Each Team will include:

- Two designated **Co-facilitators** who have been oriented and trained in the process. They will share duties to handle initial organizing details, act as timekeeper, record ideas as they are discussed, and arbitrate any disagreements within the team.
- At least one volunteer **Design Professional**. Each and every member is encouraged to draw sketches, maps, diagrams, and designs. The presence of a professional is not meant to substitute for full participation by everyone. Instead, rely on those with experience to offer advise, suggestions, and to help the group convey their ideas on paper. (This instruction is not meant to stifle those with training either. If you are a pro, please do what you do best.)
- A **Presenter**, who will present the group's conclusions to the larger group, including ideas that were discarded and the reasons why they were discarded.

TEAM RESOURCES & TOOLS

1. Each team member receives a copy of this Briefing Book.
2. Each team table will have two base maps on which to sketch the team's final products, and other reference materials not included in the Briefing Book.
3. An on-site Resource Table with additional maps, books, articles, etc. for reference.
4. A variety of markers, papers, and other graphic materials
5. Roving Experts who are well informed on a variety of topics will be on call to answer questions and supply information.

PUBLIC REVIEW & RESPONSE

The drawings produced at the Workshop will be go on display immediately following their photography. On Tuesday evening, 6 – 8 PM, April 24, there will be a public reception and discussion about the results of the Workshop. The exhibit of drawings and the reception/discussion will be at the Portland Public Library, lower level, in the Lewis Gallery & Rines Auditorium.

FINAL PUBLICATION

The graphic and written final product generated by each team will be assembled and published to serve as a record of the Workshop.

Bayside Community Design Workshop II – A Focus on Housing
Friday, April 20 Portland High School 8:30 am – 4:30 pm

SCHEDULE

8:00 am	Doors Open
8:00 – 8:30	Check-in & Continental Breakfast

8:30 – 9:25 **Orientation Session - Auditorium**

- Welcome, orientation and instructions
- Briefing on Bayside Housing
- Comments
- Introduction of Rovers

9:30 AM – 3:00 PM: Design Team Session:

(Suggested agenda – modify to your team)

9:30 – 9:50	INTRODUCTIONS
9:50 – 10:05	REVIEW BASE MAPS FOR ORIENTATION
10:05 – 10:40	ANALYZE THE CONTEXT MAP
10:40 – 11:00	PRIORITIZE TOPICS & CONCEPTS TO DEVELOP ON CONTEXT MAP
11:00 – 11:25	ANALYZE THE STUDY AREA
11:25 – 12:25	INITIAL SKETCHES AND GUIDELINES
12:30 – 1:00	LUNCH
1:00 – 2:00	CONTINUE WORK ON SKETCHES AND GUIDELINES
2:00 – 2:30	INTERNAL REVIEW
2:30 – 3:00	PREPARE FINAL PRESENTATIONS

3:00 PM – 4:30 PM: Team Reporting Sessions:

- Teams will assemble in the Auditorium for Reporting Sessions.
- Each Team will have six minutes (timed) to make a presentation to the whole assembly. A team member, not the facilitator, makes the presentations.
- Summary remarks from Ms. Goody.
- Next Steps and ending announcements.

What is a Community Design Workshop, and what is a Charrette?

The Bayside II Community Design Workshop is an example of the participatory planning process that is based on the current practice of the **charrette.**

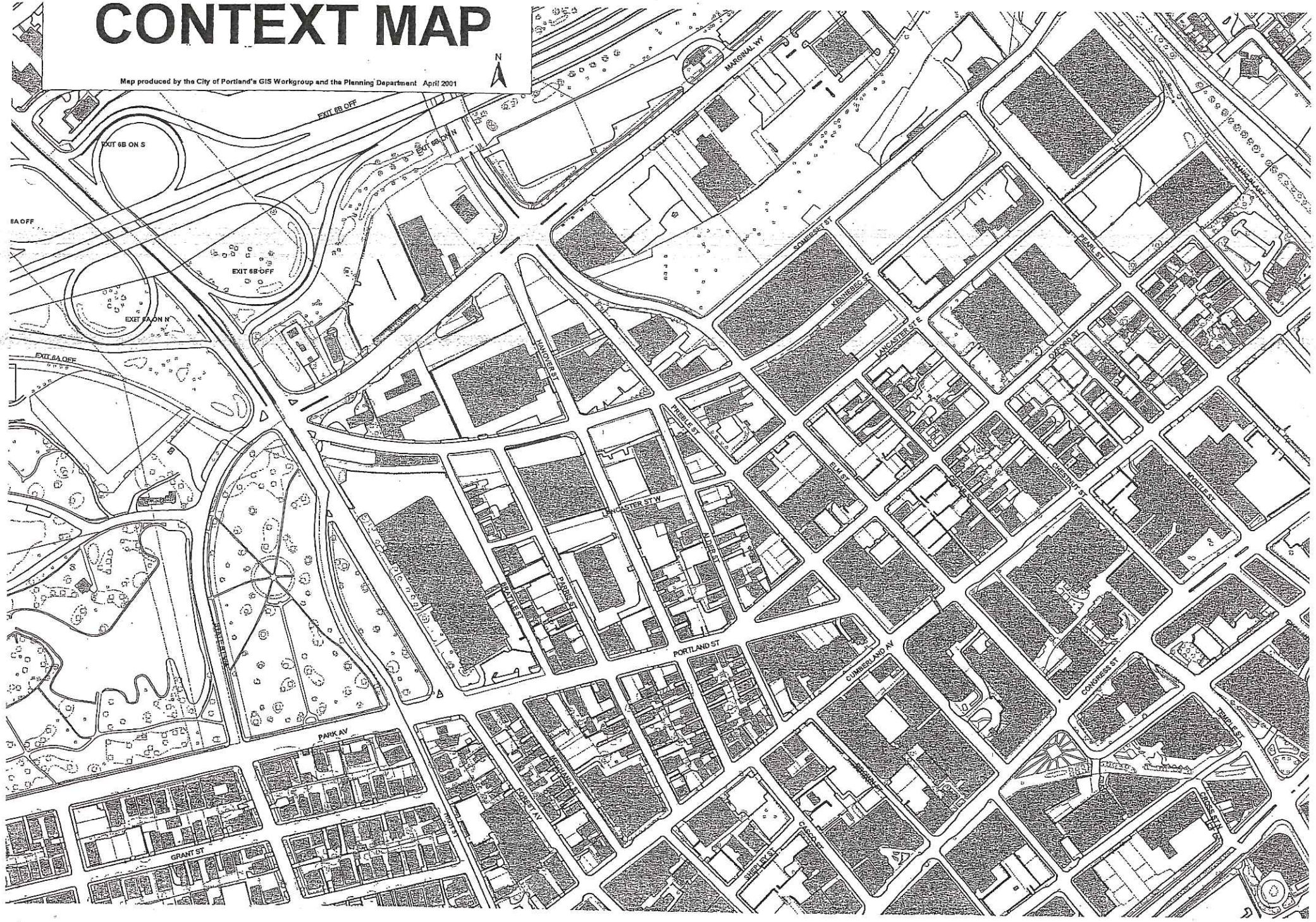
The term charrette is derived from the French term "little cart." It has its historical origins from the Ecole de Beaux Art in Paris where the first architecture school was established in the sixteenth century. In that program, upper-classmen would finish their course of work with a competition to design a grand project within a short time period. The upper-classmen would recruit under-classmen to form design teams, and the teams worked around the clock, under a deadline, until the drawings were collected on the charrette and wheeled down the hall to the jury room. As proctors went around with little carts to collect final drawings, and students would jump on the charrette to put the final touches on their presentation minutes before it was due. Since then, "being on a charrette" has referred to a team of designers, working on a grand design project against a deadline, and preparing for a presentation.

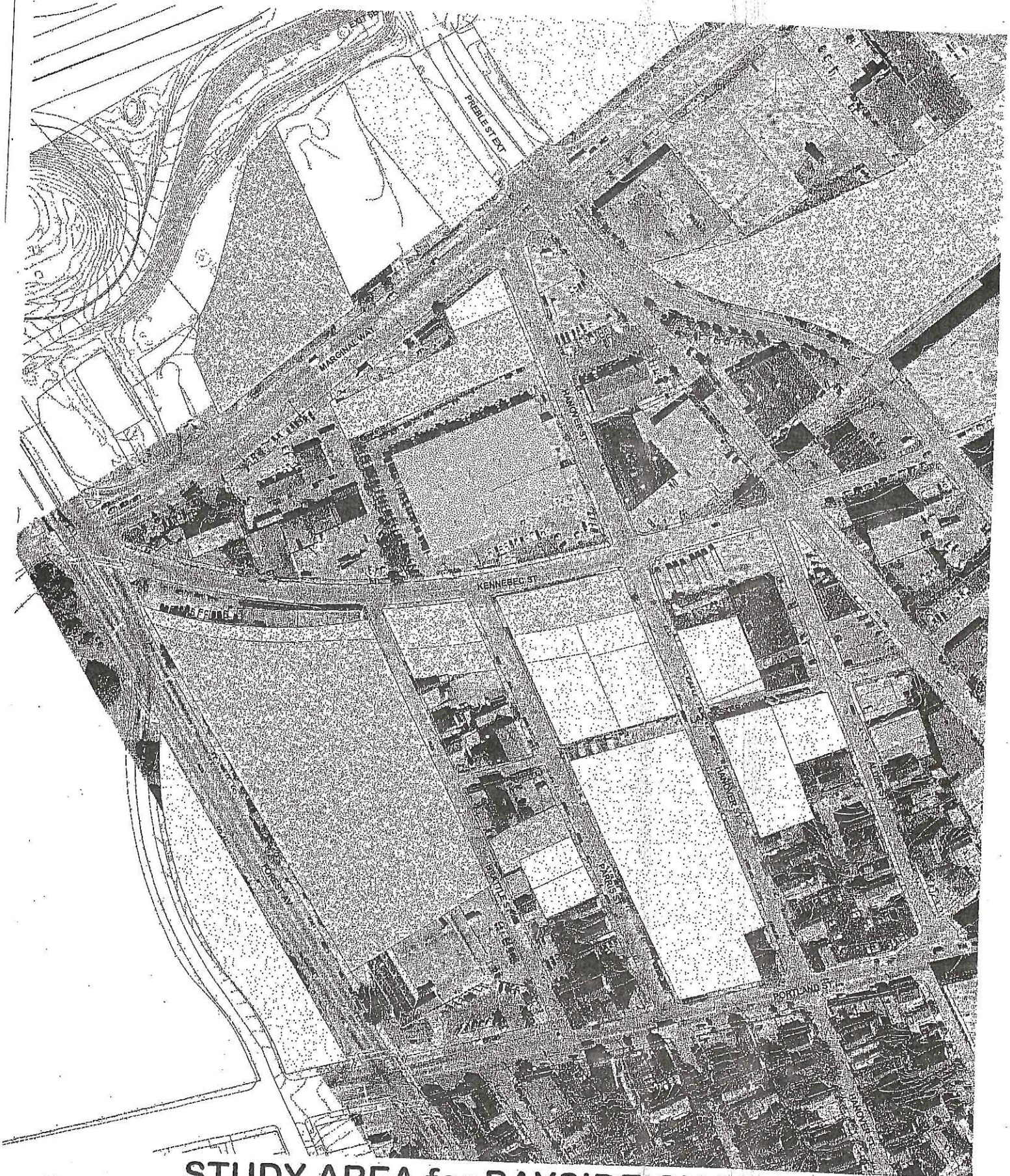
The current usage of the term charrette is based on recent work by many practitioners of community design and planning, especially the New Urbanist. In their work the charrette is a forum for neighborhood residents, public officials, developers, land-owners, and other stakeholds in a potential development - be it a single building, a neighborhood or a city - work within a short time period in tandem with designers. This approach offers the advantage of giving immediate feedback to the designers while giving mutual authorship to the plan by all who participate. This approach encourages the participation of everyone who is interested in the making of a development. As practiced by the New Urbanist architects, planners and community designers, professionals usually take the input from all the participants and complete the final drawings produced at a charrette.

The Community Design Workshop is variation of the New Urbanist charrette because there is no hired design professional to meld the results of the workshop into a common plan. Instead, volunteer architects and landscape architects work with others to produce alternative plans based on small breakout teams. Each team works to address and solve the design problem as best they can. Each team strives for consensus by involving each team member in the plan, design and implementation. As the workshop ends, the teams compare solutions and ideas. The Community Design Workshop ends with a public presentation of the unedited and unrefined ideas of the breakout teams. Often, many design ideas are common among the various teams. Usually, these ideas form the basis for development that is supported by the common wisdom of all the people affected by a project.

CONTEXT MAP

Map produced by the City of Portland's GIS Workgroup and the Planning Department April 2001





STUDY AREA for BAYSIDE CHARETTE

N

FEDERAL LAND

CITY of PORTLAND LAND

GUILFORD TRANSPORTATION LAND

The History of West Bayside

Named for its location on the edge of Portland's Back Bay, Bayside is one of the city's oldest neighborhoods. The area was first developed in 1798, 170 years after the first settlement appeared on the peninsula, with the construction of Fiddle Street (current day's Franklin Street) on the east side of the neighborhood and Green Street on the west. As the flats of Back Bay were filled over 150 years, the area was developed into the industrial and residential neighborhoods we know today as West and East Bayside (Gerrier, 1984). One neighborhood until bisected by the construction of Franklin Arterial in the 1970's, East and West Bayside are now separate entities within the city, both with much potential for redevelopment.

The Building of Portland

The first development in what was once Cleeves Neck, now Portland was along the harbor side of town with most homes clustered along the water on India and Fore Streets. Back Street (current day Congress Street) was laid out in 1725 and was the city's main road with smaller roads branching from its trunk (Gerrier, 1984).

Although small neighborhoods peppered the harbor side of the peninsula, it wasn't until after the burning by the British in 1775 and the conclusion of the Revolutionary War that Portland came into its own and began to grow rapidly. In only a little over a decade after the fire, Portland became well known as a commercial port and was soon the 6th busiest port in the nation. As the fledgling country blossomed in the years following Independence, so did Portland. From 1790 to the passing of the Embargo Act in 1807, Portland experienced a boom in new building and roadway construction (Gerrier, 1984).

It was during this construction boom that the Bayside Neighborhood was born. The first two roads, which formed the parameters of the area, were Fiddle Street on the east, now Franklin Street, and Green Street, today's Forest Avenue, on the west. Both streets connected from Congress Street and ran down the hill to Back Cove. At the time the streets were constructed, Back Bay's shoreline was closer to the base of the hill then it is today. Because of the expanse of Back Cove, Deering's Bridge, named for James Deering, was constructed in 1806 on Green Street in order to pass over the cove (Gerrier, 1984).

Streets were laid out in rapid succession at the turn of the 19th century. Cumberland Avenue was laid out on the north side of Congress Street in 1800, the first of the roads to parallel the water. Soon after streets such as Wilmot, Chestnut, Elm, Myrtle, Alder, and Cedar, crisscrossed the neighborhood (Gerrier, 1984).

Industry Moves In

The Embargo Act of 1807, followed by the War of 1812, slowed Portland's business growth, as well as construction throughout the city. By the 1820's, West Bayside had begun to expand rapidly. Portland experienced tremendous growth during the 1840's and 50's with the connection of the Union Railroad to the city and Bayside experienced a sharp increase in the number of residents to the area (Gerrier, 1984).

The Great Fire of 1866 scorched West Bayside, particularly all of Cumberland Avenue east of Chestnut Street, but by 1900 the fire damage was repaired and nearly every available space was occupied with housing, businesses, and industries (Gerrier, 1984). As the need for more space arose, the Clapp Brothers, and stove dealer Moses Gould, began to fill Back Cove in order to create new available land (Gerrier, 1984). Much of the material that was used to fill Back Cove was demolition debris as a result of the Great Fire (Smith, 2000). The creation of man-made land on the flats of Back Cove provided opportunities for other industries. So great was the industrial production in West Bayside that

Structures Predating the Fire of 1867

a ship channel was maintained in Back Cove. At high tide Back Cove became a very busy port for ships that would, dock along Deering's Bridge and the shoreline of the cove (Gerrier, 1984). Green Street became the location of gristmills, tanneries, distilleries, and a soap factory. The most famous of West Bayside's industries was pottery, the best known being the Portland Stoneware Company established in the 1840's. By the 1890's, the Portland Stoneware Company was one of the largest in the country (Gerrier, 1984).

As more land was made available, more homes and business appeared throughout the neighborhood with most of West Bayside constructed by those who lived there and were employed in mechanical arts or in industry. With the exception of Cumberland Avenue, which was the home of many of the area's lawyers and merchants, for the most part, West Bayside was considered a neighborhood for trades people (Gerrier, 1984). Bayside became a diverse immigrant neighborhood that hosted a number of ethnic backgrounds such as the Irish, Scandinavians, Jewish, Italians, and Armenians, all of whom settled in the area to work in local industry. With the diverse backgrounds of the residents, the tree-lined streets within the neighborhood were full of life and energy. Neighbors met and talked at the fence line, kids would be playing ball in the streets and families were seen walking to church together (Gerrier, 1984).

Bayside in Decline

In 1899, Portland annexed Deering on the north side of Back Cove. As more land was made available, many of the in-town neighborhoods began to be empty as new housing was being developed (Gerrier, 1984). The end of the 1920's brought Bayside the first sign of decline in the neighborhood. During the same time, an initiative was underway by the City of Portland to cut the tax rate and stop funding neighborhood improvements. The signs of neglect began to show in the deterioration of the city streets and sidewalks. As the neighborhood deteriorated so did the public infrastructure, weakening the neighborhood's character (O'Brien, (1), 1971).

The expansion of business along Congress Street in the at the turn of the century impacted West Bayside as streets such as Forest Avenue, Preble Street, Elm Street, and Cumberland Avenue, as the buildings along the streets were increasingly given over to commerce. Prior to 1920, few public institutions, with the exception of Portland High School, were located in West Bayside. As the years progressed, the YMCA was built on Forest Avenue in 1927, the Boys Club on Cumberland Avenue in 1930, and finally the main Post Office in 1933-34.

In 1943, The American Public Health Association conducted a housing unit survey of the area between Anderson and Elm Streets, of which West Bayside made up half, and found that much of the housing stock was so far beyond repair that it would not be economically practical to perform rehabilitation work. West Bayside between Franklin and Elm Streets was deemed the worst of the four areas under review. In 1952, as a response to the survey, the Slum Clearance and Redevelopment Authority were created (O'Brien, (3), 1971).

With Federal Funds being so tight, the only development that took place in Bayside during the 1960's was the Baby Bayside Industrial Park. The City funded the entire development due to the belief that the project was too minor of a scope of work, only 4.6 acres bounded by Lancaster, Pearl, Franklin, and Somerset Streets for Federal funding. During the two years of 1968/69 Baby Bayside saw, C.H. Robinson Paper Company and Commercial Distributors complete their projects within Baby Bayside (O'Brien, (3), 1971).

Housing in the neighborhood became so bad in Bayside that complaints by the City would result in landlords boarding up their buildings, therefore leaving the low-income tenants on the streets and worsening the housing crisis. Banks would not lend to landowners due to the marginal situations in Bayside and that many of the loans would outlast the lifetime of the home. Some landowners received loans and grants, but these people tended to own property along the fringes of Bayside (O'Brien, (7), 1971). With the poor condition of the housing stock in Bayside, the Portland Renewal Authority began using their eminent domain authority and started razing housing to make way for public housing,

industry expansion, and a major roadway. This often worsened the situation, as absentee owners had no incentive to invest in their properties because of the possible land taking as part of the renewal process (O'Brien, (7), 1971).

Bayside's Redevelopment

During the latter, half of the 20th century industrial and commercial uses started to be the focus on the redevelopment of the area. With the closeness of the recently constructed I-295, the new road played an important role in the City's decision making (Lovell, 1977). The expansion of New England Telephone Company on Forest Avenue, first in the 1930's and then in the 1960's and 70's had replaced much of the old neighborhood along Cumberland Avenue. The City's Urban Renewal efforts in the 1960's and 1970's demolished large tracts of residential housing that connected Bayside with Munjoy Hill in order to create the Franklin Arterial. As commercial employment opportunities grew and with the addition of "government center" downtown, the daytime population soon became filled by commuters from the suburbs. With the decline of the housing stock and the vast land from homes that were razed, much of the vacant land was turned into parking lots (Portland Planning Department, pp. 1, 2. 2000).

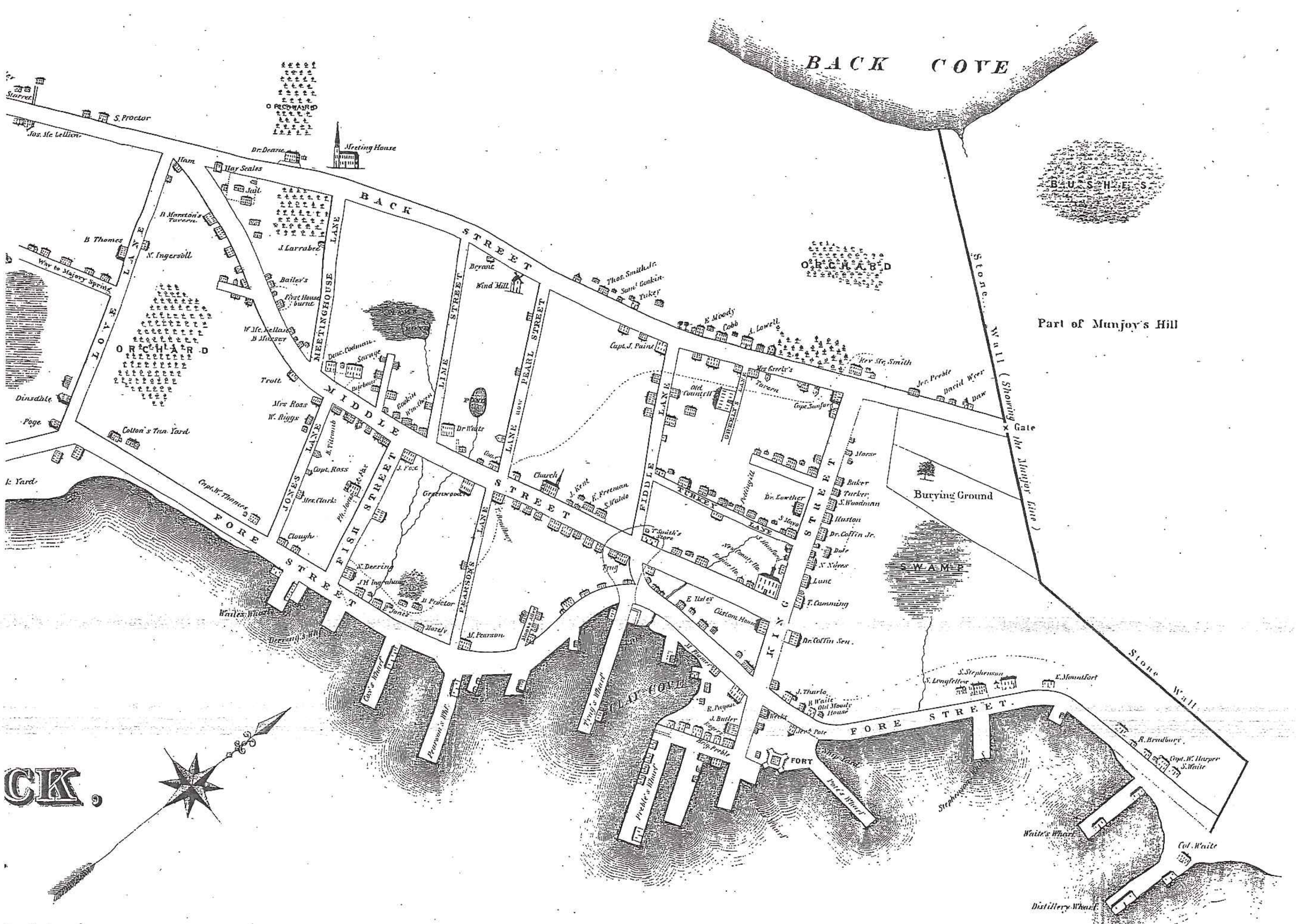
Though much of the land was allocated towards industrial and commercial uses, over two thousand people still called Bayside their home in the late 1960's. In the 1970 Census better than half of the residents in Bayside had an income under $4,200 a year, this was under the "lower standard" of $7,130 (O'Brien, (1), 1971). Through the 1970's, the Portland Renewal Authority allocated substantial dollars, both municipal and federal, towards acquiring large areas of the Bayside neighborhood. This acquisition was geared towards dilapidated residential dwellings, which would be razed to make room for new residential development. Though millions of local and federal dollars were spent on the acquisition of the properties, no new housing was constructed to replace the homes removed, which resulted in the industrial uses expanding into areas that historically were residential in character (Lovell, 1977).

Bayside in the New Millennium

Over the past decade, there has been much activity towards the planning of the redevelopment of Bayside. In 1996, the City obtained funding from the Environmental Protection Agency (EPA) to undertake the Brownfield's project. The project scope was a ten-lot, 14-acre parcel between Oxford and Marginal Way, which was soon expanded to include nearly 115 acres of Bayside between Forest Avenue and Franklin Street with Cumberland Avenue to the south and Marginal Way to the north (Portland Planning Office, 2000). In 1998, the City of Portland's Planning Department began to develop a conceptual master plan of the West Bayside Neighborhood. The area included the largely industrial area between Marginal Way and Cumberland Avenue and from Forest Avenue to Franklin Arterial. The plan seeks to keep the industrial/commercial character but integrates some mixed-use housing and retail opportunities (Shanahan, 1998).

In that same year, the October Corporation, a subsidiary of the Libra Foundation, offered their substantial land holdings in the Bayside neighborhood to the City of Portland in order to construct a new sports and entertainment arena. With the total cost exceeding a comfortable level for City officials, Portland turned down the offer.

Over the past year the neighborhood has seen the ideas of the last decade come together in the birth of the redevelopment of Bayside. The beginning of the neighborhood redevelopment was apparent with the ground breaking of Unity Village, a complex of four three-story buildings with 33-unit affordable townhouse style apartments, to open in 2001.


BACK COVE
BUSHES
ORCHARD
Part of Munjoy's Hill
Stone Wall (Showing the Munjoy Line)
Gate
Stone Wall
Burying Ground
SWAMP
BACK STREET
MIDDLE STREET
FORE STREET
KING STREET
FIDDLE LANE
TURKEY LANE
GREELY'S LANE
LANE now PEARL STREET
LIME STREET
MEETINGHOUSE LANE
LOVE LANE
JONES LANE
FISH STREET
PEARSONS LANE
Meeting House
Wind Mill
Church
Hay Scales
Jail
Custom House
FORT
CLAY COVE
Waite's Wharf
Cox's Wharf
Pearson's Wharf
Preble's Wharf
Pote's Wharf
Distillery Wharf
Cotton's Tan Yard
Way to Majory Spring
S. Proctor
Dr. Deane
Capt. J. Paine
Dr. Coffin Sen.
Dr. Coffin Jr.
Col. Waite
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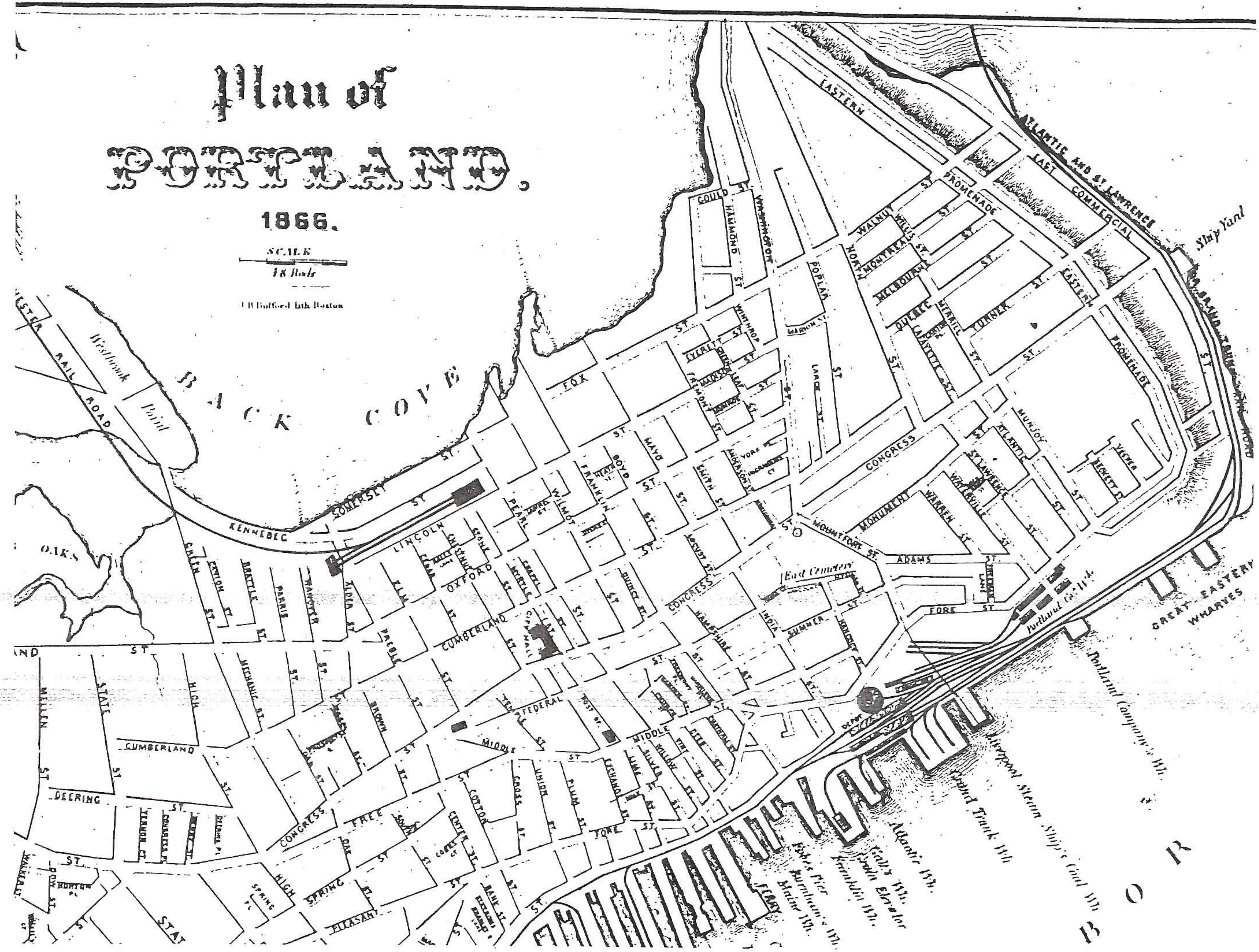
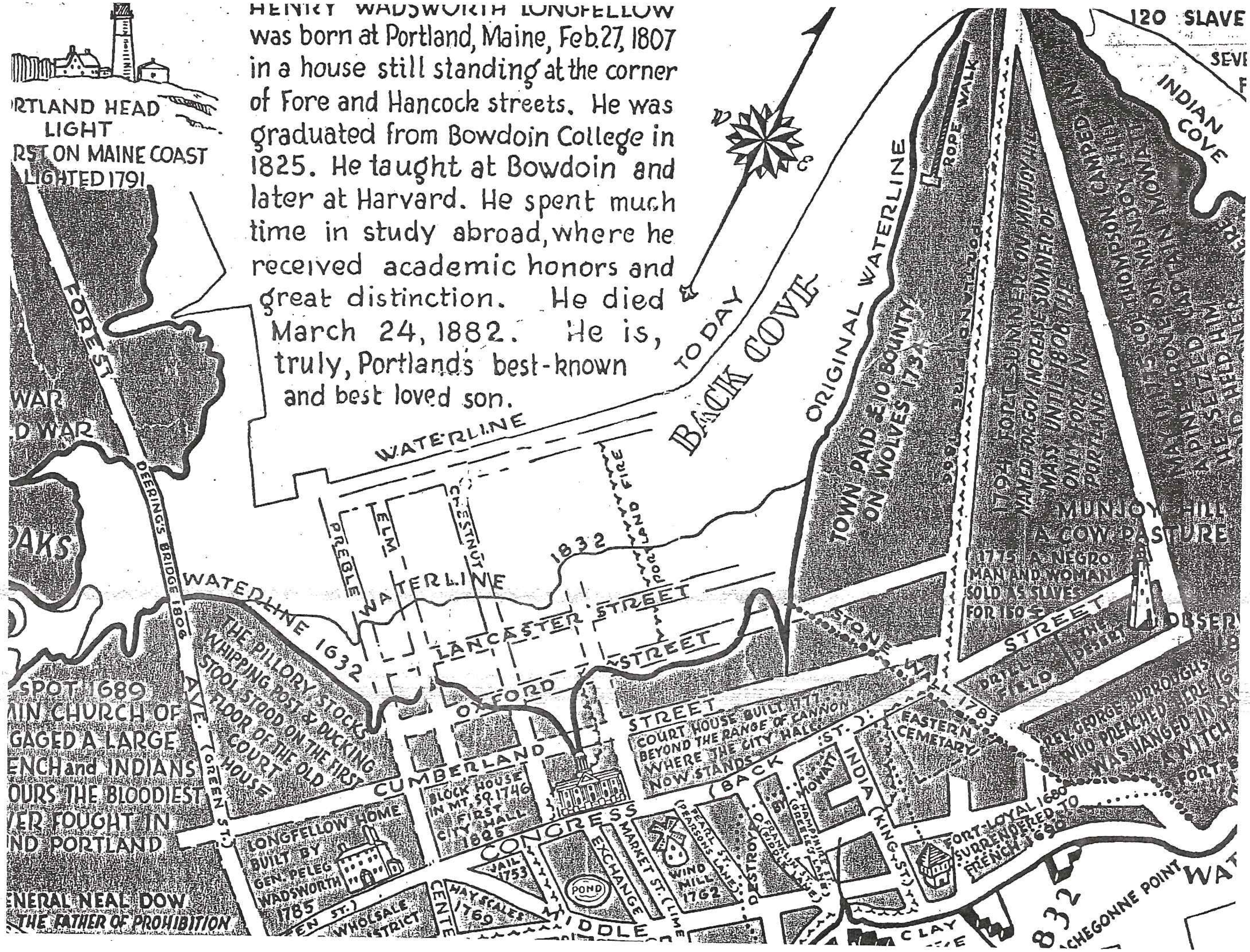
destroyed
1775


Plan of
PORTLAND.
1866.
SCALE
18 Rods
J H Bufford lith Boston
BACK COVE
Westbrook
Point
RAIL ROAD
OAKS
KENNEBEC
SOMERSET ST.
ATLANTIC AND ST LAWRENCE
GRAND TRUNK RAIL ROAD
Ship Yard
EAST COMMERCIAL
EASTERN
PROMENADE
CONGRESS
MONUMENT
MUNJOY
FORE ST
MIDDLE
FEDERAL
CUMBERLAND
OXFORD
LINCOLN
CITY HALL
POST OF.
East Cemetery
GREAT EASTERN WHARVES
Portland Company's Wh.
Liverpool Steam Ship's Coal Wh
Grand Trunk Wh
Atlantic Wh.
Galt's Wh.
Grain Elevator
Franklin Wh.
Fobes Pier
Burnham's Wh.
Maine Wh.
FERRY
DEPOT
B O R

HENRY WADSWORTH LONGFELLOW was born at Portland, Maine, Feb. 27, 1807 in a house still standing at the corner of Fore and Hancock streets. He was graduated from Bowdoin College in 1825. He taught at Bowdoin and later at Harvard. He spent much time in study abroad, where he received academic honors and great distinction. He died March 24, 1882. He is, truly, Portland's best-known and best loved son.

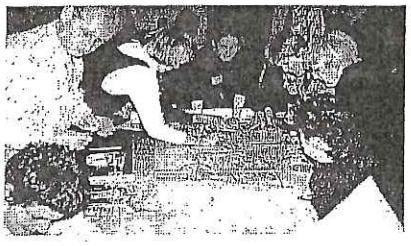


THE BAYSIDE COMMUNITY DESIGN WORKSHOP - 2000

On April 27, 2000, the Chestnut Street Church was the setting for Bayside 2000, a Community Design Workshop intended to allow participants to envision the revitalization of the Bayside neighborhood. The non-profit group ARCHITALX, an organization primarily made up of architects, landscape architects and planners, expanded their normal focus of conducting lecture series to include public outreach. The Bayside design workshop was the first of this type of public outreach for ARCHITALX and was overwhelmingly successful.

A design workshop is an intense effort to attempt to solve development related issues within a short period of time. A workshop provides an arena for participants to gather and give their immediate feedback towards the outlined scope and to present ideas on how an area should be developed or redeveloped. Workshops encourage participants to brainstorm, discuss, and present their ideas in front of others and work together towards a common design.[1]

One hundred and forty-four people participated in the Bayside 2000 workshop. Of the participants, eighteen were Bayside residents, forty were design professionals, eighteen were public officials from around the state, and the remaining sixty eight participants were local business owners, realtors, landowners, students and social service providers.



Portland City Councilor Nathan Smith, an active participant in the Bayside revitalization process, kicked off the daylong event. Councilor Smith provided an overview of the recently City Council adopted Bayside Plan. Council Smith closed by urging the participants to use their imagination and build from this plan to further enhance the initiative in Bayside.[2]

Bayside 2000 had the privilege of having Elizabeth Plater-Zyberk as the guest speaker. Elizabeth Plater-Zyberk, an internationally recognized architect who is one of the forefront initiators of the New Urbanist movement, presented a general workshop framework and discussed principals that should be considered for good neighborhood design. Ms. Plater-Zyberk encouraged all participants to discuss openly within their groups general ideas for the redevelopment of Bayside. No idea is bad and all ideas should be put into sketches rather than words.

The morning presentation from Elizabeth Plater-Zyberk outlined a number of design principals. She presented these principles as tools for the groups to think about while redesigning the Bayside neighborhood. All of these principles were stressed as important components of the design workshop process and all uniquely go hand and hand with one another in creating the traditional neighborhood. Principles she discussed included:

- Streetscape design
- Building type and building fabric
- Various forms of open space
- Transportation network
- Parking structures

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[1] East Central Florida Regional Planning Council "DRI Review Process/Design Charrette" pages 1-3.
[2] Smith, Nathan; Presentation at the Bayside 2000 Charette; April 27, 2000.

Following the morning presentations, participants broke into eleven teams of twelve. To help guide the process, each team included two facilitators and three design professionals. The morning was for groups to talk amongst themselves to determine the direction they wanted to go in. Outlines were developed displaying the group's thoughts, ideas, goals, and policies that should be considered in the redevelopment of Bayside. After lunch, it was time to put this outline on paper in the form of a sketch design.

Neighborhoods should be compact, pedestrian friendly, transit-oriented, mixed-use areas that have a large residential component to them. The type of street system that is found within a particular neighborhood largely derives a neighborhood character. Principles that should be considered while developing a neighborhood street include:

- Dead-ends and cul-de-sacs are impractical for urban neighborhoods.
- Streets should be interconnected and intersected, creating and reinforcing the street grid.
- Neighborhood blocks should be two to three hundred feet in width and provide large sidewalks with street trees.
- A five-minute walk from the middle to the edges of the neighborhood should be attainable if the street grid is property developed. [3]

Bayside is fortunate enough to have a street grid that follows the neighborhood design standards. Streets that have been discontinued should be redeveloped to enhance the block grid. The majority of the groups proposed intersecting Chestnut Street with Marginal Way. The creation of this intersection would provide a continuous roadway linking Marginal Way and Congress Street, and create additional blocks within the neighborhood street grid. Marginal Way, between Preble and Franklin Arterial, currently extends some 1,500 linear feet without an intersection break. Recommendations as a result of the Chestnut Street design include:

- Chestnut Street and Marginal Way should intersect.
- Chestnut Street should be designed as one of the "gateways" to Bayside.
- View corridors should be preserved and enhanced from I-295 and Cumberland Avenue.
- A pedestrian boulevard should be constructed on the lower portion of Chestnut Street.
- Focal points along this corridor should be developed for art and public enjoyment.

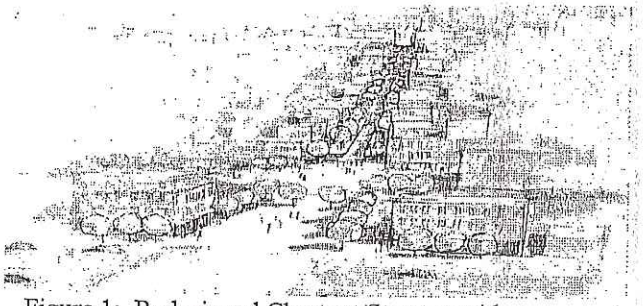


Figure 1: Redesigned Chestnut Street corridor

Designs should be pedestrian and vehicle friendly and should incorporate sufficient travel lanes, sidewalks, street trees, and in some cases additional features to enhance the right-of-way (example: landscaped medians). Residential street designs should include narrow roads and emphasis should be put on sidewalks and landscaped esplanades. Commercially-oriented streets, such as collector roads, arterial roadways and major arterial roadways should have multiple travel lanes, designated bike lanes, and an emphasis on street trees and center medians. See figures below for visual examples.

[3] Plater-Zyberk, Elizabeth; Presentation at the Bayside 2000 Charette; April 27, 2000

Residential Street (Figure 2)

- Narrow street width (18' to 24' wide)
- Sidewalks
- Street trees

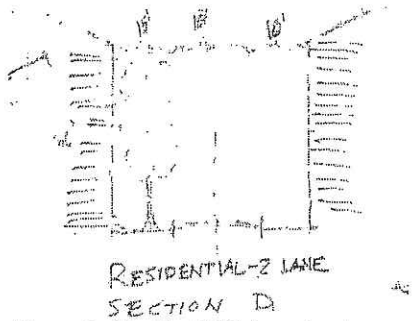


Figure 2: Residential 2-lane street

Collector Road (Figure 3)

- 20' to 24' travel lane
- Bike lane(s)
- Sidewalks
- Street Trees

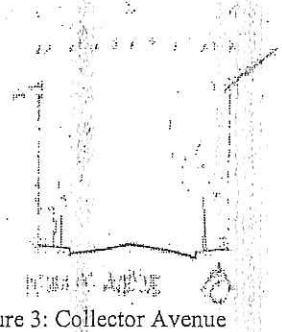


Figure 3: Collector Avenue

Arterial Roadway (Figure 4)

- Four-lane road
- Bike lanes
- Wide sidewalks
- Street trees
- Landscaped center median

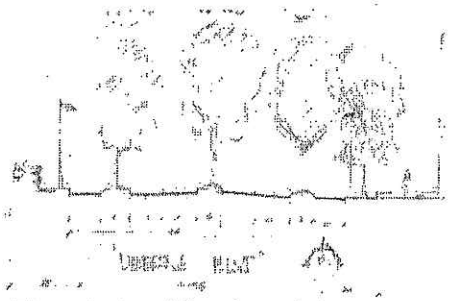


Figure 4: Arterial roadway design

Major Arterial Roadway (Figure 5)

- Four-lane road
- Turning lanes
- Bike lanes
- Wide sidewalks
- Street trees &
- Landscaped center median

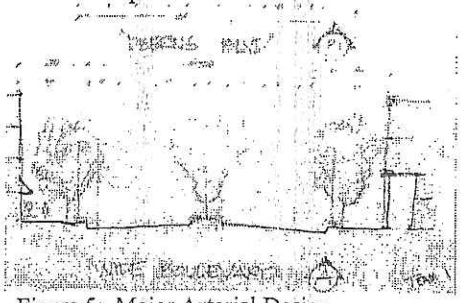


Figure 5: Major Arterial Design

Figure #6 shows one alternative for the redesign of Franklin Arterial. The design reduces the center median and shifts travel lanes. This creates a separate, less vehicle intensive, commercial road along the eastern edge of Bayside.

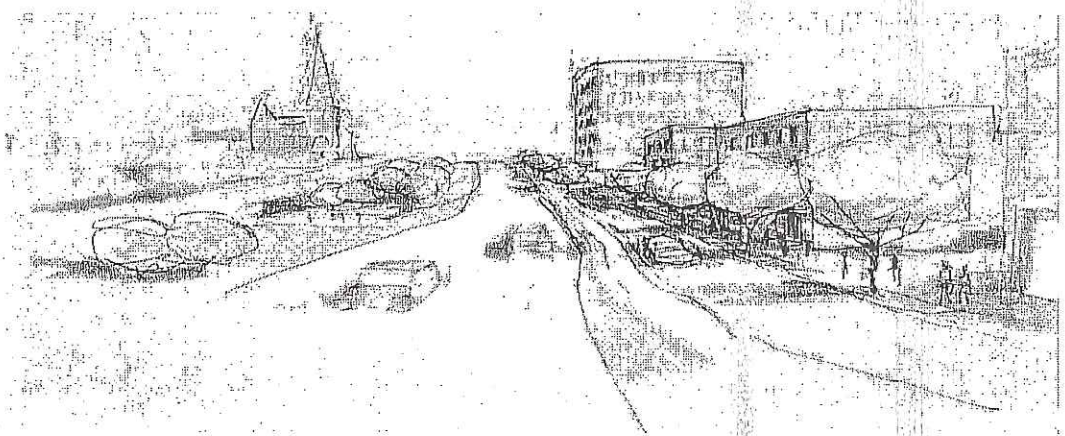


Figure 6: shows the addition of a separate travel corridor

Moving individuals from point A to point B is becoming an important design within any neighborhood. The initiative to be less vehicle intensive and more multi-modal savvy requires the incorporation of unique designs within a neighborhood. For individuals to rely on alternative transportation (bus/bike/walk), designs need to make it effortless. If connections or access are not easily obtained, they will not be enticing to individuals to use. Edges of a neighborhood should be in close proximity to the center of the neighborhood; ideally a five-minute walk. This could promote large scale parking along the edges, while the neighborhood develops into residential and commercial structures.

By Amtrak providing a connection to Portland, a major opportunity is there for Bayside to grow. Having been designed along the Marginal Way/I-295 corridor, Amtrak's passengers will have a quick walk or shuttle ride, via Chestnut Street, into Bayside and Downtown. The train station should be designed as a multi-modal transportation hub for Bayside and the downtown district. See figure 7.

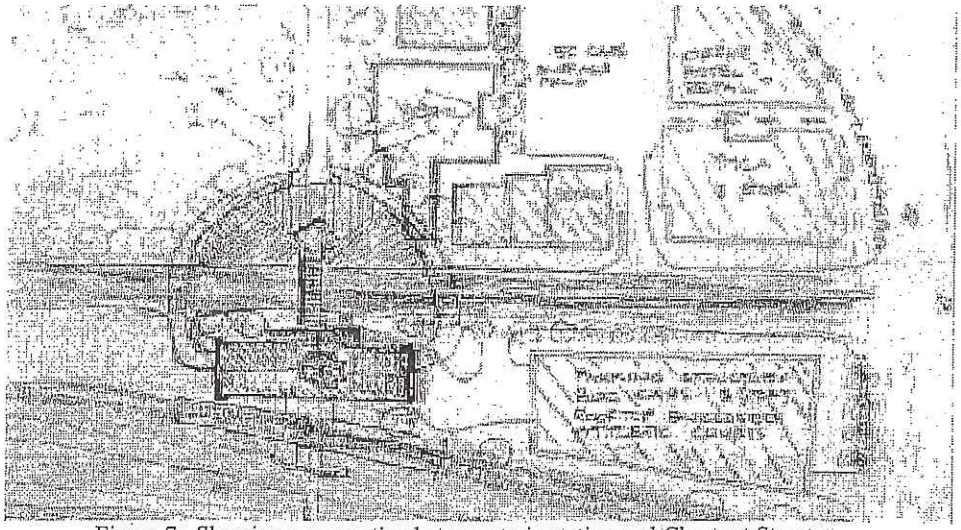


Figure 7: Showing a connection between train station and Chestnut Street

Ironically, the design process created the Amtrak rail corridor, but eliminated the Union Rail corridor. The redevelopment of the Union Rail Line would provide a greenway extending from Forest Avenue to Franklin Arterial. Connections to existing urban trails along Back Cove and the Eastern Promenade are the type of pedestrian/bicycle access needed for Bayside. Neighborhood sidewalks and bike lanes should connect into this urban greenway. The transformation of a vehicle-intensive to a pedestrian-accessible neighborhood could reduce the amount of interior traffic within Bayside. See Figure 8.

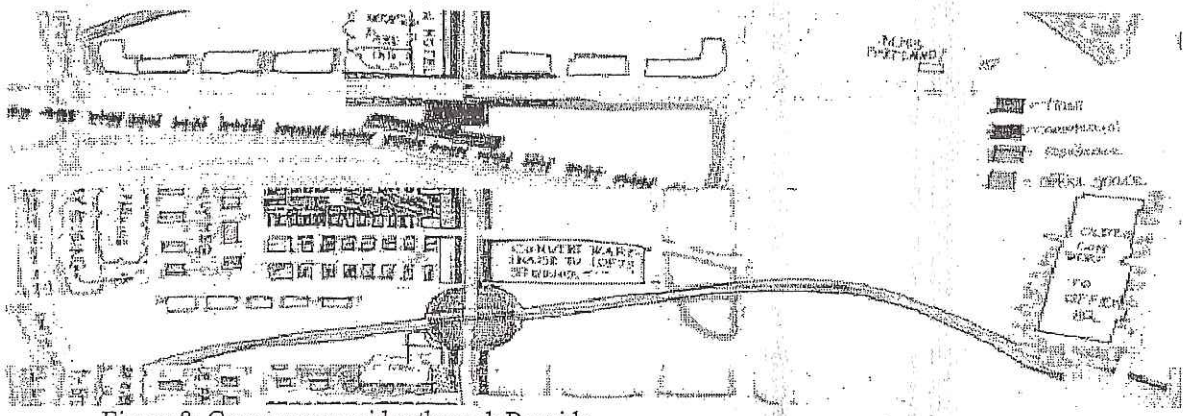


Figure 8: Greenway corridor through Bayside.

Diversity of building types, both residential and commercial oriented, should be maintained, and enhanced through an existing neighborhood. Design principles to consider:

- Ordinances should be reviewed to provide a workable policy for existing and new construction.
- Buildings should be designed with the street network in mind, allowing for small blocks that promote pedestrian activity and comfort for both the pedestrian and vehicle.
- Buildings should follow an urban design, fronting along a wide sidewalk, which provides for doors and windows to overlook the street.
- Buildings should be the same scale as the street corridor, providing a uniform dimension.
    - Two or three story buildings would be appropriate for the narrow residential streets,
    - Six to seven story buildings are appropriate along the wider arterial corridors.
- Civic buildings should be designed within the center of the neighborhood, promoting community activity and giving identity to the neighborhood.

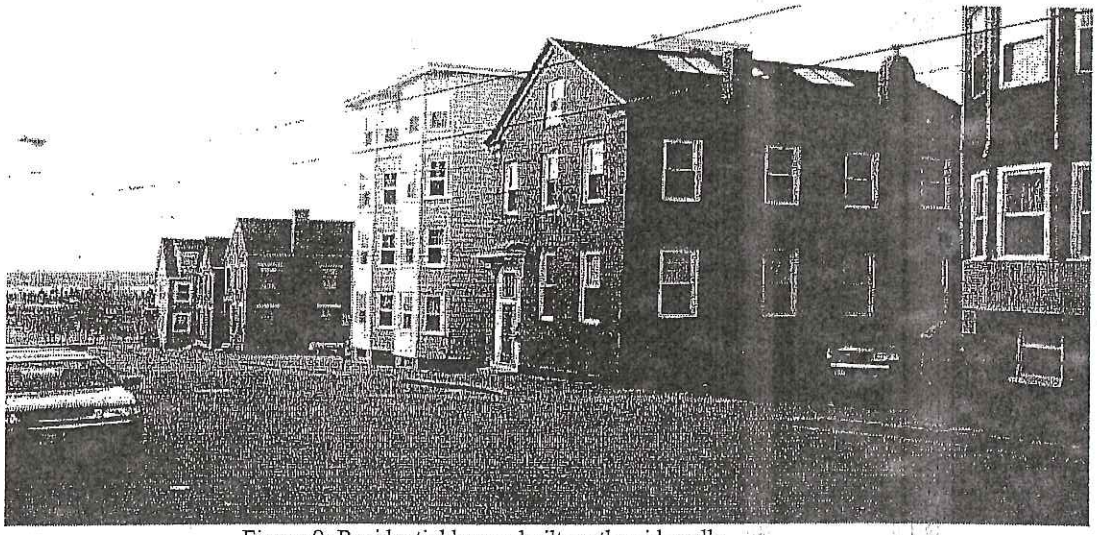
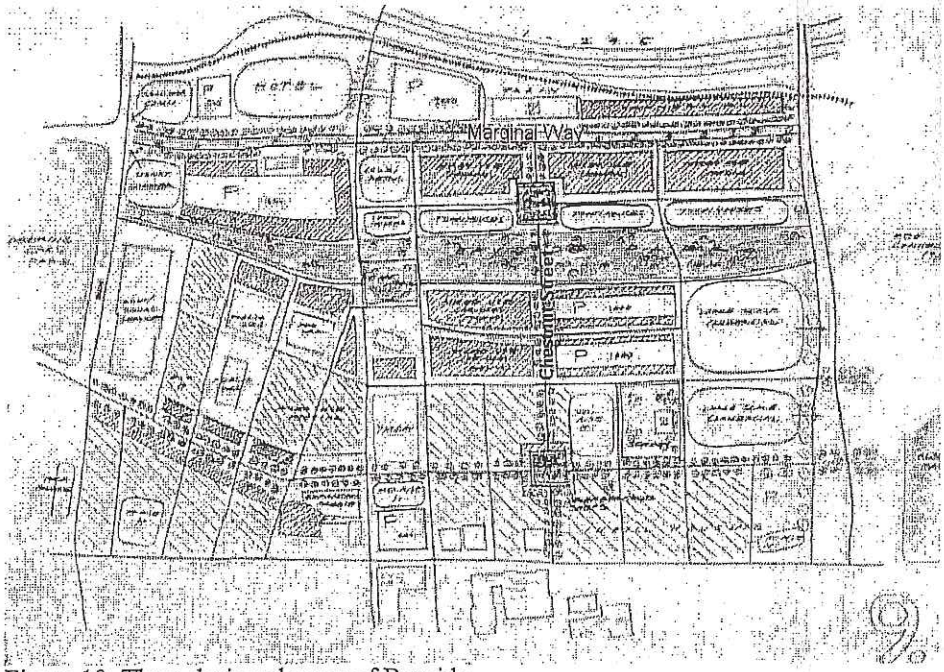


Figure 9: Residential homes built on the sidewalk

Group designs did not necessarily focus on exterior building façades, but tended to focus on type and location of structures within a particular lot or block. Figure 10, on the next page, presents a clear representation of the three commonly designated areas of Bayside. The majority of the group's designed commercial uses along Marginal Way corridor, while residential uses would follow the contours of the hill. The middle section of the neighborhood will serve as a "transition area" between the commercial and residential uses and will comprise primarily of mixed-use development.



Commercial

Transition Area

Residential

Figure 10: Three designed areas of Bayside

Commercial

- Marginal Way extending back to Somerset Street was included as part of the commercial area.
- Streets in the commercial area were designed to be business avenues or main arterials.
- Larger buildings occupy the Marginal Way corridor, while smaller buildings comprised the area within the surrounding streets.
- Structures found in this commercial section included a train station, office buildings, retail stores, hotel(s), public open spaces that included the urban trail, and associated centralized parking lots.

Transition area

- Provides a transition from commercial uses to the residential uses.
- Commercial, with residential uses, would occupy the same blocks and share the same buildings.
- Commercial uses located on the ground floor of building, residential units should be the stories above.
- Townhouse apartments
- Transformation of the old brownstone warehouse into student housing and artist flats.

Residential housing

- Emphasis on high-density housing.
- Emphasis on infill development with multi-unit design.
- Types of residential units suggested:
  - Two and three story multi-family units.
  - Mixed-use structures.
  - Artist flats and student housing
  - Townhouse apartments /condominiums.
  - Single-family homes, edges of Bayside.
  - Elderly housing

The elevation below (Figure 11) depicts a stepped building design with larger commercial properties located along the flat section of the neighborhood, while small commercial and residential structures climb the neighborhood hill.

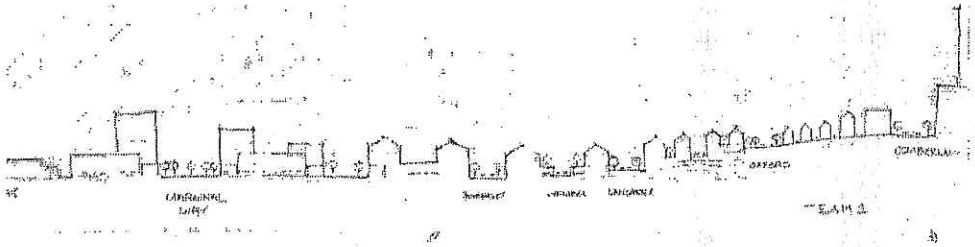


Figure 11: Side cut elevation of Bayside from Marginal Way to Cumberland Avenue

With any mixed-used neighborhood like Bayside, parking is a necessity. Parking should not encompass large sections of land; instead parking should be consolidated into a number of designated areas. The need to provide parking, but not have it visible, was a common design from many of the groups. The existing parking lots are valuable resources to Bayside. These parking lots currently serve as a land bank that can easily be transformed into housing or commercial opportunities. Proposed solutions to the parking issue include:

- On-street parking should remain and benefits a neighborhood by acting as a traffic calming devise, and provides a safety buffer between the sidewalks and moving vehicles.
- Subsurface parking should be considered for residential and commercial structures, and/or concentrated to the interior of the blocks. (Figure 12)
- Parking structures or lots, should be located along the edges of the neighborhood.
- Parking lots should be well landscaped and located behind buildings, rather than fronting on streets.
- Large parking lots should be behind commercial uses fronting Marginal Way (1500 – 2000 cars)
- Parking garages should incorporate a design that is less offensive and blends into the existing fabric of the neighborhood.
- Provisions for office or retail uses should be designed along the ground story of parking structures.

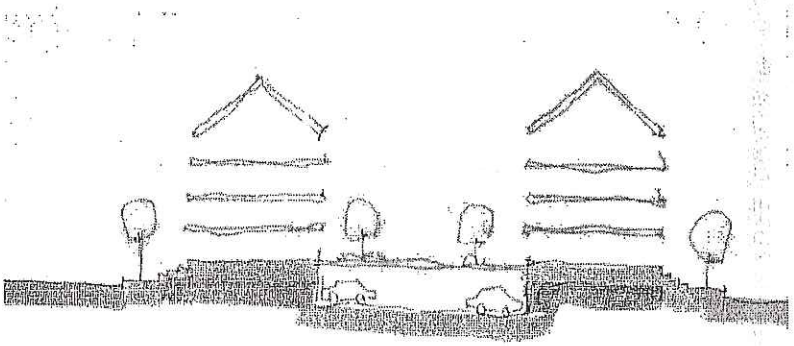


Figure 12: Subsurface parking

While streets define our travel corridors and neighborhood edges, open spaces provide a center for all to enjoy. Through development of open spaces, a design should visually link the neighborhood. Open spaces are designed within a neighborhood to allow people to rest, watch, talk, and recreate.[4] Open spaces may come in many different forms of development. Open space themes were an important component of each group's design. Designs as a result of the workshop, tied development with the many forms of open spaces. For purposes of consolidation, below are a few of the most common themes derived from the designs.

- **View Corridors**
  - Preserve and enhance from Cumberland Avenue & I-295
  - Preserve views of the mountains.

- **Greenspace**
  - Redevelopment of the rail line into an extension of the City's urban trail.
  - Courtyards should be designed along the sides or rear of buildings
  - The integration of neighborhood parks should be explored.
  - Street trees along roadways - buffer around parking lots.

- **Public Art**
  - Incorporate public art into focal points throughout the neighborhood (i.e. train station, neighborhood squares)
  - Public art should include murals, sculptures, building façade designs, and brickwork within the street and/or sidewalk.

- **Gateway**
  - Develop the extension of Chestnuts Street into the "gateway" of Bayside. Look to make it pedestrian friendly and attractive to either drive or walk.
  - Enhance the intersections of Marginal Way & Franklin Arterial and Marginal Way and Forest Avenue.
  - Create a vehicle and pedestrian friendly feel to Bayside.

A year has passed, with two direct results emerging from Bayside 2000. The Bayside Development Committee was a mechanism established by the City Council to continue to the process that has been started. Led by Councilor Nathan Smith, the committee is exploring ways of proceeding towards the redevelopment of Bayside. Many ideas came as a result of Bayside 2000, and the committee is processing and exploring how these ideas could fit into the neighborhood fabric. One of the major focuses the committee is undertaking is an overall review of Bayside's zoning districts. The committee will present a report outlining zoning changes that will aid in the redevelopment of Bayside.

After Bayside 2000, the Portland City Council reviewed materials and literature that came as a result of the design workshop process. The proposal to intersect Chestnut Street with Marginal Way was by far the biggest and most common recommendation from the workshop. The Bayside Development Committee endorsed this recommendation and the City is currently investigating all avenues to accomplish this goal.

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[4] Morrish R. William & Brown, Catherine R.; "Planning to Stay" Design Center for American Urban Landscapes. 1994

BAYSIDE'S ENVIRONMENT

The boundaries of the Bayside neighborhood form a rough rectangle: Cumberland Avenue and Interstate 295 forming the south and north edges, Franklin Arterial and Forest Avenue forming edges to the east and west. Cumberland and I-295 are a little less than a half-mile apart; Franklin and Forest a little more than a half-mile apart. Hence, from the geographic center to any border, about a quarter-mile, or a five-minute walk. The area is about 115 acres.

Bayside is the most visible portion of the Portland Peninsula as seen from I-295. This view of Portland presents drivers a patchwork of parking lots, garages, metal scrap yards, warehouses, local businesses and offices squeezing in on the older apartment dwellings. The neighborhood is bounded by the major arterial streets leading people into the downtown area, with Deering Oaks Park on one edge, the Eastern Promenade tucked out of sight behind the buildings of Munjoy Hill and the pedestrian-unfriendly accessibility of Baxter Boulevard and Back Cove on the other side of the interstate.

Eight hundred people call Bayside home, many of them recent immigrants, making Bayside one of the most ethically diverse neighborhoods in Northern New England. Their neighborhood, with the lack of green space and the presence of the metal scrap yards, brownfields[1] and continuous streams of traffic, has offered little visual respite from the busyness of urban living. Nonetheless, the diversity of its residents, the building of the public market, restaurants, and shops along the outer edges, the walkable scale of its blocks, and the historical core of housing present the potential for Bayside as a revitalized, urban neighborhood. Recent efforts to improve Bayside's potential include remediation efforts of the brownfields, creation of a compact urban residential overlay zone[2], new construction of mixed-income row houses, efforts to relocate the scrap yards, efforts to link to the surrounding trails systems, and the rehabilitation of older dwellings along with the building of new ones.

TRANSPORTATION in BAYSIDE

How transportation is addressed in and around the Bayside area will be instrumental in setting the foundation for the success or failure of a revitalized neighborhood.

Transportation concerns specific to the Bayside area include:

- Traffic patterns
- Pedestrian/Bicycle pathways
- Creation Pedestrian Friendly Streets
- Parking

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[1] Brownfields- Abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination

[2] Compact Urban Residential Overlay Zone – a zone that encourages compact multi-family housing, infill development and supports walking to downtown, offices, shops, parking and transit services.

Traffic Patterns - In the 1950s and 1960s, the trend in transportation planning was to concentrate through traffic onto major arterials and smaller secondary roads and streets. During this era of transportation planning, Franklin and Spring Street arterials were created to handle the through traffic and funnel traffic to one-way streets in town. State and High Streets were to handle traffic crossing the peninsula on Route 77, Preble and Elm Streets were to handle traffic in the downtown area, and Spring and Cumberland Avenue were to become part of a ring road traffic plan. However, when the impact of the Spring Street arterial on the urban fabric of Portland was recognized shortly after the project began, the project was halted and Spring/Cumberland ring road concept was not implemented.

Within the Bayside area, the Franklin and I-295 interchange has long been considered problematic traffic area. Traffic congestion and the proximity of the Forest Avenue ramps need to be addressed in a manner consistent with the goals of the Bayside Plan and Development District.

These major roadways form the boundaries for and gateways into the neighborhood. Currently, they often operate as barriers to pedestrians. How they evolve will have a major impact on the future of Bayside.

Pedestrian/ Bicycle Pathways - A pedestrian/bicycle trail along this corridor has been included as part of the Bayside Vision Plan that was adopted by the City in 1999. This trail system would include connections to the Eastern Prom Trial, Deering Oaks Park, and Hadlock Field. The City's revitalization plan for the Bayside neighborhood includes a new Amtrak rail line and station long with public and highway improvements. The area between Franklin and Preble Street , the center of the brownfields area, is the first priority for trails construction. Completion of this trail system would visually boost the redevelopment efforts of Bayside. The City is currently pursuing the purchase of a rail corridor to implement this trail connection.

Creating Pedestrian Friendly Streets – A hallmark of a healthy urban neighborhood is its walkability. Many factors contribute to walkable neighborhoods: meaningful destinations, human-scaled blocks, street widths that are in a comfortable width to the surrounding architecture, sidewalks, street trees and streetscape amenities that establish a dignified public realm, and perceived safety.

Parking - To minimize the use of real estate for surface parking lots, the placement of garages convenient to residents, workers and shoppers will be important to the redevelopment efforts. Ideally, these will connect directly to the arterials streets, I-295 and transit services. Garages in Bayside can also serve as hubs for transit servicing both Bayside and Downtown Portland and linking to other transit modes including the Jetport, the Ferry Terminal, intercity bus lines and the planned rail service. Structured parking could be designed with retail or housing wraps – a narrow depth of building (25' to 35') that conceals the parking structure while providing retail, office and/or housing development.

RESULTS OF THE BAYSIDE NEIGHBORHOOD ASSOCIATION MEETING 3/20/01 – CONCERNS TO REMEMBER DURING THE WORKSHOP

To prepare for this year's Community Design Workshop, about thirty members of the Bayside Neighborhood Association participated in an exercise to list some of their concerns and priorities for development. Below are the ideas that people brainstormed during that session. After some brainstorming time, the participants were asked to rate their top five priorities by placing three green stick-on dots next to their choices. The numbers in parentheses ( ) indicate how many "green dot" votes that item received.

TRANSPORTATION WISHES

- Shuttle Service (4)
- Jitneys Service (van providing trans.) (3)
- Car Sharing (1)
- Parking – Multi-Level (1)
- Open – sided buses

HOUSING TYPE

- Mixed Income Affordable Rental Units (8)
- Owner Occupied Housing (6)
- Artist Live/Work Space (3)
- SRO (3)
- University Dorm (1)
- Adaptive Reuse of Existing Municipal Buildings (1)
- Single Family
- Retirement Housing

CIVIC & PUBLIC USES

- Religious Center, Spiritual Church/Synagogue (3)
- Memorial to Bob Ganley – City Manager (3)
- Small Post Office (2)
- Child Care (2)
- Benches (1)
- Trashcans (1)
- Street Lighting (1)
- Puppet/Performance Stage (1)
- Mailboxes
- Public Health Center
- Emergency Boxes
- Cyber Shop

POST OFFICE REUSE

- Community Center (7)
- Multiuse Public Market (3)
- Youth Activities/Recreation (2)
- Public Access Communication Center (1)

NEIGHBORHOOD USES

- Swimming Pool (for regulars) (3)
- International Neighborhood "Little UN" (3)
- Veterinarian (3)
- Neighborhood Grocer (2)
- Dairy Joy (2)
- Community Gift Shop (2)
- Public Music (1)
- Move Ms. Portland
- Bakery
- Street Vendors
- Good Pizza Place

PEDESTRIAN CONNECTIONS/GREEN SPACES

- Dog Walking Spaces (6)
- Park Benches/Picnic Tables (4)
- Fountain (2)
- Green Space/Bike Trails (1)
- Public Art (1)
- Better Access to Deering Oaks (Pedestrian) (1)
- Flowers
- Community Garden(s)
- Pedestrian Ways

Below, we briefly describe the general types of urban streets found in Bayside and give examples as reference. These descriptions correspond to the ***Typical Context*** field found in the ***Housing Form Survey Sheets*** included in the background packet. Participants can refer to the form sheets when looking for a type of housing or can use a type of housing to propose a new or redesigned street. The purpose of this information is to help participants to integrate housing forms with street typology to produce functional, attractive and livable neighborhoods.

STREET TYPOLOGY Reference: Maine Department of Transportation (1994). Access Management, Improving the Efficiency of Maine Arterials: A Handbook for Local Officials.

The following definitions refer to the function of streets in terms of trip length and destination. While the physical size and layout of streets will generally follow the level of activity found, size variation exists within all of the following categories. Charette participants should consider both the size and activity levels of streets when proposing compatible housing forms within an existing, or redesigned, street grid. Participants should not feel limited to proposing the type of streets described here, but may use these examples as a general reference.

Controlled Access Highway: Highways that serve through-traffic and have very few access points. Access to abutting land is generally prohibited. **Bayside Examples: I-295**

Arterials: Major roadways that serve long distance through-traffic. Access to abutting land can generally be provided. **Bayside Examples: Franklin Arterial, Forest Avenue, State Street.**

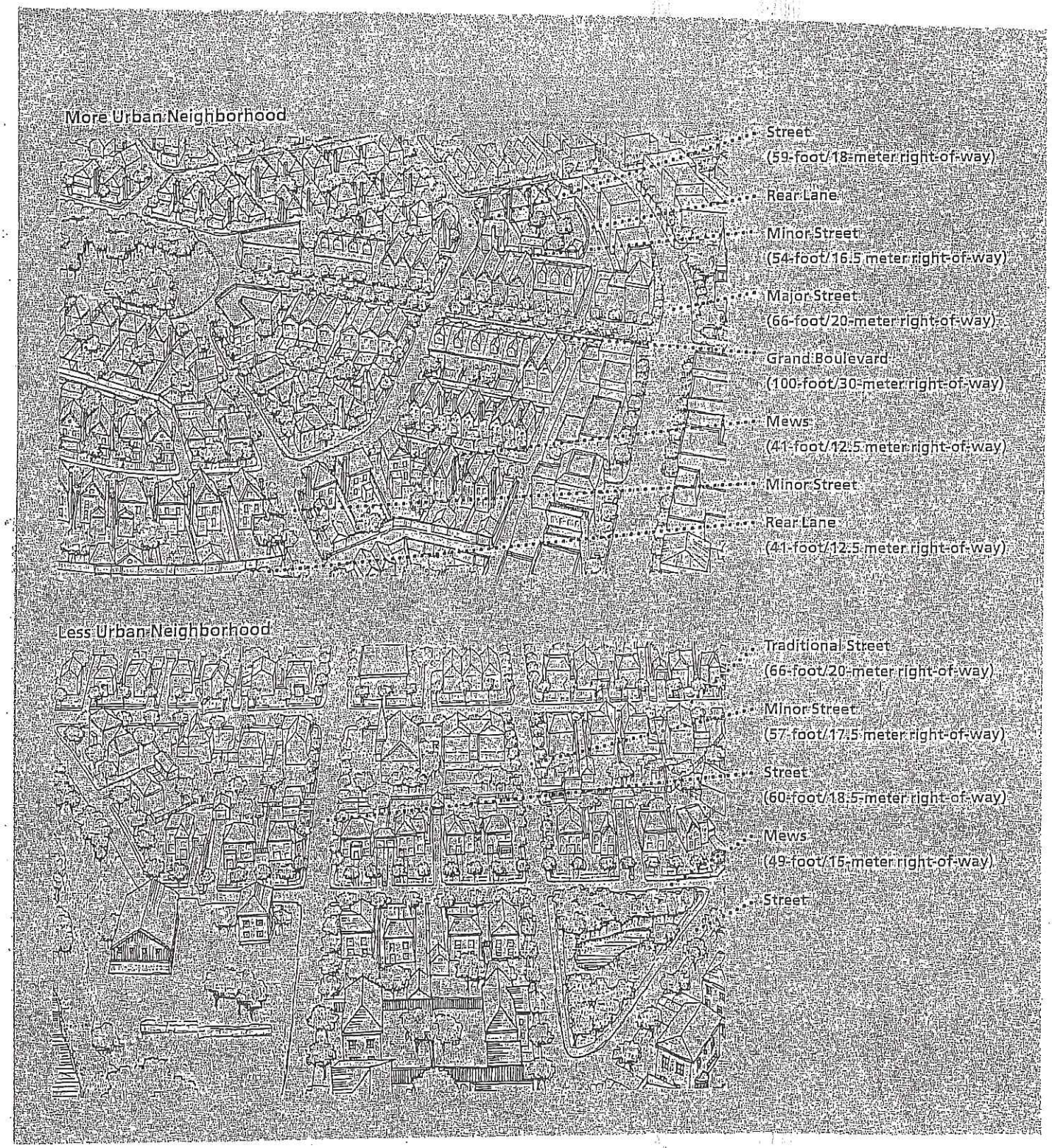
Collector Streets: Roadways that connect local streets to arterials, and generally provide service to abutting land. **Bayside Examples: Cumberland Avenue, Pearl Street, Portland Street.**

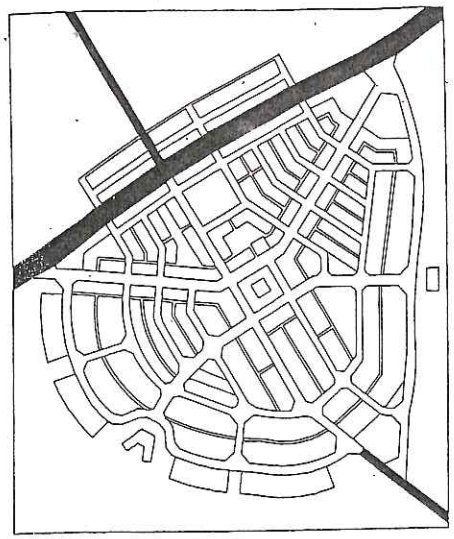
Local Streets: Roadways that directly serve abutting properties. **Bayside Examples: Cedar Street, Parris Street, Hanover Street.**

Alleys: In addition to the MDOT definitions provided above, traffic circulation within the City of Portland's peninsula utilizes **alley ways** – very narrow local streets or private passage ways – providing pedestrian friendly vehicular access to abutting properties and large parcel interiors while encouraging slow traffic speeds at an intimate scale.

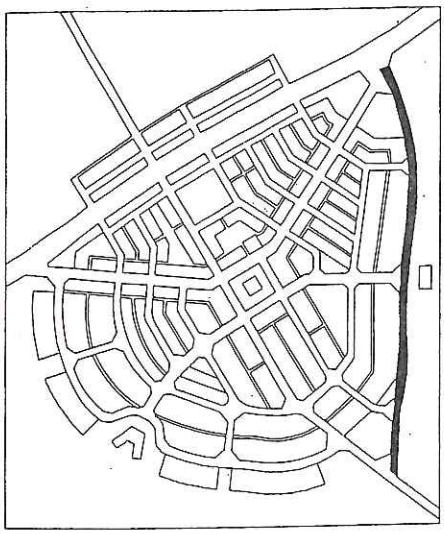
Bayside Examples: Stone Street, Chapel Street, Hall Court.

Graphic from the report: *Making Choices*, prepared for Ontario's Ministry of Housing and its Ministry of Municipal Affairs by a team of engineering and urban design consultants – Berridge Lewinberg Greenberg Dark Gabor, Ltd., Marshall Macklin Monaghan Ltd., and REIC Ltd. – with input from a broad range of groups with an interest in development standards for streets. The guideline was published in 1995.

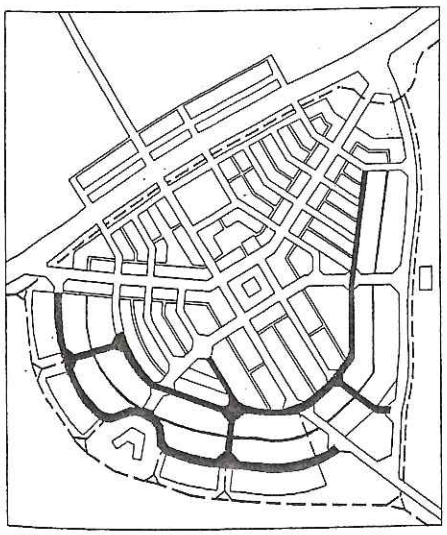




HIGHWAYS



DRIVES



ROADS, LANES, PATHS

MORE RURAL

GENERAL

Thoroughfares are endowed with two attributes: capacity and character. Capacity refers to the number of vehicles that can move safely through a segment within a given time. It is physically manifested by the number of lanes and their width and by the centerline radius, the curb radius, and the super elevation of the pavement. Character refers to a thoroughfare's suitability for pedestrian activities and a variety of building types. Character is physically manifested by the thoroughfare's associated building, frontage, and landscape types and sidewalk width.

Conventional traffic engineering practice uses terms such as "collector" and "arterial," which denote only capacity. This is too simplistic and tends to create an environment inhospitable for pedestrians. The following nomenclature more adequately describes the combination of capacity and character necessary to create true urbanism.

NOMENCLATURE

HIGHWAY: A long-distance, medium speed vehicular corridor that traverses open country. A highway should be relatively free of intersections, driveways, and adjacent buildings; otherwise it becomes a strip, which interferes with traffic flow. (Related terms include expressway, a high speed highway with intersections replaced by grade separation, and parkway, a highway designed with naturalistic landscaping, partially accommodated within a wide and varying median.

BOULEVARD: A long-distance, medium speed vehicular corridor that traverses an urbanized area. It is usually lined by parallel parking, wide sidewalks, or side medians planted with trees. Buildings uniformly line the edges.

AVENUE: A short-distance, medium speed connector that traverses an urban area. Unlike a boulevard, its axis is terminated by a civic building or monument. An avenue may be conceived as an extremely elongated square. (A related term is allée, a rural avenue spatially defined by trees aligned on either side but devoid of buildings except at the terminus.)

DRIVE: An edge between an urban and a natural condition, usually along a waterfront, park, or promontory. One side of the drive has the urban character of a boulevard, with sidewalk and buildings, while the other has the qualities of a parkway, with naturalistic planting and rural detailing.

STREET: A small-scale, low speed local connector. Streets provide frontage for high-density buildings such as offices, shops, apartment buildings, and rowhouses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, trees in individual planting areas, and buildings aligned on short setbacks.

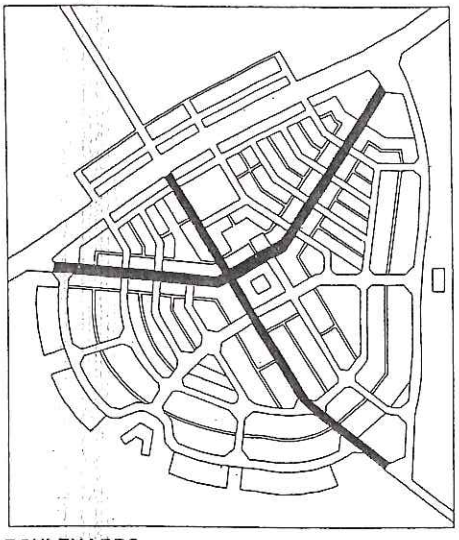
ROAD: A small-scale, low speed connector. Roads provide frontage for low-density buildings such as houses. A road tends to be rural in character with open curbs, optional parking, continuous planting, narrow sidewalks, and buildings set well back. The rural road has no curbs and is lined by pathways, irregular tree planting, and uncoordinated building setbacks.

ALLEY: A narrow access route servicing the rear of buildings on a street. Alleys have no sidewalks, landscaping, or building setbacks. Alleys are used by trucks and must accommodate dumpsters. They are usually paved to their edges, with center drainage via an inverted crown.

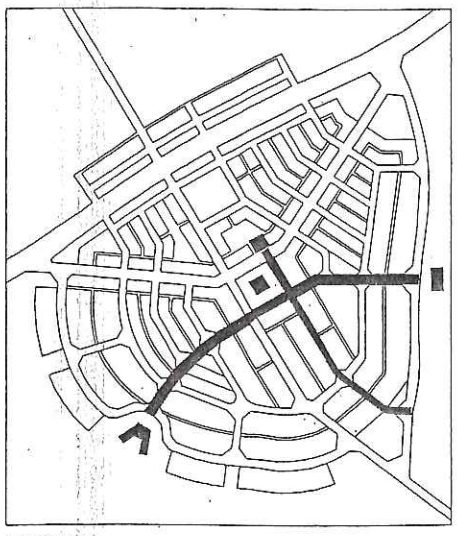
LANE: A narrow access route behind houses on a road. Lanes are rural in character, with a narrow strip of paving at the center or no paving. While lanes may not be necessary with front-loaded garages, they are still useful for accommodating utility runs, enhancing the privacy of rear yards, and providing play areas for children.

PASSAGE: A very narrow, pedestrian-only connector cutting between buildings. Passages provide shortcuts through long blocks or connect rear parking areas with street frontages. Passages may be roofed over and lined by shopfronts.

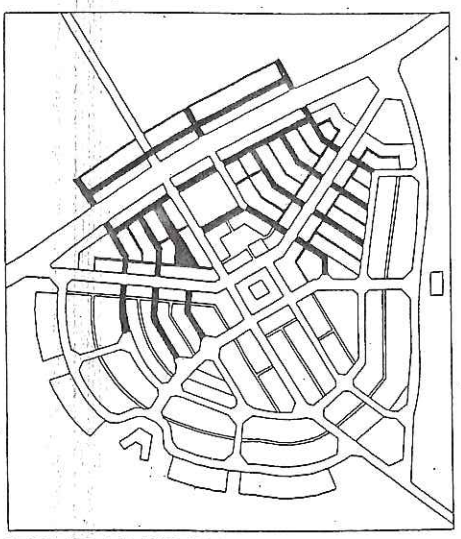
PATH: A very narrow pedestrian and bicycle connector traversing a park or the open country. Paths should emerge from the sidewalk network. Bicycle paths are necessary along highways but are not required to supplement boulevards, streets, and roads, where slower traffic allows sharing of the vehicular lanes.



BOULEVARDS



AVENUES



STREETS, ALLEYS, PASSAGES

MORE URBAN

Gary Greenan, Andres Duany, Elizabeth Plater-Zyberk, Kamal Zaharin, Iskandar Shafie; Miami, Florida
The Cintas Foundation

Housing Forms and Types:

This section of the Briefing Booklet contains a series of worksheets that describe basic housing forms and types. This is not an attempt to identify a house's architectural style or history. The issue of form and type transcend issues of style; any of these types could be built in a contemporary style in a variety of building materials. Instead, this is an attempt to understand how a building form behaves as an element in the urban fabric. Each worksheet attempts to answer essential questions regarding a housing form and type:

- How does this housing form, as an object, relate to the street and its neighbor?
- What size, massing and proportion does it take?
- What density does it provide the neighborhood?
- What typical footprint does it assume, and how does that relate to the site?
- What variations are possible, and how adaptable is it?
- How does it accommodate the car and the pedestrian?

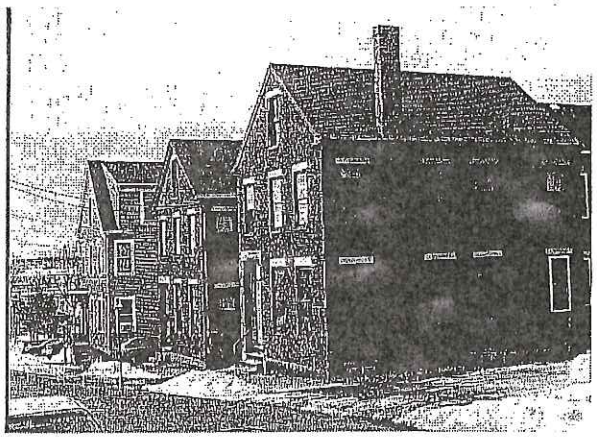
The first seven pages in this section identify seven different housing forms and types that are typically found on the Portland peninsula, many in the Bayside neighborhood. They are arranged from the form that provides the least amount of density to forms that provide greater density. The second portion of this section looks at seven additional housing forms and types that have been built in other American cities, and may be appropriate for Bayside. The last two pages of this section identify several existing buildings within our Study Area that may be appropriate for adaptive reuse.

One sign of a healthy urban neighborhood is that it provides a variety of housing options and housing types, providing diversity in architecture and choices for residents. Although too much "mix-and-match" form arrangement within a block or on a street can be disruptive, a variety of forms can be "good neighbors." Some considerations in composing a harmonious block of building forms include:

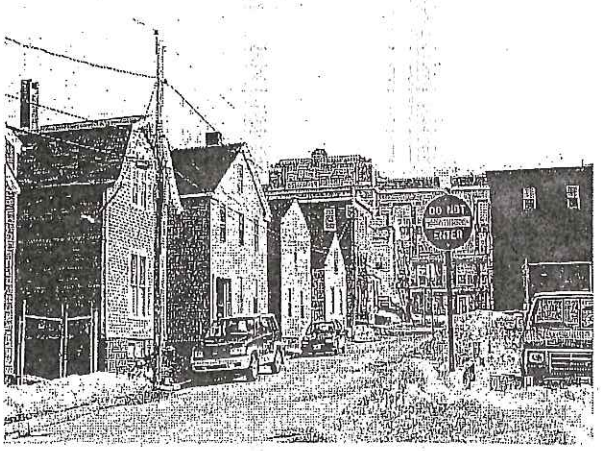
- Maintaining a common distance from the street, creating a singular edge or streetwall;
- Having the buildings address the public space, usually the street, with entries, stoops, porches, balconies and other architectural elements that transition between the privacy of the home and the public realm of the sidewalk;
- Insuring that the scale of the building form is in proper relation to the size of the street and the neighboring architecture;

These worksheets on Housing Forms and Types are a tool to help you think about what kind of housing might be appropriate to create the kind of neighborhood you envision. Some sections of the Study Area map indicate smaller infill opportunities for housing. Other areas offer large areas for potential redevelopment. Some sections border busy streets with commercial and retail activity. Other sections are tucked into quieter pockets of the neighborhood. One size does not fit all. You and your team will grapple with designing housing forms and developments in as much detail as possible.

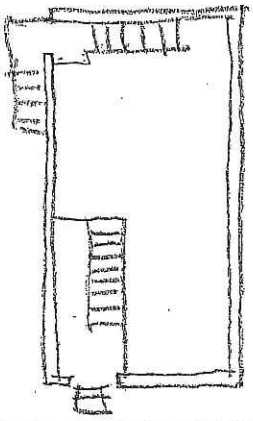
These worksheets do not cover all housing forms by any stretch of the imagination. Rather, we hope that even this selected range of types might give you a jumpstart in imagining the variety of potential developments that you might consider.



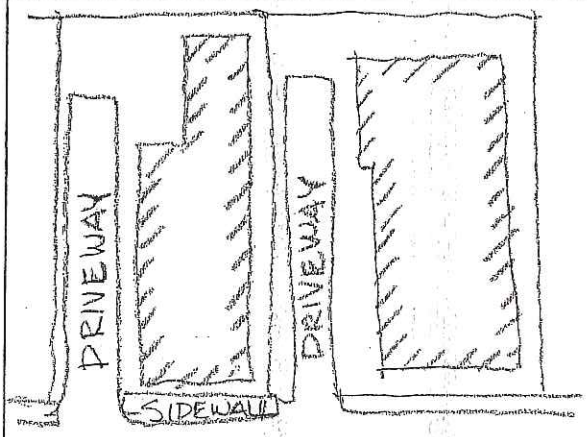
Housing Form: Gable end to street, 1 unit wide



Typical Context: Minor collector and local streets



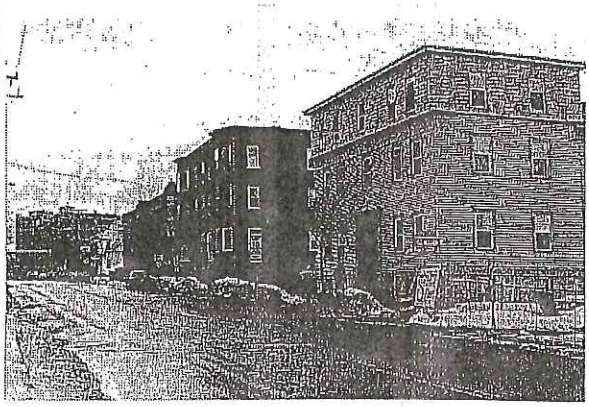
Typical Floor Plan



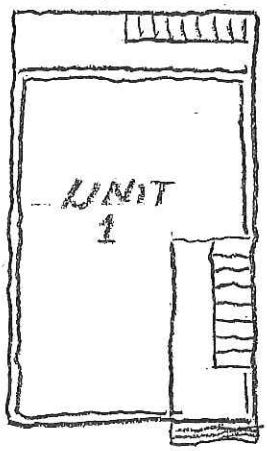
Typical Parcel Layout

Housing Form Description:	Gable end to street, one unit wide
	Housing form most commonly found in Portland's
	urban neighborhoods
Typical Height (in stories):	1 1/2 to 2 1/2
Typical Footprint:	25' x 40' plus
Typical Number of units (w/ bedrooms):	1 to 3 units with 1 to 4 bedrooms/unit
Typical Parcel Size:	30' x 60 ' minimum, linear lots perpendicular to street
Units Per Acre:	To 12 units/acre as single family; 24 units @ 2 family
Typical Variations:	Bay windows; side and rear porches; fully dormered
	attics; multi-unit by flats or townhouse division;
	rear ell additions
Circulation and Access:	
Vehicular:	Side drive ways
Pedestrian:	Front and side entry
Parking:	side, rear and on-street

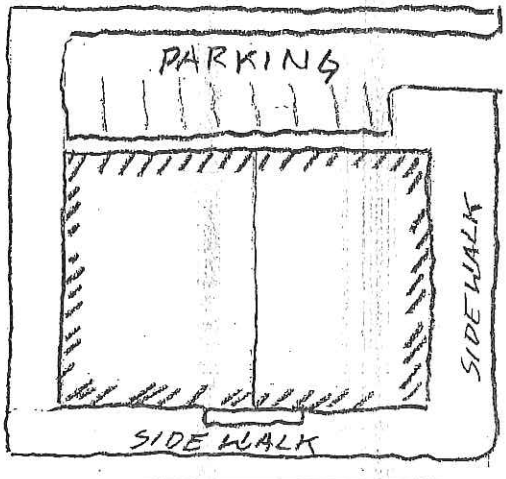
Housing Form: Multi-unit flats, single unit wide or massed; Traditional "3 Decker"



Typical Context: Arterials, collectors, and local sts

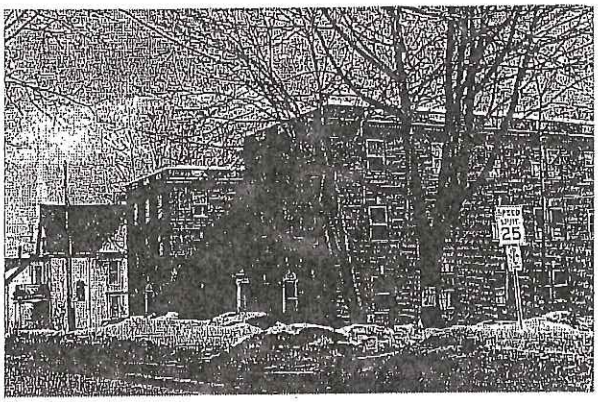


Typical Floor Plan

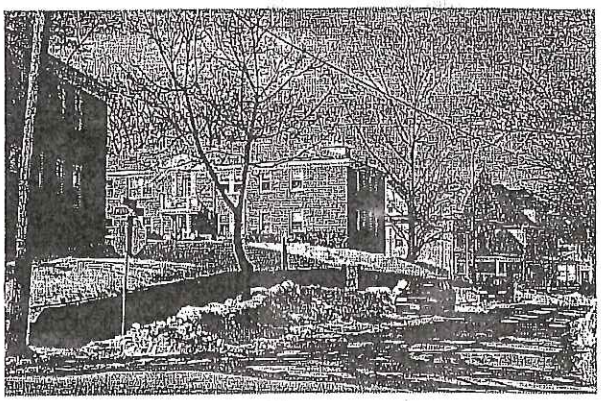


Typical Parcel Layout

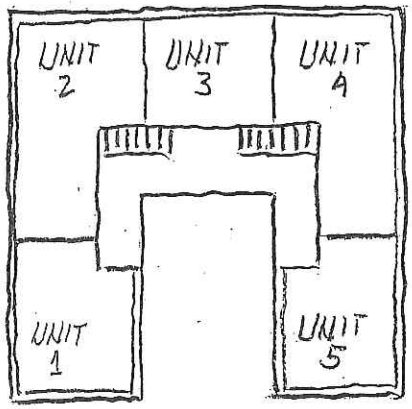
Housing Form Description:	Multi-unit flats, 1 unit wide or massed (side-by-side)
	can be massed multiple units deep (end-to-end)
Typical Height (in stories):	2 to 4
Typical Footprint:	20' to 25' x 40' + per unit
Typical Number of units (w/ bedrooms):	1 to 4 units/floor, 2-3bedrooms/ unit
Typical Parcel Size:	50'x 100' +, dependent on # of units wide and deep
Units Per Acre:	15 to 50 units per acre, variable depending on
	massing
Typical Variations:	Porches, bays, flat roof or pitched roof with attic apt.
	Flexible housing form providing large apartments on
	a variety of parcel sizes
Circulation and Access:	Possibility to occupy full block, street to street
Vehicular:	side drive
Pedestrian:	Side and/or front entry
Parking:	Side, rear



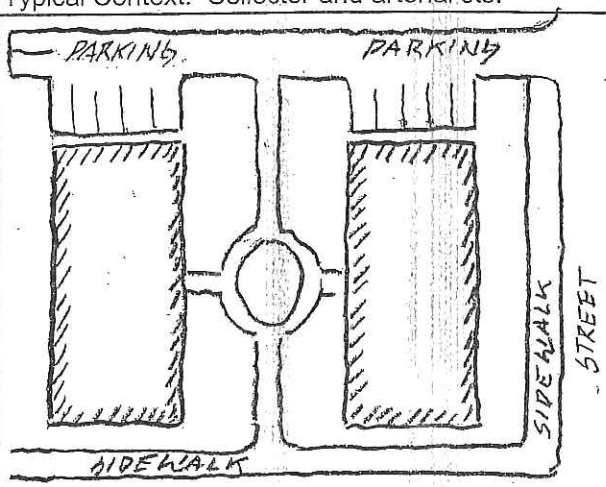
Housing Form: Courtyard Apartments



Typical Context: Collector and arterial sts.

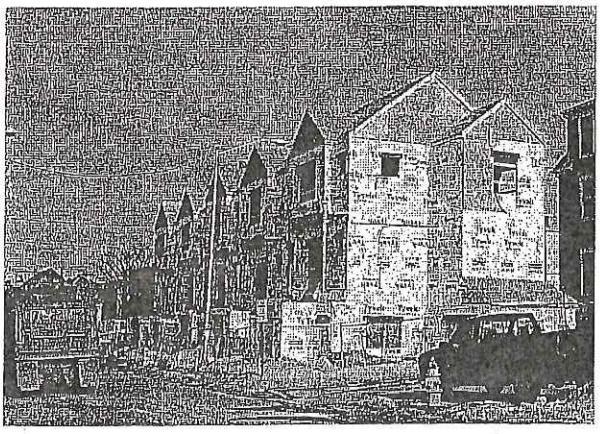


Typical Floor Plan

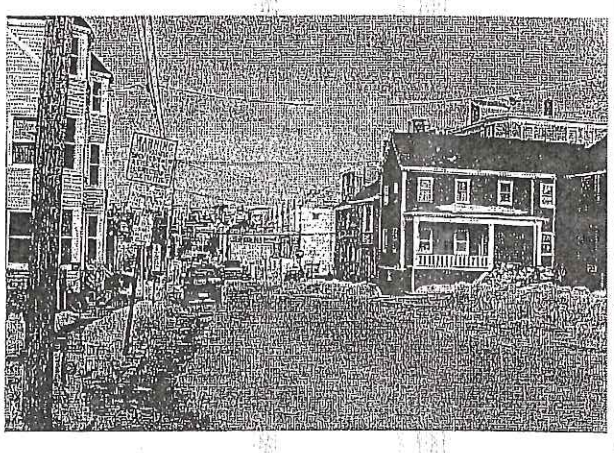


Typical Parcel Layout

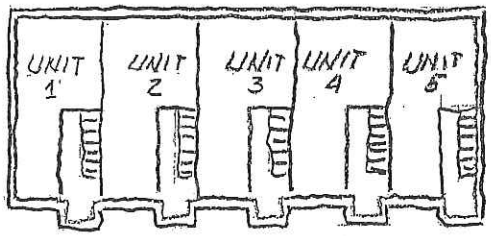
Housing Form Description:	Courtyard Apartments, low and mid-rise blocks
Typical Height (in stories):	2 to 4
Typical Footprint:	100' x 80', variable
Typical Number of units (w/ bedrooms):	4 to units/ floor with 1 to 2 bedrooms/unit
Typical Parcel Size:	120' x 120' per building for "U" shaped layout,
	Larger parcels for detached building complexes
Units Per Acre:	50 units per acre, variable
Typical Variations:	Connected buildings; separate buildings sharing
	open space, circulation and parking
Circulation and Access:	
Vehicular:	Side drive
Pedestrian:	Front and rear entry, shared pedestrian paths and
	open space
Parking:	Rear or central shared lots



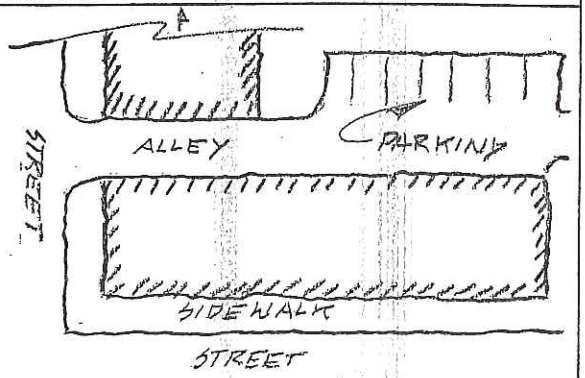
Housing Form: Urban Row House



Typical Context: Collector and local streets

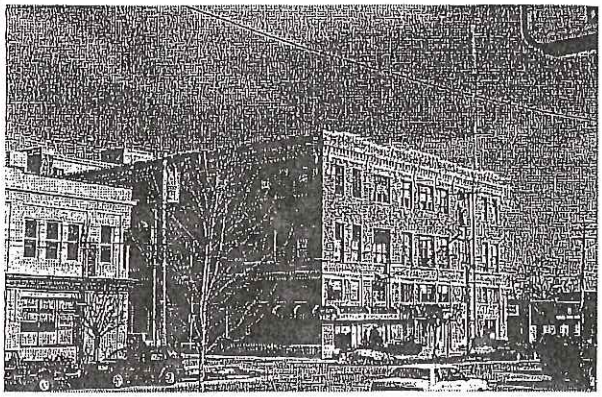


Typical Floor Plan

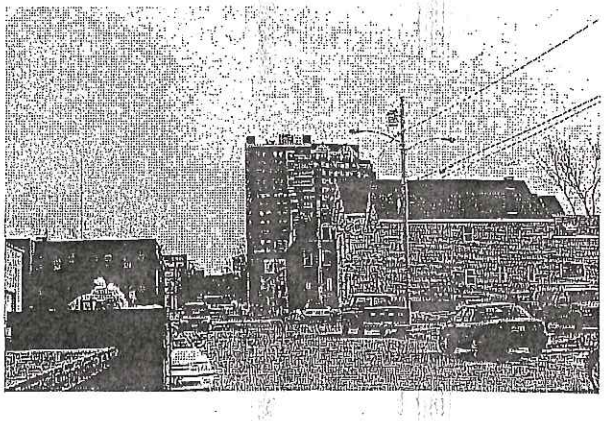


Typical Parcel Layout

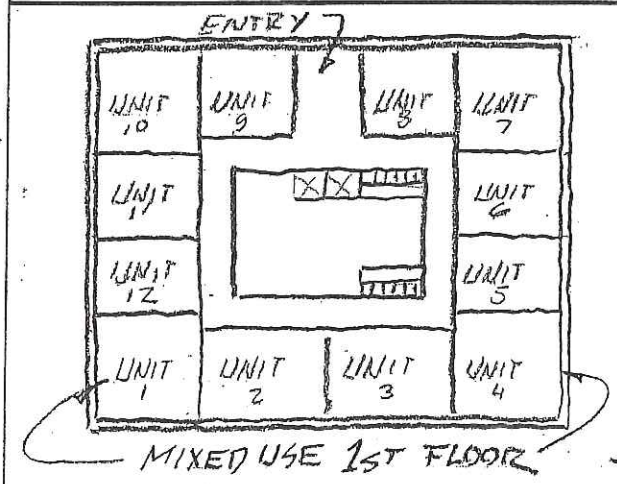
Housing Form Description:	Urban row house, contemporary adaptation
Typical Height (in stories):	2 to 4
Typical Footprint:	40' x 100' per building
Typical Number of units (w/ bedrooms):	+/-10 units/building with 1-3 bedroom/unit
Typical Parcel Size:	1 acre, depending on number of buildings,
	+/- 1 unit /1000 square feet of land
Units per Acre	45 units per acre
Typical Variations:	19th cen and 20th cen variations in all archit. styles
Circulation and Access:	
Vehicular:	Side or rear drive with alley
Pedestrian:	Front porch and alley entry
Parking:	Off alley, under building, and/or on-street



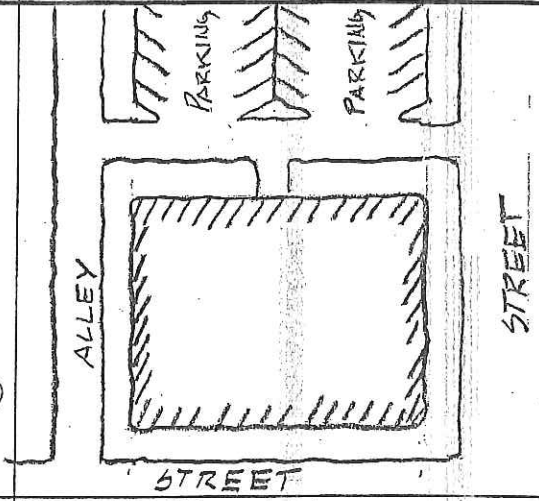
Housing Form: Mid/high-rise apartment block



Typical Context: Major collector and arterial sts

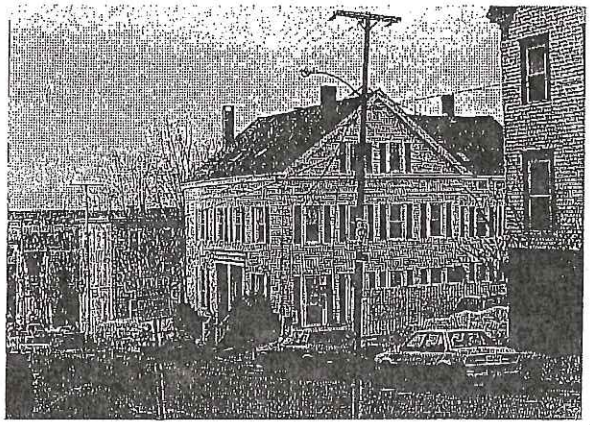


Typical Floor Plan

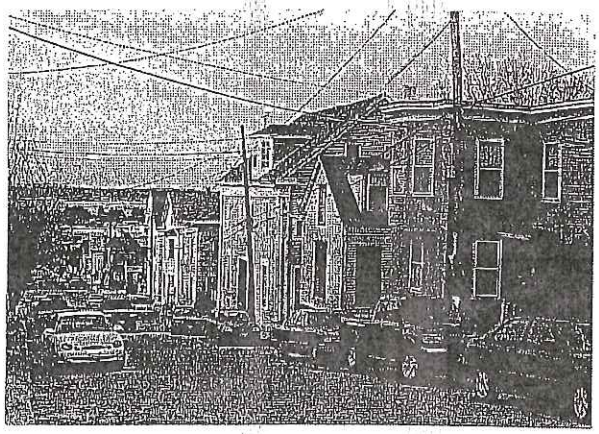


Typical Parcel Layout

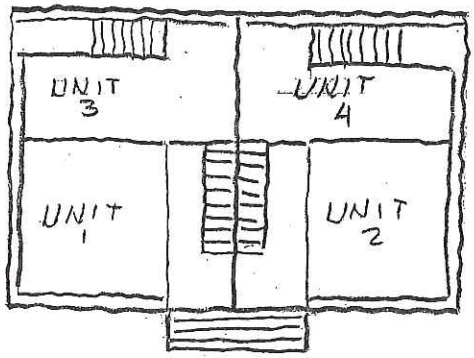
Housing Form Description:	Mid-rise or high-rise apartment block, with or without office/retail on first floor
Typical Height (in stories):	4 to 15 plus
Typical Footprint:	100' x 150', variable
Typical Number of units (w/ bedrooms):	10 to15 units/floor with 1 to 2 bedrooms/uni
Typical Parcel Size:	110' x 300'
Units Per Acre:	90 plus units per acre
Typical Variations:	Smaller footprints on smaller down-town lots with no first floor mixed use; assisted living elderly housing
Circulation and Access:	Usually occupying a corner or full block building lot
Vehicular:	Side or rear drive
Pedestrian:	Office/retail from front sidewalk, residential access from front entry and from structured parking
Parking:	Rear lot and some on-street combined with structured parking on or off site



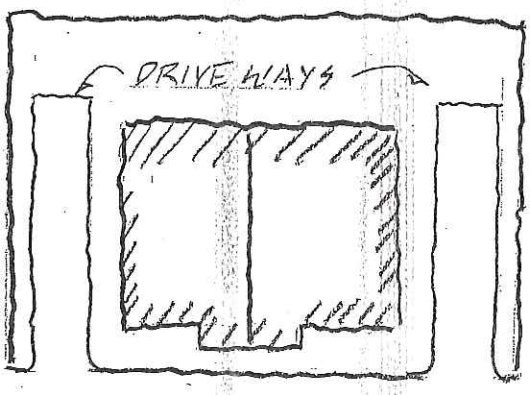
Housing Form: Double house conversion to multi-unit, gable side to street



Typical Context: Local streets and collectors

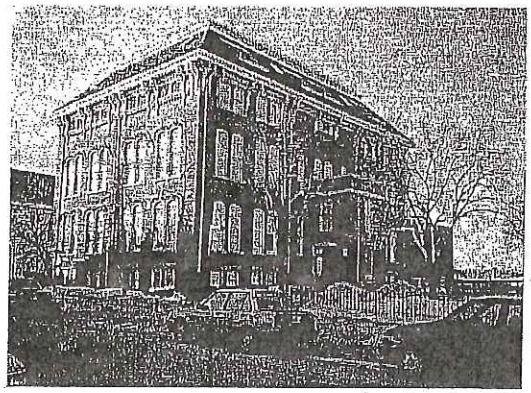


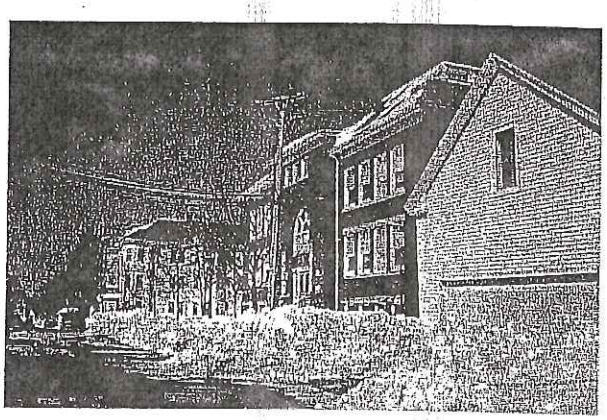
Typical Floor Plan



Typical Parcel Layout

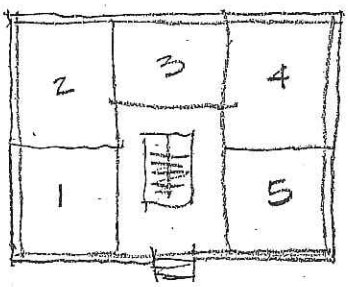
Housing Form Description:	Double house conversion to multi-unit
	Gable side to street
Typical Height (in stories):	2 1/2
Typical Footprint:	36' x 48', variable
Typical Number of units (w/ bedrooms):	2 to 10 with 1 to 3 bedrooms per unit
Typical Parcel Size:	50' x70' plus
Units Per Acre:	90 units per acre, maximum
Typical Variations:	Rear ell; gable end to street; mixed use on first floor
	Similar to large single family conversions to multi-
	unit or rooming house (SRO.) SRO version results
	in greater number of units per acre
Circulation and Access:	
Vehicular:	Side drive way
Pedestrian:	Front and rear entry
Parking:	Side and/or rear lot with on-street



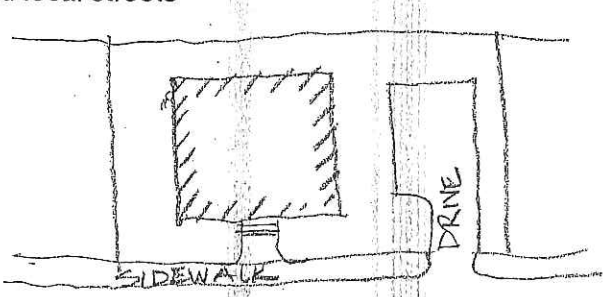


Housing Form: School house conversion

Typical Context: Minor arterials, collectors and local streets



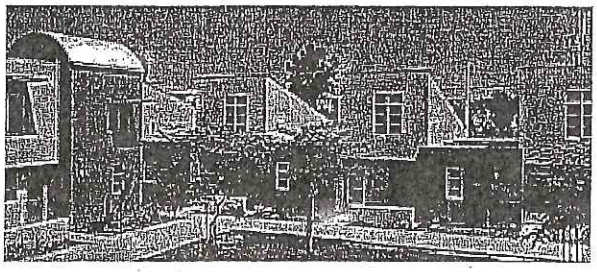
Typical Floor Plan

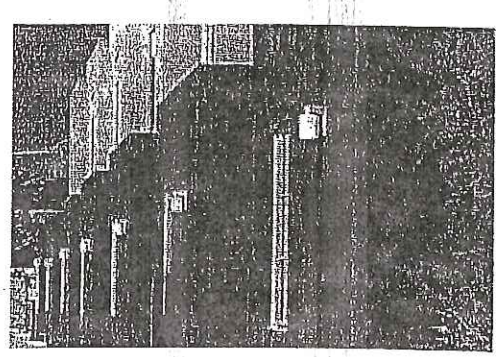


Typical Parcel Layout

Housing Form Description:

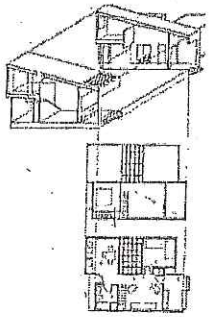
Typical Height (in stories):	4 + basement
Typical Footprint:	60'x120'
Typical Number of Units (w/bedrooms):	15- 25 units
Typical Parcel Size:	115'x180'
Units Per Acre:	35 - 45 units per acre
Typical Variations:	School to residential conversion, decks and skylights, handicapaccess, senior enrichment center connected, adjacent to park.
Circulation and Access:	
Vehicular:	Side and rear drive
Pedestrian	Side entry
Parking:	On-street and rear lot



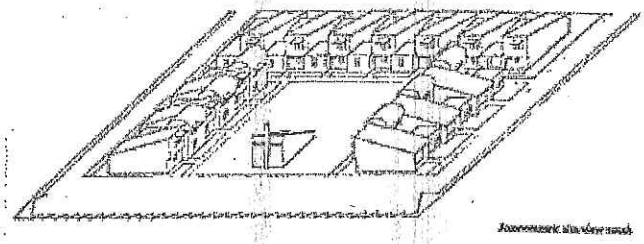


Housing Form: Bungalow Courtyard

Typical Context:

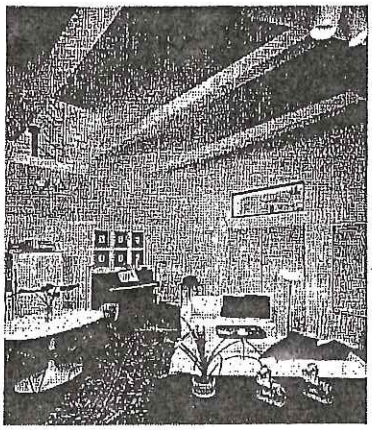


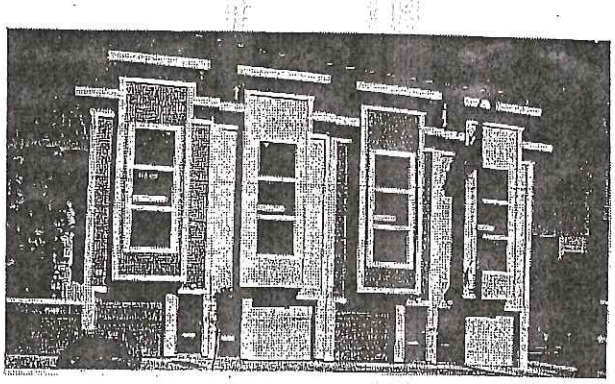
Typical Floor Plan



Typical Parcel Layout

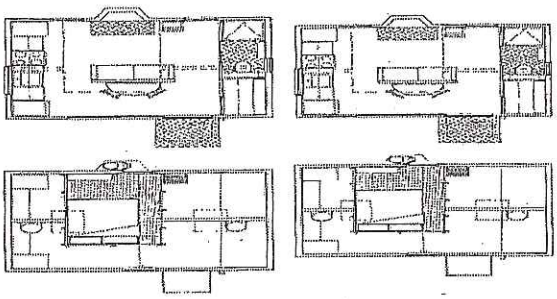
Housing Form Description:	New construction, rental. Attached stucco over woodframe.
Typical Height (in stories):	2 story
Typical Footprint:	730 to 860 square feet
Typical Number of Units (w/bedrooms):	13
Typical Parcel Size:	.84 acres
Units per Acre:	18 units per acre
Typical Variations:	Barrel-vaulted and shed-roofs, deep red and gray colors break up the forms, front and back yards with porches, internal patios, coutyard with laundromat, outdoor theater set in grassy play areas, kitchens facing couryard, plots for gardening, fountains, pergolas.
Circulation and Access:	
Vehicular:	On-site carports
Pedestrian	
Parking:	20 carports

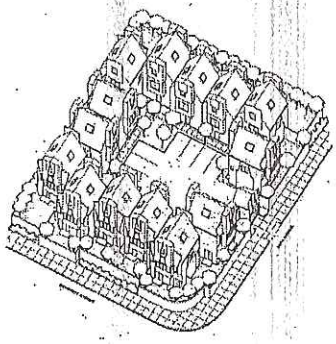




Housing Form: Studio Home

Typical Context: Arterial, collector and local.

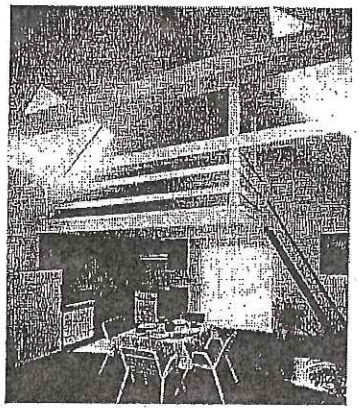


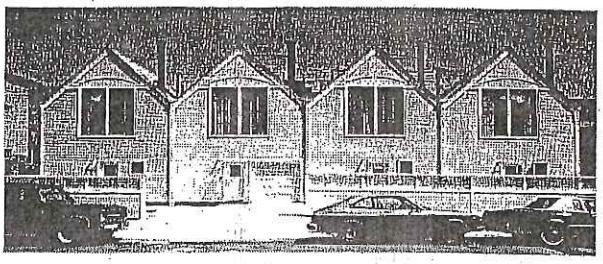


Typical Floor Plan

Typical Parcel Layout

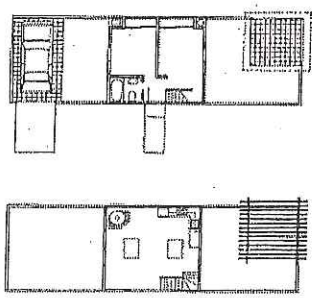
Housing Form Description:	Detached single person "Studio Home"
Typical Height (in stories):	1 story with a loft; expandable
Typical Footprint:	14' x 17', 14' x 36', 20' X 20' 300 - 1,200 square feet
Typical Number of Units (w/bedrooms):	1combination bedroom, living room, kitchen with loft.
Typical Parcel Size:	1/16 - 1/4 acre.
Units per Acre:	Up to 20 units/acre with zero lot lines
Typical Variations:	Concrete slab with underpad and carpet as first floor. Wood frame, aluminum framed windows and doors, fire place, over/under combination washer/dryer, skylights. Expandable verticly and horizontally to classic 1500 square foot, 1/4 acre lot home.
Circulation and Access:	
Vehicular:	Side driveway
Pedestrian	Front and side (handicap) entrance
Parking:	Driveway and on-street



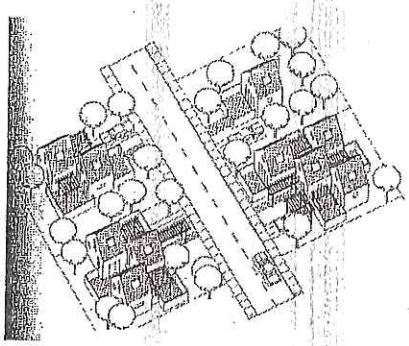


Housing Form: Cottage Type Single Family

Typical Context: Arterial, collector and local.



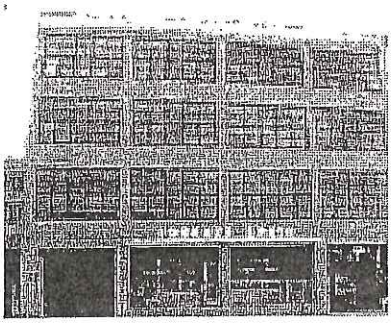
Typical Floor Plan



Typical Parcel Layout

Housing Form Description:	Cottage type single family home.
Typical Height (in stories):	2 stories
Typical Footprint:	20' X 20', 20' x 24', 12' X 20' 4-500 square feet
Typical Number of Units (w/bedrooms):	Four detached one and two bedrooms (or one bedroom and garage plus living room) units.
Typical Parcel Size:	3,000 - 4,800 square feet.
Units per Acre:	Up to 20 units/acre with party walls/zero lot lines
Typical Variations:	Wood frame, structural -grade Douglas-fir plywood "skin", asphalt shingle roof, aluminum window and door frames. Wood frame and asphalt allow for easy addtion of dormer and/or loft space.Verticle and wide living space over horizontal and long, expansive
Circulation and Access:	
Vehicular:	Side driveway
Pedestrian	Front and side (handicap) entrance
Parking:	Driveway and on-street

Artists Live-Work Spaces

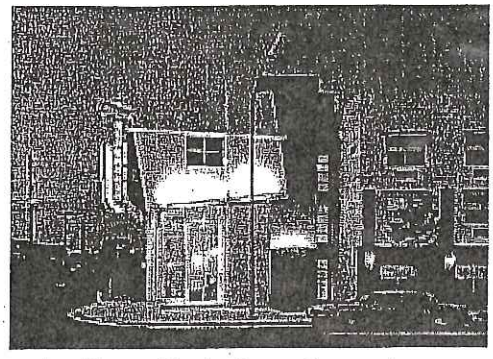


Rose Street Artist Co-op

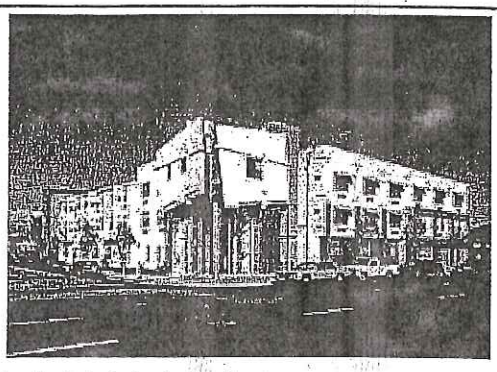
Phoenix Lofts *Oakland, California*
Previous use: Iron Works
Building area: 74,000 sq. ft
Owner: Developer
18 live/work space 1000-1500 sq.ft/unit
Additional uses: Office space, café, parking

Rose Street Artists Co-op Burlington, Vermont
Previous use: Bakery
Building area: 15,488 sq.ft.
Residential units: 9559 sq.ft
Parking : 5929 sq. ft
Owner: Cooperative
12 live/work spaces
Additional uses : Gallery, common room, parking

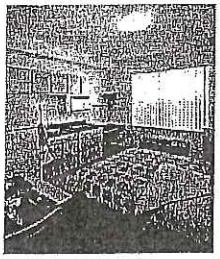
Housing Form Description:	Artists live/work studios. Industrial facilities, warehouses, and buildings too expensive to renovate for full time residential occupancy.
Typical Height:	One to four stories.
Typical Variations:	Adaptive reuse of existing structures for Converting commercial or industrial space into live/work studios. Additional uses include common space for occupants, gallery and performance spaces, parking and public café.
Circulation and Access:	Artists media may require special considerations in exit/entrance accessibility, loading bays and oversized doors provide ease of access. Industrial buildings often provide industrial grade electrical systems, high ceilings, and heavy load floor structure. Spaces usually provide occupants with twenty-four hour access, which may promote conflict in primarily residential neighborhoods. Ease of access for pedestrian and vehicle traffic through connector streets.
Ownership:	Variations in ownership models range from strictly controlled by a developer to cooperative ownership among occupants. Some examples of ownership models are: Limited equity co-ops, condos, resident controlled rentals, mutual housing associations, land trusts.



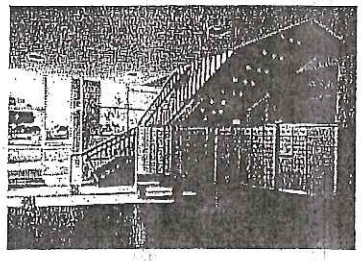
Housing Form: Single Room Occupancy



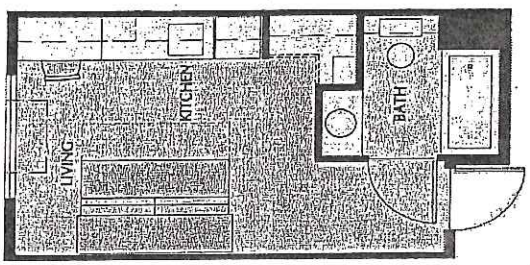
Typical Context: Arterials and collectors



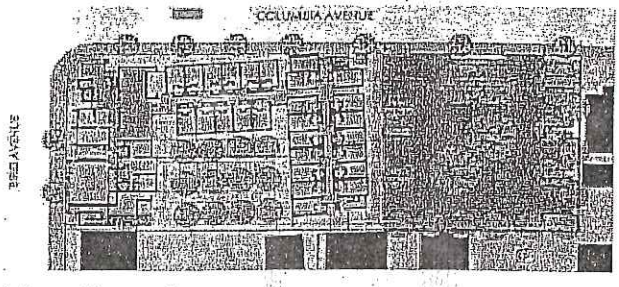
Typical Unit Interior/Layout



Typical Lobby



Typical Floor Plan



Typical Parcel Layout

Housing Form Description:

Traditional downtown typology of pedestrian oriented retail with two floors of housing above.

Typical Height (in stories):
3 stories. One bedrooms, 2 sq. ft. each. Private cooking and bathing facilities.

Typical Footprint:
43,000 sq. ft.

Typical Number of Units (w/bedrooms):
110 units

Typical Parcel Size:
0.93

Units per Acre:
118 units per acre

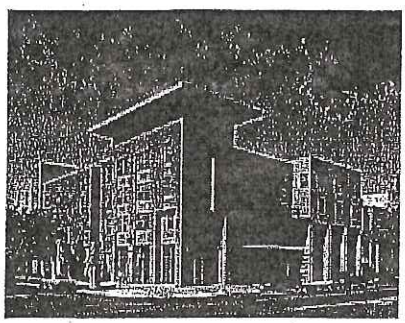
Typical Variations:
Wood frame, frontage clad with cement plaster and galvanized metal. Off alignment and landscaped setback serve to distance purely residential uses from city environment and grid. Wood/concrete siding provides transition to surrounding residential neighborhood. Library, lounge, community kitchen, central laundry, vending machine room, on-site manager's office, resident storage lockers, conference room. 100% handicapped accessible. On-site social service and internet access.

Circulation and Access:

Vehicular:
Street, on-site parking - bicycle parking.

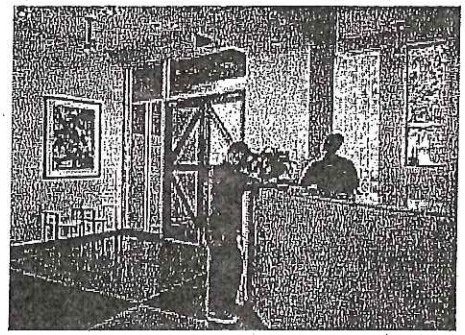
Pedestrian
10 minute walk to downtown.

Parking:
44 surface parking spaces, 14 bicycle parking spaces.

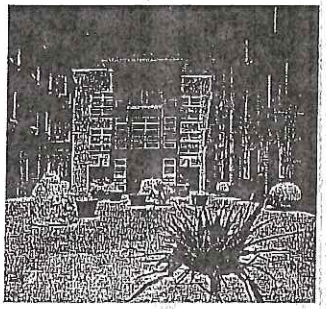


Housing Form: Single Room Occupancy

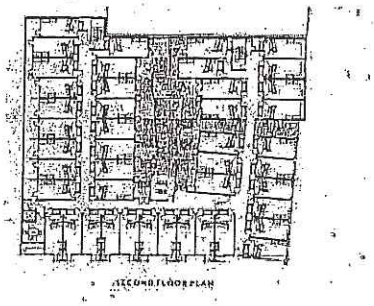
Typical Context: Arterials and collectors



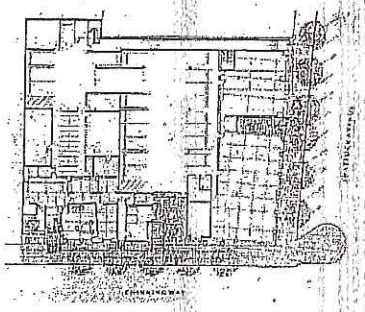
Typical Lobby



Typical Courtyard



Typical Floor Plan



Typical Parcel Layout

Housing Form Description: Studio Residence Hall with inner courtyard SRO model.

Typical Height (in stories): 4 stories. Three residential floors above high-ceilinged, pedestrian oriented space.

Typical Footprint:

Typical Number of Units (w/bedrooms): 132 units - SRO efficiency units with private efficiency kitchen and bath.

Typical Parcel Size:

Units per Acre:

Typical Variations: Arranged around an inner courtyard. Study and recreation space. Commercial space, laundry, lobby and study spaces on ground level.

Circulation and Access:

Vehicular: Garage parking

Pedestrian Street and courtyard

Parking: Garage parking

Adams School Reuse Committee

DRAFT Summary of Community Objectives 02/07/09

Meaning/History

Serves as a 'neighborhood center' in a quiet, safe, strong community
Offers the familiarity as a public open space and playground
Provides parking for the neighborhood

Conceptual Ideas

Create identity for neighborhood, strengthen community, make neighborhood more desirable
Development could be 50/50 open space/development
Great architecture and landscaping
Gathering space for community
Low impact pedestrian friendly, integration to transit
Positively impact the value of surrounding property
Perpetuate diversity of housing stock of rest of Munjoy Hill (age, incomes, cultures, etc)

Housing

Appropriate mixed income housing, or entirely affordable housing
Senior housing (assisted and/or independent), or diversity of housing serving various ages
Owner occupied or rental housing for families
Multi-use housing, live/work - (artists, low income, family)
Mixed income cooperative housing opportunity

Community Space

Community center, multi-use community space, meeting space
Community gardens. green space
Non-profit incubator, shared infrastructure
Multicultural center, teen center, recreation center
Athletic facilities, pool, classes, wellness (like Freeport "Y")

Commercial

Mixed use w/ retail, produce market, small scale (retail, grocery, co-op, coffee, hardware)
Retail that meets needs and fits style of community
Employment opportunities

EXECUTIVE SUMMARY
of the
Adams School Reuse Committee's
Final Draft Report
07-27-07

The Adams School site at 44 Moody Street is 1.5 +/- acres bounded by Munjoy, Moody, Vesper and Wilson Streets. Beckettt Street once ran through the site. The site is on Munjoy Hill, on the southeast end of the Portland peninsula, in a neighborhood which is largely defined by 19th and early 20th century buildings. A public playground is on the site. The site is zoned R-6.

The Adams School opened in 1958 and served for many decades as a neighborhood school, community center, and gathering place for the Munjoy Hill community. The school was closed in 2006 when the East End School was opened.

The City established the Adams School Reuse Committee to gather information about the site and input from the community, and to make recommendations to the City Council regarding the re-use of the site. The Committee held public meetings twice a month, January through July 2007.

The Committee carefully reviewed the document titled "Members Input from Adams School Re-Use Meeting Organized Thematically, October 12, 2006" which was generated at a Munjoy Hill Neighborhood Organization meeting. This document was used as a basis of discussion, consideration, refinement, and recommendation throughout the entire process.

City staff provided a large amount of resource material to the Committee, including a thorough site assessment, relevant sections of the City's Comprehensive Plan, Zoning Code, and Design Guidelines, and Census data. Information was provided on neighborhood scale design, green design, innovative ownership models, and infill development. A developer's panel was held in which local real estate developers discussed projects that they had developed in the City's R-6 zones. A meeting was held with senior housing developers to evaluate that option for the site.

A Community Design Day was held to facilitate brainstorming, generate "crazy ideas", and enable creative designs for the Adams School site. The goal was to provide a full day workshop for citizens to envision and design possible alternatives for the reuse of the site. Over 50 community members participated in the day.

The Adams School Reuse Committee considered the input generated by the public process conducted through July 2007 and made the recommendations listed below. These recommendations are respectfully submitted to the City Council, for its consideration when developing the criteria for the Request for Proposals for the site, and the selection of a developer.

Policy Issues

30

- **Life Cycle Living**. The goal is to create the possibility of life-cycle living on Munjoy Hill. A variety of unit sizes, a mix of incomes, and accessible design should be incorporated in order to allow housing opportunities for all.
- **Connect the Neighborhood**. The development should not be an island unto itself, but rather blend into and enhance the surrounding Munjoy Hill community. The design of the site should knit the neighborhood together both physically and functionally.

Design Considerations

30

- **High Quality Design**. Excellence in architectural and landscape design is expected.
- **Traditional Design**: Design shall be reflective of the surrounding traditional neighborhood. New Urbanist principles shall be used to create infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements of the neighborhood. Buildings should orient to the street.
- **Green Design**. The site and buildings shall be designed to be certifiable on the principles of *Leadership in Energy and Environmental Design for Neighborhood Design (LEED ND)*. The actual application for the certificate is the developer's choice.
- **Streetscape**. The development shall enhance the pedestrian experience and the public realm. Alternative transportation modes shall be accommodated and incorporated in the project.
- **Height**: Heights shall be less than or equal to the average of structures in a 2 block radius.
- **Permeability**. Design shall be permeable or porous. View corridors are encouraged. If the existing building is removed, Beckettt Street shall be re-connected to its full width as a public, non-motorized right of way. If the existing building remains, a public walkway shall be provided along the north-south axis of the site. Year round accessibility is required.
- **Heterogeneity**. Design of the buildings on the site shall be heterogeneous, not homogenous.
- **Existing Building**. Reuse or removal of the existing building is the developer's choice.
- **Accessibility**: Universal Design principles shall be incorporated wherever feasible, to ensure that the design is physically accessible to the greatest range of users.

10 Economics

Financial feasibility 20 pts

qualifications + experience 10

Housing Uses

- **Mixed Income and Affordability**. A mixed income development shall be provided, with the maximum number of affordable units that are feasible. Note that "affordability" is not necessarily defined by federal standards, but is open to creative interpretation and may be provided through mechanisms such as quality of finish materials or smaller unit sizes. From the outside of the units, there should be no distinguishable difference between unit values.
- **Ownership**. The maximize number of ownership units possible is desired (100% is encouraged). The Committee desires that there be a limit of one unit per buyer if this is feasible.
- **Alternative Ownership Models**. Alternative ownership models such as limited equity units, co-housing, or a land trust are encouraged in order to keep the units affordable over time.
- **Mix of unit sizes**. Units should be the following mix to accommodate families and singles:
  - 50% larger units (3-4 bedrooms) to serve family or blended family housing.
  - 25% smaller units (studios and 1 bedroom) suitable for single young people or seniors.
  - 25% to be decided by the developer.

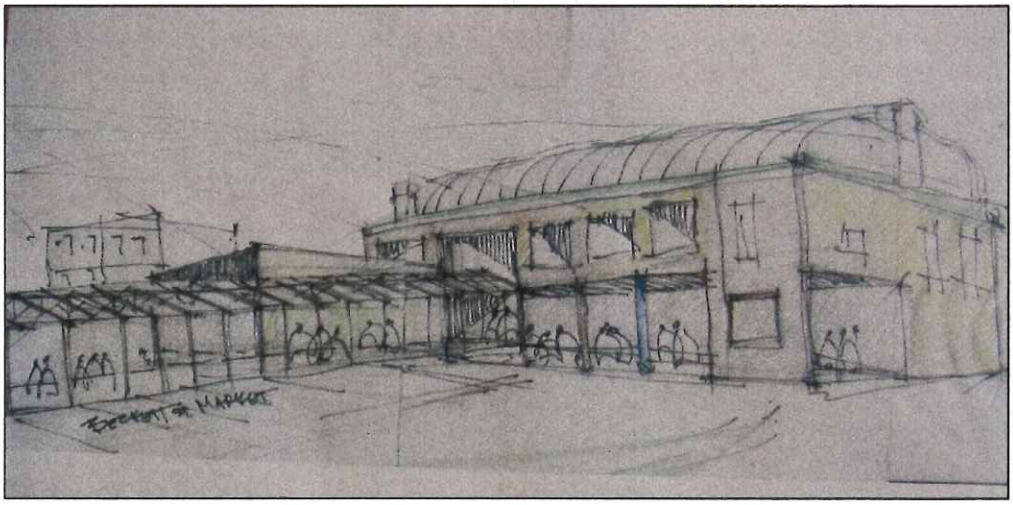
Other Uses

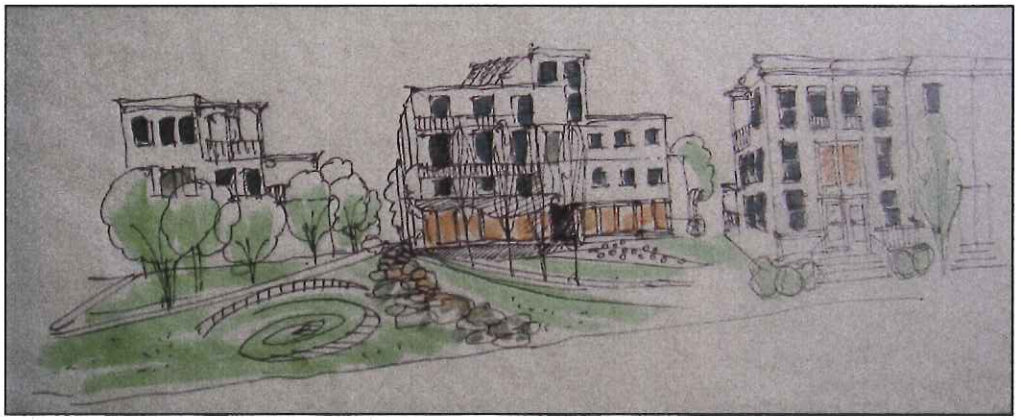
- **Indoor Public Space**. Indoor public space that serves the needs of the Munjoy Hill community may be provided, such as a community center, community-based non-profit space, or elderly or child day care.
- **Outdoor Public Space**. Outdoor public space shall be provided for residents and members of the surrounding community, in addition to the existing playground. If the existing building is removed, Beckettt Street shall be re-connected to its full width as a public, non-motorized right of way. If the existing building remains, the equivalent square footage in public open space shall be created elsewhere on the site. This shall incorporate a public walkway along the north-south axis of the site. Year round accessibility is required.
- **Playground**. A public playground shall be provided and maintained by the City either in its current location or relocated elsewhere on the south side of the site. A new playground shall be of equal size or greater to the existing. [Note: this may be parceled off prior to the RFP]
- **Parking**. Provide sufficient parking so as to not impact the existing neighborhood.

- Mural — Save or re-use/interpret the mural.

REUSE OF THE ADAMS SCHOOL SITE

***Final Draft* Report**
July 27, 2007





City of Portland Planning Division and the
Adams School Reuse Committee

Participants – January to June 2007

Committee:
Co-Chair - Daniel T. Haley, Jr.
Co-Chair - Matthew Thayer
Kenneth Bailey
Richard D'Entremont
Cynthia Fitzgerald
Justina Marcisso
Eric Stark

City:
City Councilor Kevin Donoghue
Alex Jaegerman, AICP, Planning Division Director, City of Portland
Carrie M. Marsh, AICP, Urban Designer, City of Portland
Amy Grommes Pulaski, Housing and Community Development Program Manager

Contributors:
Scott Hanson, Preservation Compliance Coordinator, City of Portland (history of site)
William Needelman, Senior Planner, City of Portland (graphics and maps)
Caroline Parras, Economic and Community Planner, Greater Portland Council of Governments
Michael Pulaski, PhD, LEED AP, Project Manager, Fore Solutions (meeting facilitation)
Thank you to real estate developers Peter Bass, Nathan Szanton and Richard Berman, and senior housing specialists Matt Teare of Sea Coast Management and Deb Riddle from Piper Shores.

Community Design Day:

Hilary Bassett	Jonah Fertig	Bobbi Keppel	Jason Ryan
Odelle Bowman	Cynthia Fitzgerald	Shannon Litourneau	Betsey Sawyer-Manter
Fred Brancato	Saul Fonterot-Amede	Chris MacClinchy	Lynn Shaffer
Leslie Brancato	Janet Friskey	Teresa Macias	Joan Sheedy
Katie Brown	Ron Goodwin	Brian Madigan	Faith Sheehan
Wendy Cherubini	Dan T. Haley Jr.	Christian McNeil	Peter Smith
Michael Chestnut	Pamela Hawkes	Markos Miller	Jay Stabile
Nan Cumming	Anne Holland	Kevin Moquin	Sally Struever
Heather Curtis	Deborah Jabine	Ryan Neale	Robin Tannenbaum
Ed Democracy	Ian Jones	Matthew Petrie	Scott Teas
R. D'Entremont	Kay Joyce	Michael Pulaski	Matt Thayer
Sara Devlin	Philip Kaminsky	Richard Renner	Erin Tito
Kevin Donoghue	Sherrie Kaminsky	Jordan Ruff	David and Elise

The Community Design Day was facilitated by USM's Muskie School for Public Service, Community Planning and Development Program, Planning Workshop Spring 2007, Alan Holt, Adjunct Professor, Erin Tito, Sara Devlin, Ryan Neale, Matti Gurney, Ian Jones, Anne Holland, Chris MacClinchy, and Brian Madigan. Design assistance was provided by the University of Maine at Augusta, Bachelor of Arts in Architecture program, Eric Stark, Assistant Professor of Architecture, and students Jason Ryan, Matthew Petrie, and Teresita Macias.

Thank you to the architects who participated in the Design Day: Michael Chestnut, Ron Goodwin, Pamela Hawkes, Philip Kaminsky, Sherrie Kaminsky, Kevin Moquin, Richard Renner, Lynn Shaffer, Robin Tannenbaum, and Scott Teas.

For more information on the reuse of the Adams School site, please contact the City of Portland, Division of Planning, 389 Congress Street, Portland, ME 04101, 207-874-8723, cmarsh@portlandmaine.gov

This report was prepared by Carrie M. Marsh and Amy Grommes Pulaski, City of Portland.

Table of Contents

Executive Summary

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- **Parking**. Provide sufficient parking so as to not impact the existing neighborhood.

Introduction

The Adams School site at 44 Moody Street is 1.5 +/- acres and is bounded by Munjoy, Moody, Vesper and Wilson Streets on Munjoy Hill. Beckett Street once ran through the site. The Adams School was opened in 1958 and served for many decades as a neighborhood school, community center, and gathering place for the Munjoy Hill community. The school was closed in 2006 when the East End School was opened.

The City established the Adams School Reuse Committee in the Fall of 2006 to gather information about the site, and input from the community, and to make recommendations to the City Council regarding the re-use and re-development of the site. The Committee was established in October 2006 and held public meetings twice a month, January through July 2007.

The Committee included Daniel T. Haley Jr., Co-Chair; Matt Thayer, Co-Chair; Kenneth Bailey; Richard D'Entremont; Cynthia Fitzgerald; Justina Marcisso; and Eric Stark. City Councilor Kevin Donoghue also participated in the process. City staff was Alex Jaegerman, Planning Director; Carrie Marsh, Urban Designer; and Amy Grommes Pulaski, HCD Program Manager.

City staff worked with the Committee to compile a large amount of resource materials including a thorough site assessment, relevant sections of the City's Comprehensive Plan, Zoning Code, and Design Guidelines, Census information on neighborhood demographics, and city housing data. Information was provided on innovative mixed use development and green design such as New Urbanism, and Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND). Examples were provided of innovative ownership models such as co-housing and community land trusts. Carline Parras of Greater Portland Council of Governments, provided models for infill development of applicable scale and mix of uses.

The Committee carefully reviewed the Munjoy Hill Neighborhood Organization's compilation "Members Input from Adams School Re-Use Meeting Organized Thematically, October 12, 2006" from notes compiled by Markos Miller. This information was used to create a Summary of Community Objectives for the site which is included at the end of this report.

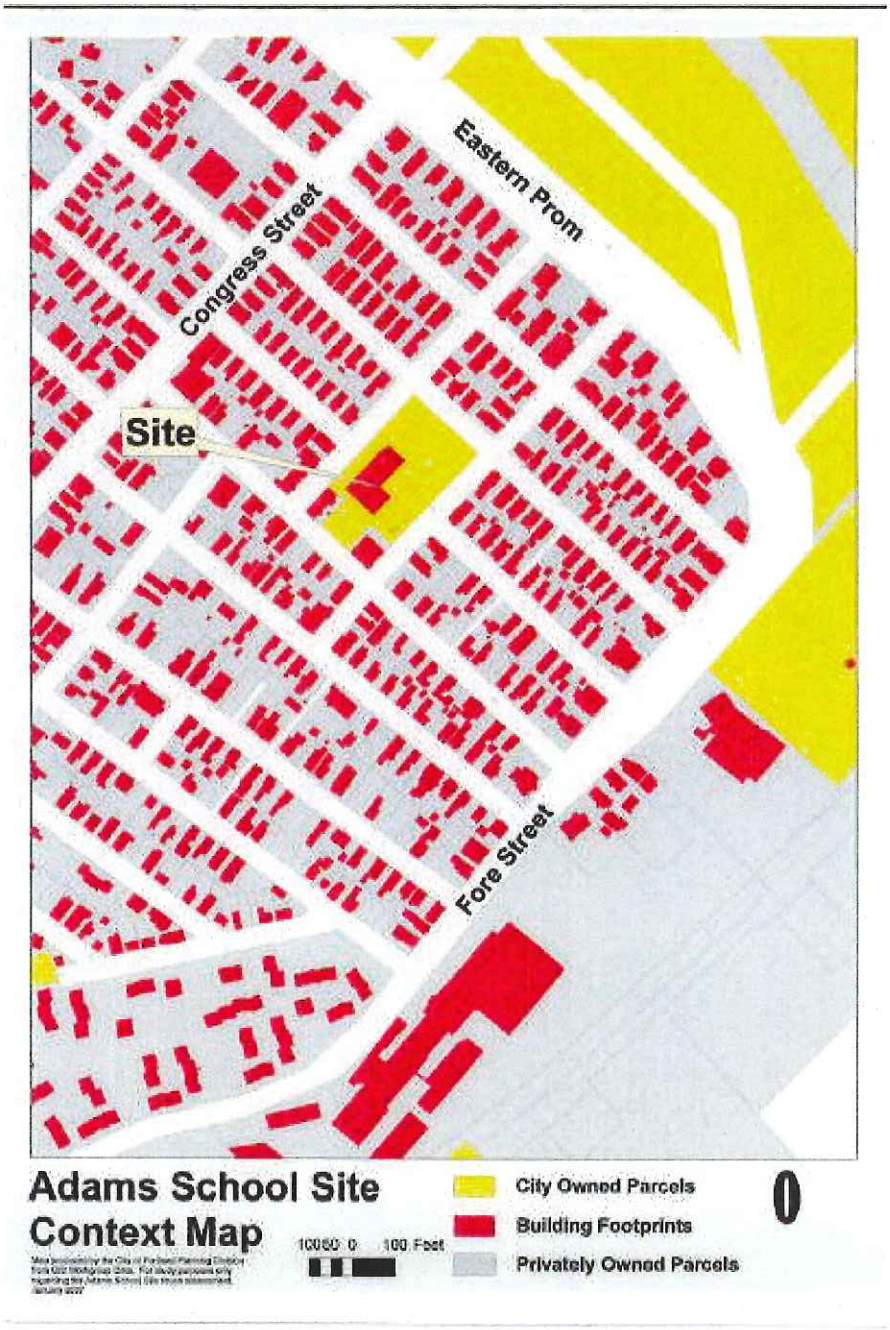
A developer's panel was held in which local real estate developers Peter Bass, Nathan Szanton and Richard Berman discussed projects that they had developed in the City's R-6 zones.

A Community Design Day was held to facilitate brainstorming, generate "crazy ideas", and enable creative designs for the Adams School site on Munjoy Hill. The goal was to provide a full day workshop for citizens to envision and design possible alternatives for the reuse of the former Adams School site. The Community Design Day was facilitated by Alan Holt, and his students from the Muskie School, and Eric Stark and his architecture students from the University of Maine at Augusta. The final ideas are summarized later in this report.

Finally, the Committee requested to meet with developers with experience in senior housing to determine the feasibility of this option for the site. A meeting was held with Matt Teare of Sea Coast Management and Deb Riddle from Piper Shores, to discuss senior housing in general.

Description of the Site

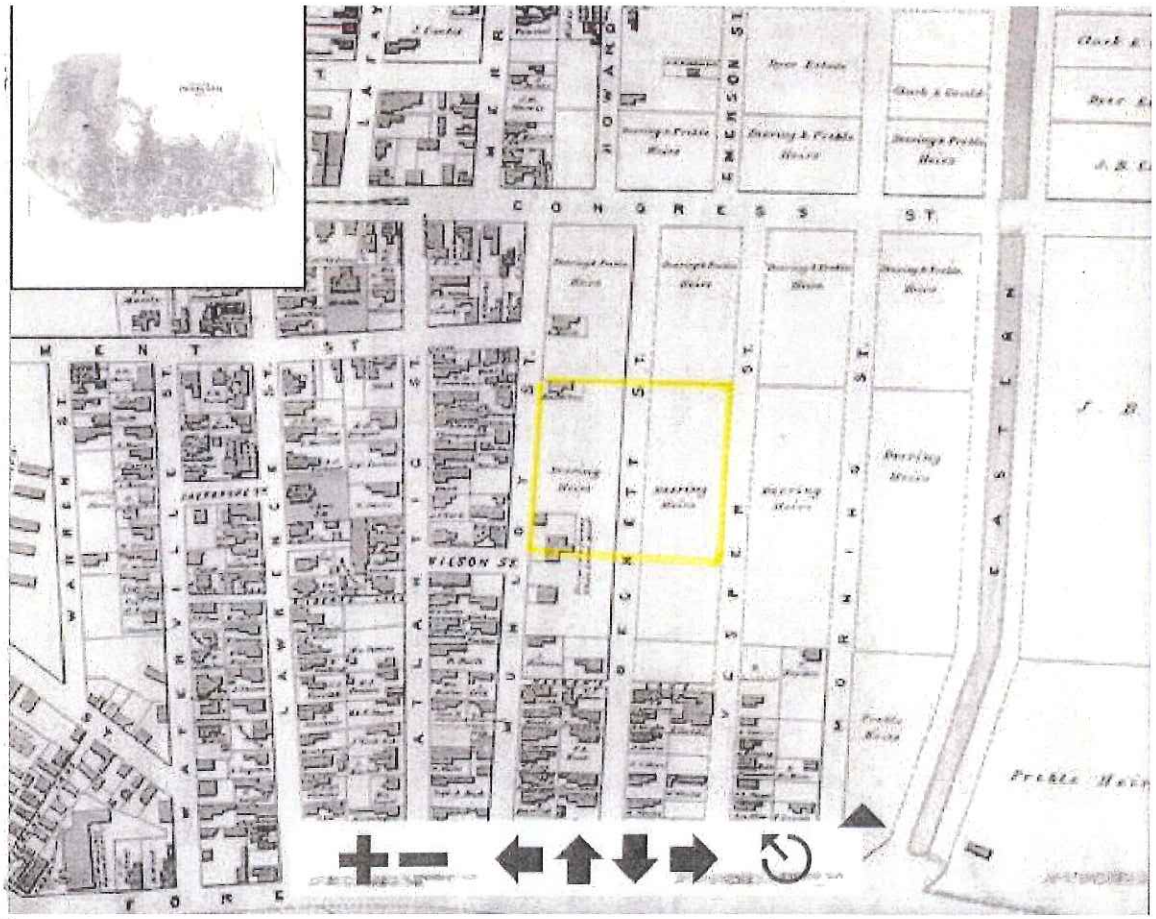
The Adams School site at 44 Moody Street is 1.5 +/- acres bounded by Munjoy, Moody, Vesper and Wilson Streets. Beckett Street once ran through the site. The site is on Munjoy Hill, on the southeast end of the Portland peninsula, in a neighborhood which is largely defined by 19th and early 20th century buildings. A school building was opened in 1958, and closed in 2006. A public playground is currently on the site. The site is zoned R-6.



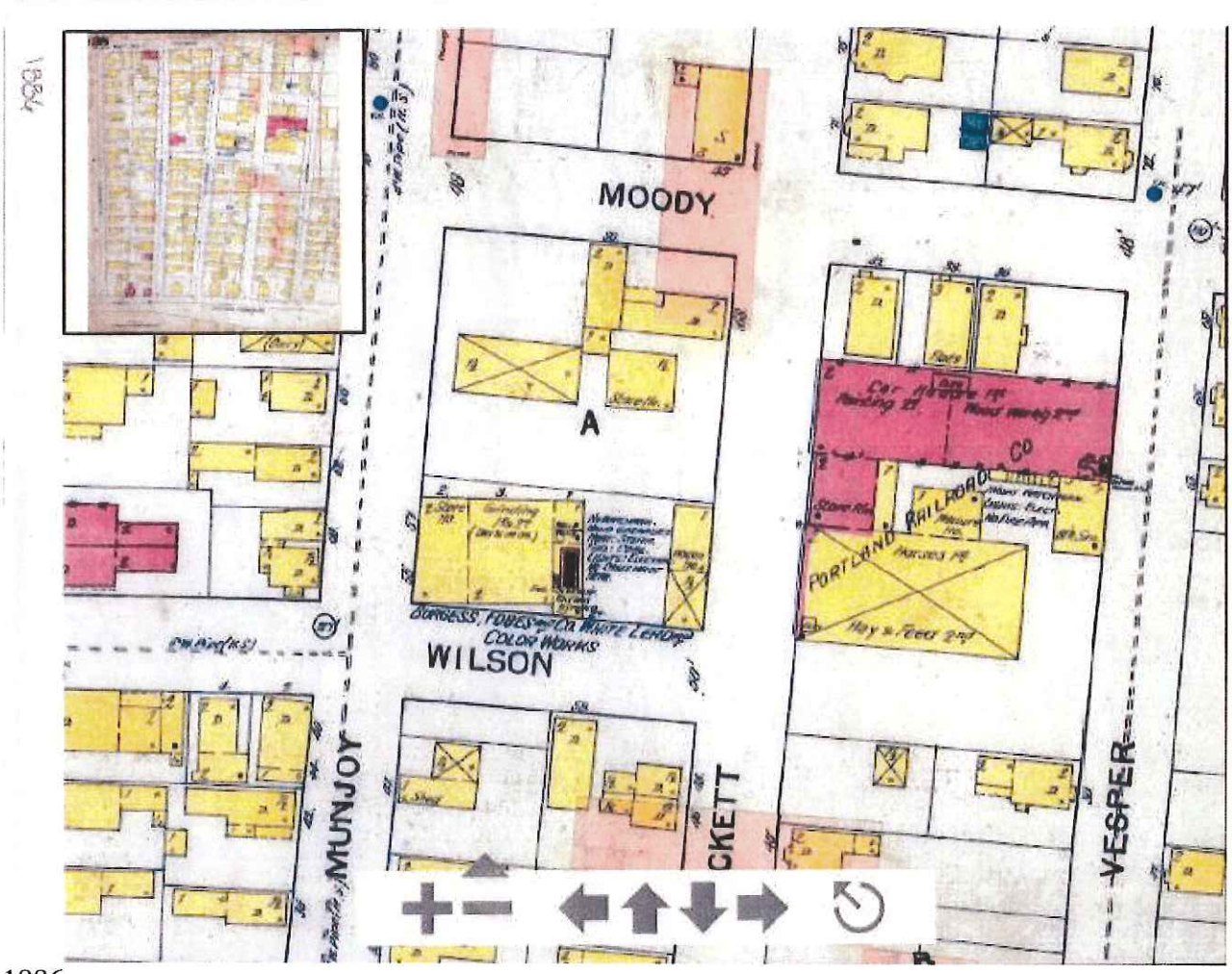
History

A number of historic maps are available which provide a time line for development of the Adams School site. The area was undeveloped well into the 19th century. The 1856 map shows no development on the site but Munjoy Street appears on the map (un-named) suggesting it was laid out and not yet built on. The area enclosed by Congress Street, Eastern Promenade and Munjoy Street is one large undeveloped block. It apparently was owned by the Deering Heirs, who owned a number of large undeveloped tracts in the City.

The 1866 map shows Munjoy Street as named and the southern blocks of Beckettt, Vesper, and Morning Streets are in place (Morning Street has no name) with Hanson's Lane (also not named) connecting Munjoy, Beckettt and Vesper. The 1871 map shows the first development on the site. Beckettt, Vesper and Morning Streets are extended through to Congress Street. Burgess and Forbes white lead manufacturer is shown facing onto Munjoy Street across from the intersection of Wilson Street (which runs only from Atlantic to Munjoy at this point). Most of the newly laid out blocks are owned by the Deering Heirs.



1871



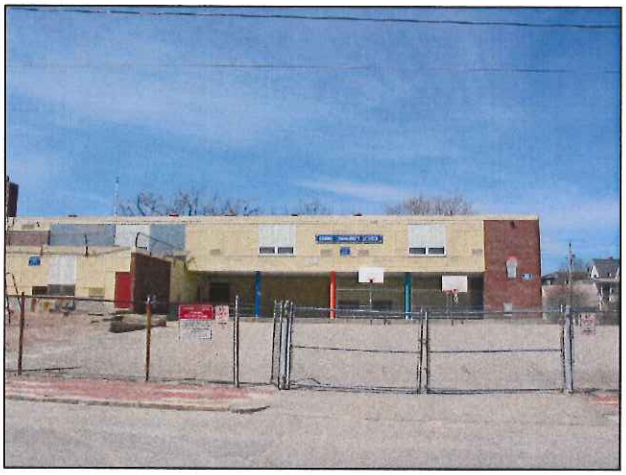
1886

By 1914 a map by Richards Map Co. shows the property where Burgess, Forbes & Co. had been located redeveloped with residential buildings, barns and sheds. The horse car barns had become the Cumberland County Power and Light Co. car barns, indicating that electric trolleys had replaced the horse cars.

The 1953 Sanborn map shows the car barn block intact, although trolley service had ceased in the 1940s. The center parcels on the other block had been infilled with what appear to be residential units around a courtyard. It is unclear exactly what was there, as the map studied was updated with a new drawing pasted over the site after the Adams School was built in 1957.

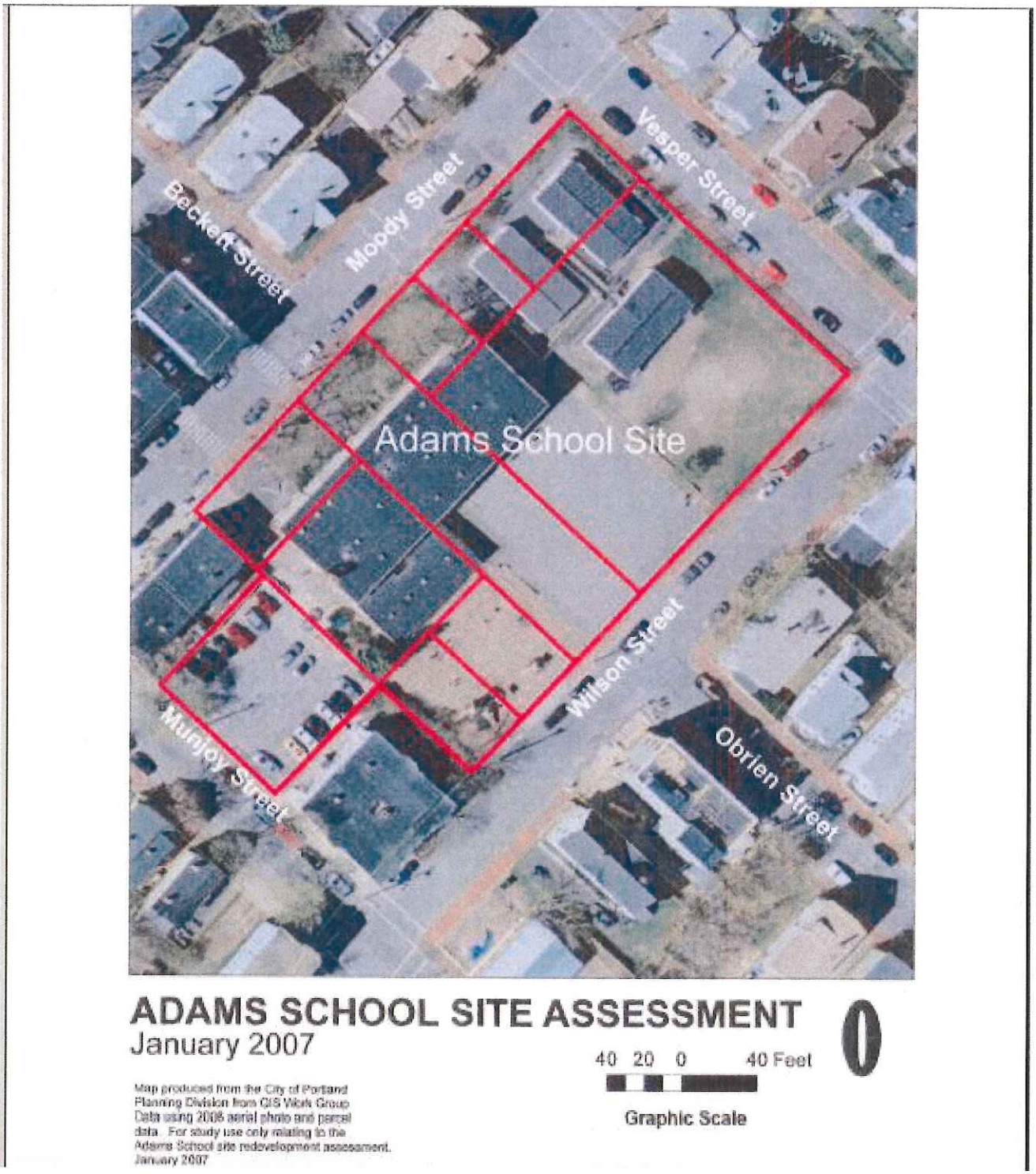
The Adams School project cleared the car barn block, removed a block of Beckettt Street and cleared all of the buildings on the other block except those at the corners of Wilson and Munjoy Streets, and Moody and Munjoy Streets. The updated map shows the site as it is today.

Adams School 1958 – 2006



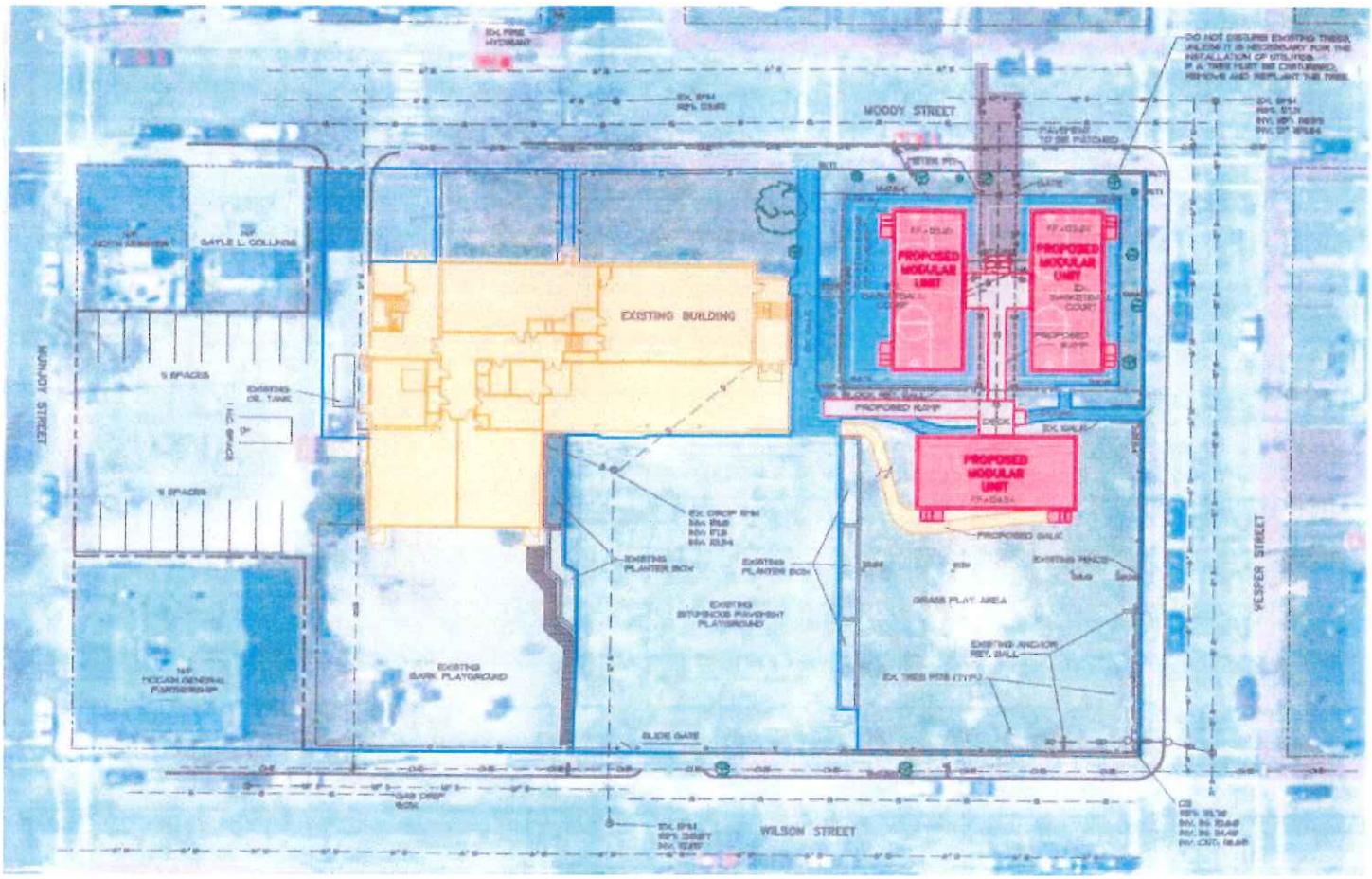
Aerial View

Note: The three portable classrooms at Moody and Vesper Streets have been removed. The parcel lines do not need to be preserved in the future design of the site.

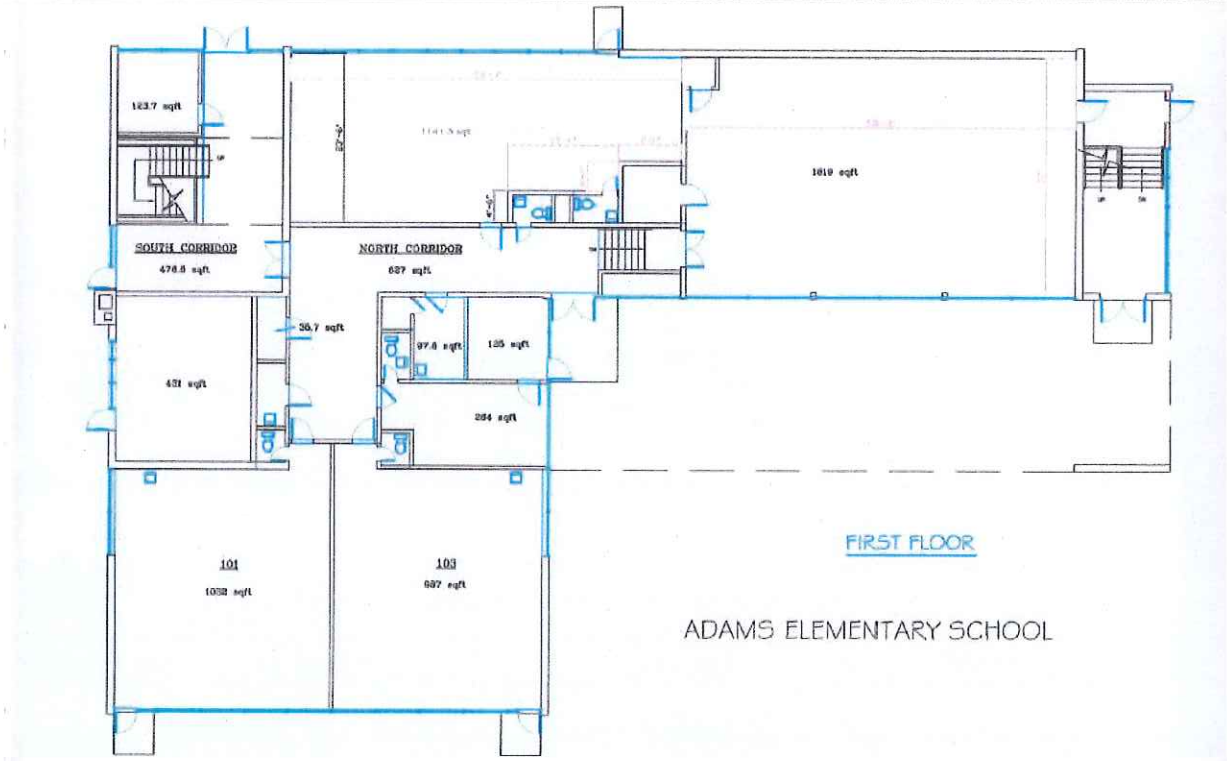


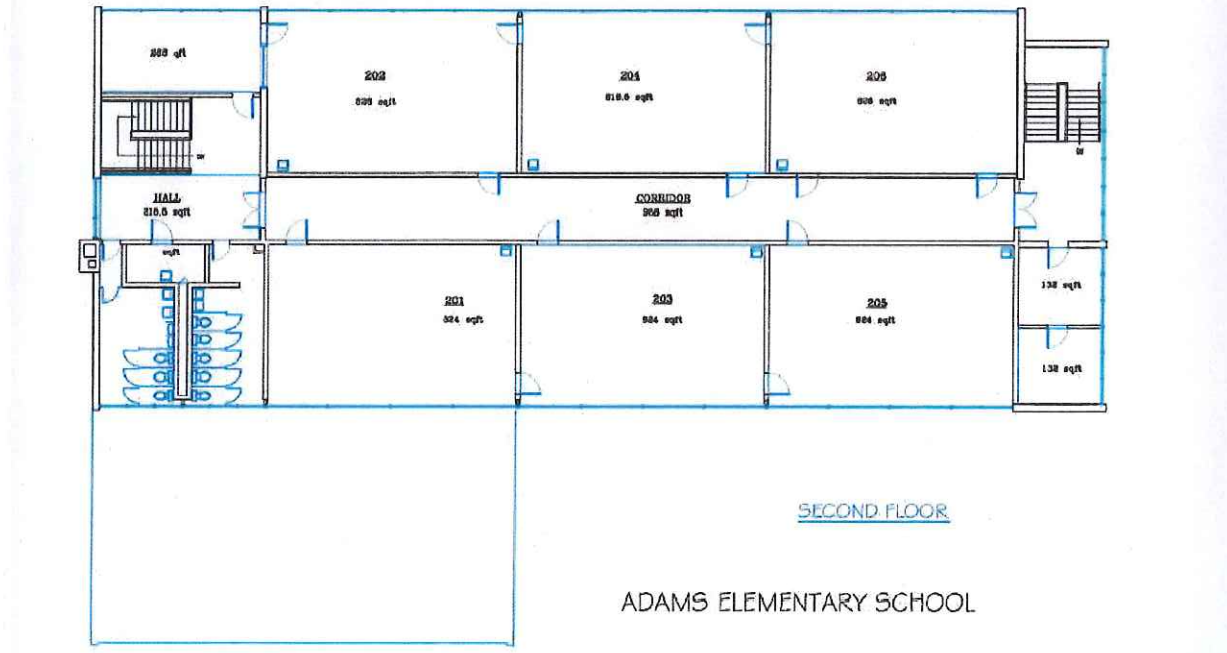
Site Plan

Note: The three portable classrooms (red) at Moody and Vesper Streets have been removed.



Building Plans





Background Information

City staff compiled a large amount of resource materials for the Committee, including a thorough site assessment; relevant sections of the Comprehensive Plan, Zoning Code, and Design Guidelines; Census information; and City housing data. Information was provided on innovative mixed use development such as New Urbanism, and green design such as Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND). Examples were provided of innovative ownership models such as co-housing and community land trusts. Major findings are presented below, and attached at the end of this document.

Community Input

The Committee carefully reviewed the Munjoy Hill Neighborhood Organization's document, "Members Input from Adams School Re-Use Meeting Organized Thematically, October 12, 2006" from notes compiled by Markos Miller. The Committee further considered input gathered from the public during its regularly scheduled meetings, during the Community Design Day, at the panel discussion with local developers, and at a meeting with senior housing developers.

Housing

A goal of the Adams School Reuse Committee was to provide the opportunity for people to live a lifetime on Munjoy Hill, from birth through elder years - renting their first apartments, buying their first home, upgrading as needed and eventually downsizing for their elder years.

The Committee focused its recommendations on the gap in household types that currently exists in the area. Information was presented from the Census, the City of Portland's Comprehensive Plan, the City of Portland's Housing Plan, as well as feedback from the community.

2000 Census Data Statistics

- The population in the East End decreased from 1990 to 2000
- Average household size decreased by 6% from 2.21 to 2.08
- 14.4% of people who live in the East End are over the age of 60
- The City of Portland has a total population of 64,249
- 43% of Portland residents own their own home
- Sales prices increased 44% in Portland between 1992 and 2000
- Housing units in the East End total 2,579, which is an increase of 34 over the past decade.

City of Portland's Comprehensive Plan

- During the past decade, the demand for housing increased significantly due to a change in the average number of people living in each housing unit (household). The city's average household size dropped from 2.21 to 2.08. This drop in household size is the result of the growth in single person households and other non-family type households. The city lost 1,090 families and gained 2,650 new non-family households.

- Families are leaving Portland and school enrollment is declining.
- In 1995 there were 823 children born to Portland residents. Only 533 of these children were enrolled in Portland kindergarten classes in 2000.
- Compared to other Cumberland County municipalities, Portland has the largest percentage of young adults, the lowest percentage of population between 30 and 65, and the highest percentage of population over 75. This age distribution, combined with the declining school enrollments, suggests that families with children are leaving Portland.
- The demand for housing for persons with disabilities continues to grow.

The above data indicates that Portland has a much smaller share of the total households in Cumberland County then it once did. Cumberland County is experiencing sprawl as families leave Portland and other urban areas. The Committee supported the fact that the City must encourage appropriately-sized infill housing developments where possible to slow this trend, and maintain its historic share of the overall County population.

Based on this information, the Committee decided to recommend housing types that would serve young and growing families, and single individuals both young and older who live on Munjoy Hill. The Committee recommended ownership for mixed income with maximum affordability.

To encourage families to remain on Munjoy Hill, the Committee recommended that 50% of the units have three or four bedrooms. The Committee recommended that 25% of the units be studios or one bedroom units to serve the single adult population, young and old. The remaining 25% of housing units will be up to the discretion of the developer based on market needs.

Ownership

The Census and housing data above was captured in a Portland Press Herald article, *Housing imbalance may hurt city*, by Kelley Bouchard, 2005, which was of interest to some Committee members (http://pressherald.mainetoday.com/specialrpts/portlandatacrossroads/1.html). The article notes the lack of affordable, family-sized, owner-occupied units in Portland.

Data presented to the Committee indicated that most of the affordable housing built in Portland since 2000 has been rental. Very little affordable home ownership opportunities have been created, including on Munjoy Hill. Island View is the only recently-built housing development of any size offering affordable units, and they are entirely rental housing.

The Committee therefore recommended 100% home ownership opportunities be created within a mixed income development. The home ownership opportunities shall include a proportion of affordable units that would support a healthy, balanced, mixed income development.

Committee members considered alternative ownership models, such as co-housing, limited equity models, and land-trusts to assist in keeping units affordable. The Committee encouraged alternative ownership models to increase the number of affordable units in a mixed income development. The Committee felt that the development on this site should be 100% ownership.

Accessibility

The Committee felt strongly about providing housing to serve an elderly population. Discussion at several meetings focused on senior housing, assisted living and nursing home facilities. Senior housing developers provided input on the feasibility of elderly housing on the site. The recommendation was that there were limitations on the site that would make it difficult to create an elderly housing development. Rather, the suggestion was that the units be designed to be accessible to all ages. The developers also suggested the option of providing elderly services such as an adult daycare facility to serve the residents of the site and the neighborhood.

The Committee recommended that the maximum percentage of units be accessible. Principles of Universal Design could be incorporated to ensure that the housing is physically adaptable to the widest range of users (this is discussed below). The Committee recommended that new development incorporate these principles wherever feasible, particularly in the smaller units.

Non-Residential Uses

The Community Design Day resulted in a number of recommendations from the public for non-residential uses on the site such as a neighborhood center, public open space, playground, multi-cultural center, non-profit incubator, wellness center, artist work studios, and more. These uses had varying levels of community interest (the results are discussed further in the report).

The majority of the ideas from the Community Design Day can be realized within the parameters of the Committee's recommendation to "create leased or owned space to organizations that provide services that compliment the needs of the surrounding Munjoy Hill community."

That stated, there are a few uses that the Committee did not recommend for the Adams School site, including space for retail, or non-profit groups that do not serve the Munjoy Hill community. Results of the Community Design Day supported small scale or niche retail (grocery or hardware), however the Committee felt that this was not necessary due to the close proximity to Congress Street. The Committee felt it would be beneficial to encourage retail and most other non-residential uses to locate along the Congress Street corridor where parking was more convenient and accessible, and where such uses could help to enhance the fledgling Congress St. commercial and office district by concentrating foot traffic in the existing corridor.

The Committee also noted that some of the community uses that were met at the Adams School are now met at the East End School, including a library and large community meeting space.

Parking was a concern of several Committee members, especially snow-ban parking. There was much discussion and support of lowering parking requirements to one car per housing unit. This did not gain full Committee support, therefore "sufficient" parking is recommended.

The Committee also felt that publicly accessible green space was a very important criteria for development. The provision of such space would be in addition to the existing playground.

Design

The Committee was briefed on design standards including Leadership in Energy and Environmental Design (LEED), and principles of New Urbanism in relation to infill development. Housing that is physically accessible to all was important, and Universal Design Principles were discussed. The Committee considered the information below in its recommendations.

Massing Studies

Professor Eric Stark compiled massing studies of the site, which are attached to the end of this document. These studies show options for the site that recreate or closely respect the current scale and massing of the existing neighborhood. These massing studies show what might be feasible for individual, or smaller multi family buildings on the site.

Leadership in Energy and Environmental Design (LEED)

The Committee was in favor of the criteria defined by *Leadership in Energy and Environmental Design for Neighborhood Design (LEED ND).* The Committee recommended that projects on the site should be certifiable under the LEED Neighborhood Development Rating System™, though actual application for the certificate would be the developer's choice.

LEED ND is a nationally accepted benchmark for the design, construction, and operation of high performance green buildings and sustainable neighborhoods. LEED ND integrates the principles of smart growth, urbanism, and green building into the first national standard for neighborhood design. Information is available on the U.S. Green Building Council's website (www.usgbc.org). The principles are attached to this report.

LEED ND principles include criteria that support the traditional neighborhood design on Munjoy Hill. These criteria include walkable streets, compact design, diversity of housing types, affordable for-sale housing, access to public spaces, reduced automobile dependence, housing and jobs proximity, energy efficient building design, etc.

Universal Design

The Committee expressed a desire that development on the site be accessible, so that people could be accommodated throughout their lifetime. Principles of Universal Design include features that make spaces physically accessible to everyone such as smooth ground surfaces of entranceways, no stairs; wide interior doors and hallways; lever handles for opening doors rather than twisting knobs; light switches with large flat panels rather than small toggle switches, etc.

These principles are detailed in the document *Universal Design for Housing*, which is available on the website of the Center for Universal Design (www.design.ncsu.edu). A graphic describing the "Next Generation Universal Home" is attached to this document.

New Urbanist Principles for Infill Development

New Urbanism is a methodology for creating infill development that knits neighborhoods back together, by encouraging design that reflects the existing pattern, streetscape, scale, massing and design elements of traditional neighborhoods. The pedestrian experience and the public realm are critical components of the design of New Urbanist developments.

The Committee considered the document *Strategies for Successful Infill Development*, by the Congress for the New Urbanism (http://www.nemw.org/infillbook.htm). This document includes Design Principles for Infill (attached to this report) such as the following:

Citizen and Community Involvement: Engage residents, neighbors, civic leaders, politicians, developers, local institutions throughout the process of designing change for neighborhoods.

Neighborhoods: Neighborhoods are compact, pedestrian-friendly, and mixed use with many activities of daily life available within walking distance. New development should help repair existing neighborhoods or create new ones and should not take the form of an isolated "project."

Streets: Neighborhoods should have an interconnected network of streets and public open space.

Diversity: Provide a broad range of housing types and price levels to bring people of diverse ages, races, and incomes into daily interaction.

Safety and Civic Engagement: The relationship of buildings and streets should encourage interaction and community identity. Provide a clear definition of public and private realm through block and street design that responds to local traditions.

Accessibility: Buildings should be designed to be accessible and visitable while respecting the traditional urban fabric.

Local Architectural Character: the image and character of new development should respond to the best traditions of residential and mixed-use architecture in the area.

Community Design Day

A Community Design Day was held on April 29, 2007 to facilitate brainstorming, generate "crazy ideas", and enable creative designs for the Adams School site. The intent was to provide a full day workshop for citizens to envision and design possible alternatives for the reuse of the former Adams School site. The Community Design Day was facilitated by Alan Holt and his students from the University of Southern Maine's Muskie School, and Eric Stark and his students from the architecture program at the University of Maine at Augusta.

Over 50 people attended, and worked in teams to prioritize Policy and Land Use Ideas for the site which are summarized below (the numbers represent the number of votes that were given to a particular topic during a preference exercise). The topics were taken from the Munjoy Hill Neighborhood Organization's input gathered in October 2006. Each team also created a visual presentation of its desired development options (attached at the end of this report).

The summary of Policy Ideas by the participants at the Community Design Day includes a preference for the following (in order of greatest votes received above five votes): perpetuate the diversity of housing on Munjoy Hill (age, income, cultures); create great architecture and landscaping; serve as a neighborhood center in a quiet, safe, strong community; incorporate sustainable green design principles; provide space for activities and after school programs for youth/teens; and offer a familiar public open space, gathering place, and playground.

POLICY IDEAS FOR THE ADAMS SCHOOL SITE	TOTAL
Perpetuate the diversity of housing on Munjoy Hill (age, income, cultures)	18
Create great architecture and landscaping	11
Serve as a neighborhood center in a quiet, safe, strong community	9
Provide space for activities and after school programs for youth/teens	8
Incorporate sustainable green design principles (added by Team 4)	8
Offer a familiar public open space, gathering place, and playground	7
Beckettt/O'Brion as low traffic streets	4.5
Create identity, strengthen community, neighborhood more desirable	4
Provide retail that meets needs and fits community	3
Encourage pedestrian and bicycle access to Downtown, Prom, water, etc.	3
Integrate with transit	3
Provide a percentage of open space in the development	2
Provide employment opportunities	2
Address needs of immigrant community- get their input	2
Meet housing needs of seniors in their neighborhood	1.5
Positively impact nearby land values	0

The summary of Land Use Ideas by the participants at the Community Design Day includes a preference for the following (in order of greatest votes received above five votes): Park, plaza, piazza, playground, arboretum, trees; multi-use housing, live/work (artists), flexible space; mixed income housing, or entirely affordable housing; senior housing, or diversity of housing serving various ages; mixed use with small scale retail; community center; multicultural center, teen center, or recreation center; non-profit incubator, immigrant organizations, shared infrastructure; cooperative housing model; and community gardens or greenhouse.

LAND USE IDEAS FOR THE ADAMS SCHOOL SITE	TOTAL
Park, plaza, piazza, playground, arboretum, trees	21
Mixed income housing, or entirely affordable housing	17
Multi-use housing, live/work (artists), flexible space	17
Senior housing, or diversity of housing serving various ages	15
Mixed use with small scale retail - grocery, co-op, coffee, hardware	13
Community center	12
Multicultural center, teen center, rec. center	9
Non-profit incubator, immigrant organizations, shared infrastructure	8
Cooperative housing model	6
Community gardens, greenhouse	5
Artist work studio spaces	3
Community college, adult educational space	3
Owner occupied or rental family housing	1
Athletic facilities, pool, wellness center	1
Faith based, community service, church	0
Library	0

The participants of the Community Design Day worked in four teams to develop visions for the site, and to provide graphic presentation boards that illustrated the visions. Photographs of the boards are provided at the end of this document.

The following tables present summaries of the ideas that were graphically presented on the boards. The number in the Total column represents the number of teams (four total) that included that line item in the presentation of preferences.

The teams presented fully developed visions which included the following elements:

Four teams included a windmill, and showed a walkway where Beckett Street would extend, which also provides a view corridor.

Three teams included a community center; housing diversity; green roofs and solar panels; and pedestrian walkways.

Two teams included business/retail/commercial on the first floor with residential or offices on the second floor; grocery; hardware; mixed income; live/work; co-op housing; community gathering space; playground; reduced car dependence; and reuse part/all of the existing building.

A number of other interesting ideas were shown on the development scenarios, and are listed below, or shown in the photos at the end of this document.

SUMMARY OF DEVELOPMENT IDEAS	Total
Wind turbine/ windmill	4
Beckett Street walkway	4
Housing Diversity	3
Neighborhood/ Community Center	3
Solar Panels / PV	3
Rooftop gardens/ Green roofs	3
Park	3
Neighborhood businesses	2
Hardware Store	2
Business/ Retail/ Commercial 1st floor with Residential or Offices on 2nd floor	2
Mixed Income	2
Live / work efficiency units	2
Coop housing	2
Gathering Space	2
Reduce car dependence	2
Create safe pedestrian walkways	2
Community Gardens	2
Reuse the building	2

Below is a summary of the development ideas by land use and the desired design elements, as shown on the presentation boards which were created at the Community Design Day.

SUMMARY OF DEVELOPMENT IDEAS	Total
Mixed Use	
Neighborhood businesses	2
Hardware	2
Business/ Retail/ Commercial 1st floor with Residential or Offices on 2nd floor	2
Grocery w/ produce	1
Coop	1
Bakery	1
Outdoor Market	1
Learning Café	1
Shops	1
Business incubator	1
Coffee	1
Childcare	1
Housing	
Housing Diversity	3
Mixed Income	2
Diversity of Users families, elderly, immigrants, young people, artists	1
Diverse Coop Housing	1
Decks on units	1
Town homes that face the street	1
Apartments	1
Mixed age	1
Housing Types	
Live / work efficiency units	2
Family, workforce, middle income	1
Elderly	1
High end efficiency	1
Starter units	1
Ownership Models	
Coop housing	2
Limited equity	1
Traditional ownership models	1