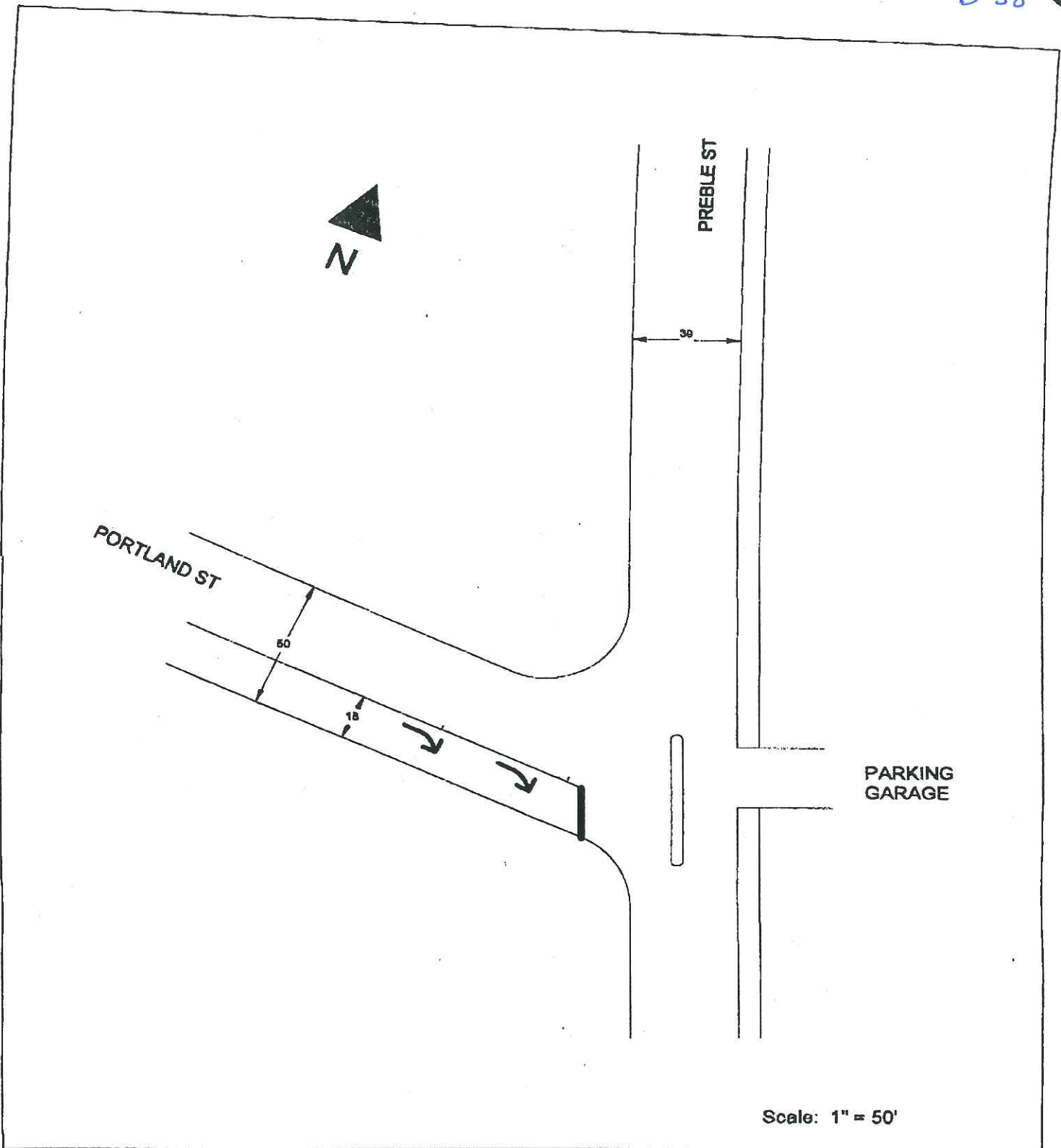


D-38



Scale: 1" = 50'



24 Grand St - Brunswick, Maine  
603 725 9005 Fax: (207) 726 9773

Figure 11-2 - Alternative 2 - No Thru Entry/Exit To/From Portland Street  
PROPOSED MEDIAN ISLAND - PORTLAND STREET ACCESS

**MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE**

**MONUMENT SQUARE ASSOCIATES PARKING GARAGE**  
**Portland, Maine**  
**Traffic Impact Study Addendum No. 2 - 6/29/96**

### **Introduction**

At the June 25, 1996 Portland Planning Board Workshop, two parking garage access alternatives were reviewed by Board members. The first involved prohibiting through entry movements to the Preble Street access from Portland Street. The second prohibited both entry and exit through movements to/from Portland Street. For both alternatives the segment of Oxford Street from Portland Street to Preble Street would have been converted from a one-way (westbound) to a two-way street.

William J. Bray, P.E. of the City Public Works Department indicated that Preble Street had been converted to a one-way street a number of years ago to address a safety problem, and that he did not recommend returning it to two-way flow. He also recommended that both entry and exit through movements to from Portland Street be prohibited, but rather than a raised median island on Preble Street, this be accomplished using a triangular "delta" island on Portland Street. This Addendum No. 2 reassesses the traffic impacts associated with prohibition of through entry/exit movements to/from Portland Street, without rerouting entering traffic to Preble Street via a two-way Oxford Street.

### **Alternative 3 - No Entry/Exit To/From Portland Street Without Oxford Street Re-Routing**

Under this alternative, there are significant impacts to the access routings to the garage during the AM peak hour, with the impacts during the PM peak hour somewhat similar to those resulting from Alternative 2 (as discussed in Addendum No. 1 of 6/20/96. Figure 7-3 presents the AM and PM peak hour assignment of net site generated traffic for Alternative 3. For Alternative 3, traffic approaching the garage from the south and west (South Portland, outer Congress Street, I-295) is expected to travel to the garage on Cumberland Avenue and enter at the Elm Street access. Some of the traffic approaching from the north on Forest Avenue, particularly that exiting southbound I-295, may use a Kennebec Street routing to Preble Street; however, the length of green time for this movement at the Forest/State/Marginal/Kennebec intersection is rather limited and does not encourage this routing.

The capacity/level of service findings noted above are very similar to the findings of the original study for the previously proposed access plan for the Preble Street entrance/exit. Overall, the Preble Street access is projected to operate satisfactorily for access Alternative #3, as was the case for the original access plan and Alternatives #1 and #2.

### Summary of Findings

Access Plan Alternative #3 addresses the concerns regarding through entry/exit movements to/from Portland Street at the Preble Street garage access. Figure 11-3 presents a schematic design of the "delta" island proposed to prohibit entry and exit movements to/from Portland Street at the Preble Street access to the garage. Because entering vehicles from the south and west have relatively restricted routings to the garage, the number of vehicles using the Elm Street access is higher in both the AM and PM peak hours than was the case for the original access proposal, which would have allowed through exit/entry movements at the Preble Street entrance. While the intersections in the vicinity of the garage are projected to operate at a satisfactory level of service for Alternative #3, the level of convenience for both entry and exit movements is less than would be afforded under the original access proposal. In discussing this with Mr. William Bray, P.E., of the Public Works Department, he indicated that he would be amenable to considering testing the original access plan for a "trial" period of time, with the understanding that if any problems arose, through movements between the Preble Street entrance and Portland Street would be prohibited and the "delta" island (Alternative #3) would be constructed.

### Operational Assessment - Area Intersections

Capacity/Level of Service analysis was performed for the AM and PM peak hours for the Preble @ Cumberland, Elm @ Cumberland intersections, and for the PM peak hour for the Forest @ Park/Portland intersection to assess the impacts of Alternative 3. (The Preble @ Marginal Way intersection was not analyzed as the traffic volumes at this location were similar to those of Alternative 2, previously analyzed.) AM and PM peak hour traffic volumes for the post-development condition are presented in Figures 8-3 and 9-3.

Location	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Preble @ Cumberland	C	16.4	B	12.6
Elm @ Cumberland	C	16.8	B	14.2
Forest @ Portland/Park	NA	NA	C	16.2

All signalized intersections in the vicinity of the proposed garage are projected to operate at satisfactory levels of service.

### Operational Assessment - Preble Street Access

A summary of capacity/level of service analysis for the Preble Street access for Alternative 3 is summarized below. Figure 10-3 presents the projected AM and PM peak hour volumes for Alternative 3.

Movement	AM Peak Hour		PM Peak Hour	
	LOS	Total Delay (sec)	LOS	Total Delay (sec)
Portland St Right	B	6.4	B	5.1
Preble St Left	A	2.4	A	2.1
Left From Garage	A	0.0	D	27.2
Total Intersection		1.7		5.2

D-42

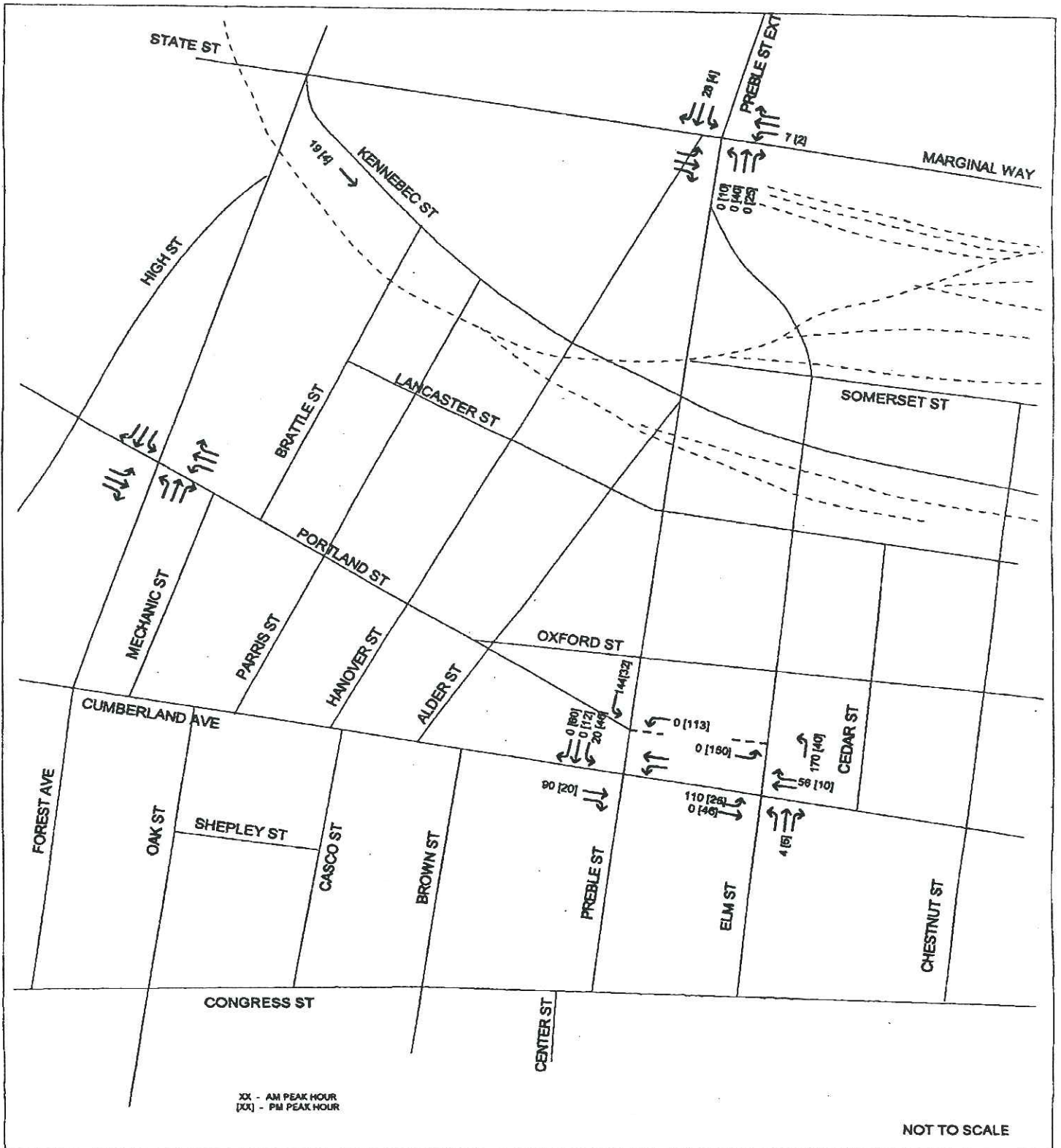


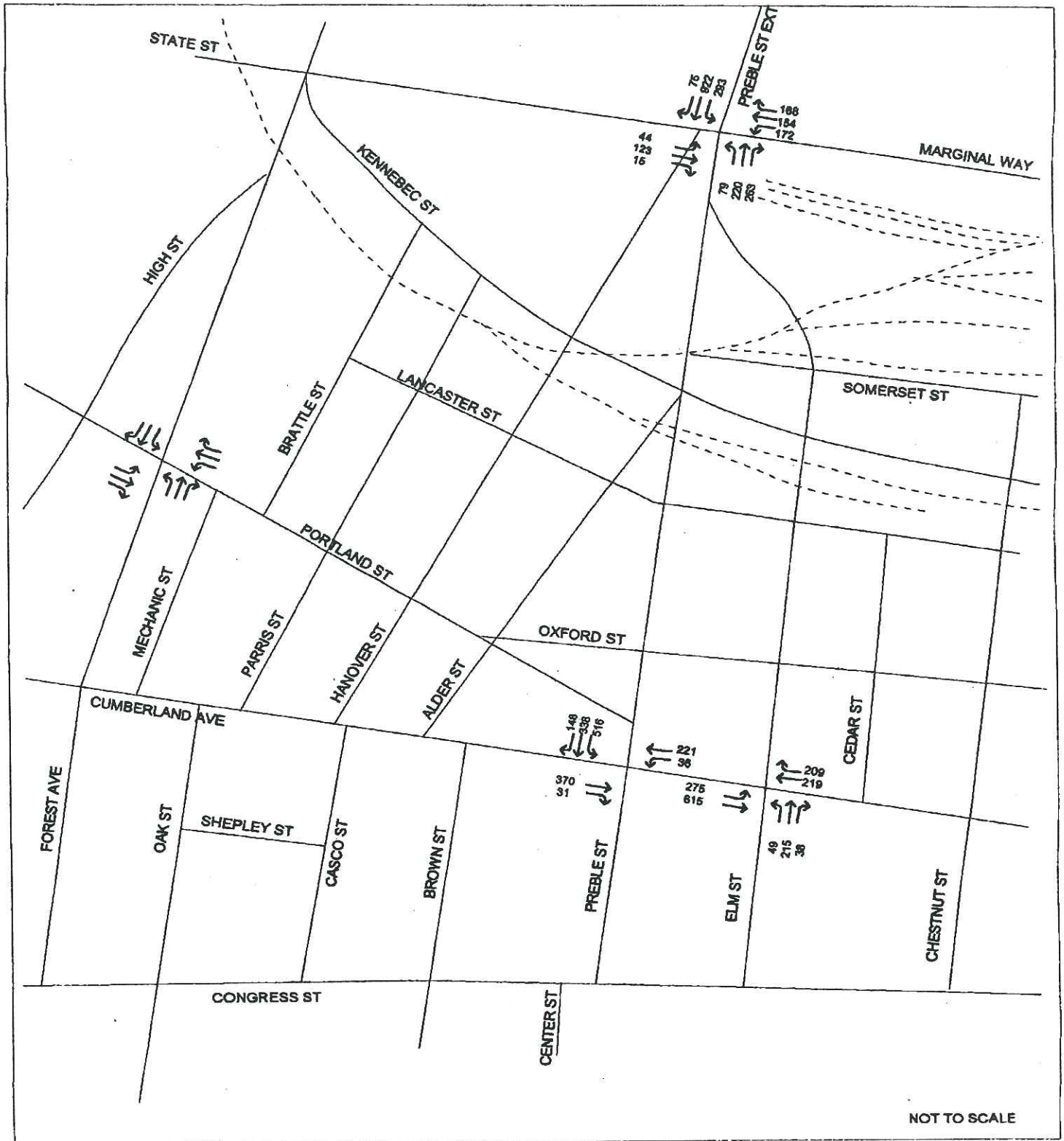
Figure 7-3 Alternative 3 - No Thru Entry/Exit To/From Portland W/No Oxford St Route  
ESTIMATED NET AM & PM PEAK HOUR SITE GENERATED TRAFFIC VOLUMES

MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE



2 Miranda Bl - Brunswick, Maine  
(207) 725-8935 Fax (207) 725-9773

D-43



NOT TO SCALE



2 Miranda St - Brunswick, Maine  
207 725-8805 Fax: 207 725-9773

Figure 8-3 - Alternative 3 No Thru Entry/Exit To/From Portland W/ No Oxford St Route  
PROJECTED AM PEAK HOUR TRAFFIC - POST-DEVELOPMENT

**MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE**



D-45



XX - AM PEAK HOUR  
 XX - PM PEAK HOUR

NOT TO SCALE

Figure 10-3 - Alternative 3 - No Thru Entry/Exit To/From Portland Street W/No Oxford St Route  
 PROJECTED AM & PM PEAK HOUR TRAFFIC AT PREBLE STREET ACCESS - POST-DEVELOPMENT



2 Market St - Brunswick, Maine

MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE



D-46

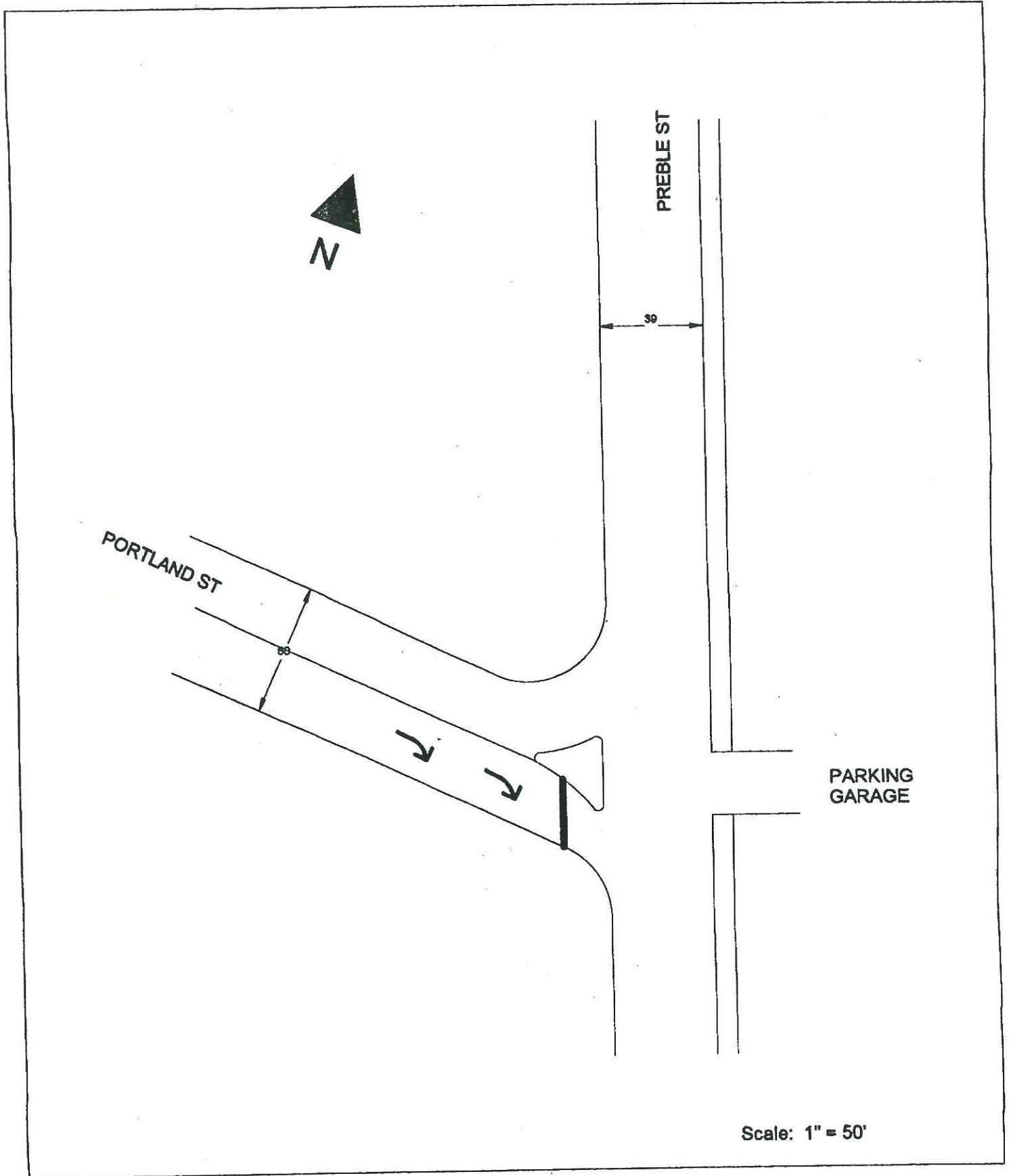


Figure 11-3 - Alternative 3 - No Thru Entry/Exit To/From Portland Street W/ No Oxford St Route  
PROPOSED DELTA ISLAND TO PRECLUDE PORTLAND STREET THRU MOVEMENT



25 Main St. - Brunswick, Maine  
207.725.9773 Fax 207.725.9773

MONUMENT SQUARE ASSOCIATES DESIGN

**CITY OF PORTLAND, MAINE  
MEMORANDUM**

**TO:** Richard Knowland, Senior Planner  
**FROM:** James Seymour, Acting Development Review Coordinator  
**DATE:** July 1, 1996  
**RE:** Cumberland Avenue Parking Garage Site Plan - August Corp.

I have reviewed the plans and details associated with the site plan application for the Cumberland Avenue Parking Garage by August Corporation and provide the following comments:

1. Drainage Plan

A. The locations of the street catchbasins shall be further away from the handicap ramps such that standard catchbasin inlet "headstone" can be installed.

*Change  
Preble St  
- CB  
SEE ATTACHED  
SHEET*

*NOTE  
OK*

B. Standard City of Portland details for Precast Concrete Catchbasin Type "E", Typical A-4 Catchbasin Stone Detail, and the Typical Pavement Grading on Slopes for Catchbasin and Inlet.

*NOTE  
OK*

C. A catchbasin was to be added in the area designated for snow storage. No catchbasin was indicated on the plan. I've spoken with the consultant who may modify the larger 8' oil/grit separator to also function as a catch basin. A detail of the modification or the additional catchbasin shall be added to the Drainage Plan.

2. Site Improvement Plan

A. The handicap ramp and sidewalk corners as shown on the plan at the location of Elm Street and Cumberland Avenue should not be designed with curved tipdowns. Instead the ramp shall be designed the same as the ramp on the corner of Preble Street and Cumberland Avenue.

*Change  
SEE SHEET  
A1.2*

B. A note shall be added to the detail for underdrain to specify pipe material. Also, the location of the underdrain connection shall be shown. I strongly suggest that based on the possibility that contaminated soils may exist, according to S.W. Coles report, the foundation drain may transport some of the oil contamination to the stormdrain system. If the foundation drain is connected to the treatment system it could enhance the groundwater and stormwater discharge.

*Address  
→*

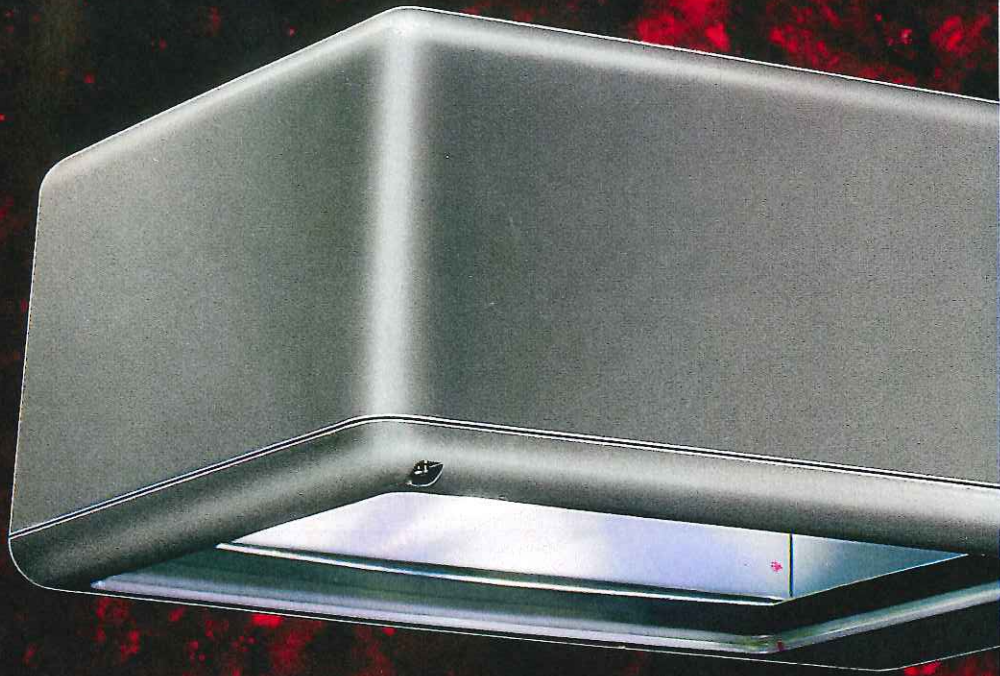
3. Miscellaneous

- A. *Add* A note shall be added to the plans stating "all street repair box cuts and trenches shall be repaved in accordance with the Public Works Technical Standards or under the approval of the Public Works Inspector and City Engineer.
  
- B. *Address* A note shall be added to the Site Plan stating or showing the location of the CMP pole replaced at the ingress/egress of Elm Street. All relocations shall be approved and constructed in accordance with the standards of Central Maine Power Company and NYNEX prior to obtaining a building permit.

Due to the 4th of July holiday, I will not be able to be reached until Monday July 8, 1996. If you have any comments or questions please contact me. In the interim, I have contacted the stormwater consultant, Scott Decker of Squaw Bay Corp. and will have faxed in the necessary catchbasin related details so he can revise many of the comments for the Planning Board Meeting.

ATTACHMENT G

UPPER DECK  
LIGHTING FIXTURES



CAMBRI

SPAULDING LIGHTING, INC.

The CAMBRIDGE collection is a classic luminaire design combining form and function. The CAMBRIDGE provides traditional styling as well as effective, no-glare illumination. CAMBRIDGE luminaires are ideal for planned communities, parks, walkways, parking areas, entrances, marinas, or any no-glare application.

The CAMBRIDGE family of outdoor luminaires offer variety to meet any specification:

- Pole or Wall Mount
- Two Sizes to accommodate 100 to 1000 watt Metal Halide and High Pressure Sodium mogul base lamps.
- Three Reflectors - Specular anodized reflectors provide a square symmetrical, forward throw, or narrow asymmetrical lighting patterns.
- A variety of Designer Color Finishes.

Excellence in design and quality construction are hallmarks of the CAMBRIDGE collection. All housings and lens doors are one-piece cast aluminum with soft radius corners. The lens is clear flat tempered glass held in place with sealant and retaining clips. A continuous EPDM gasket seals the door assembly to the housing.

The ballast assembly is starting rated to -20 degrees F. Ballasts for Metal Halide and High Pressure Sodium lamps are constant wattage autotransformer type, high power factor.

2



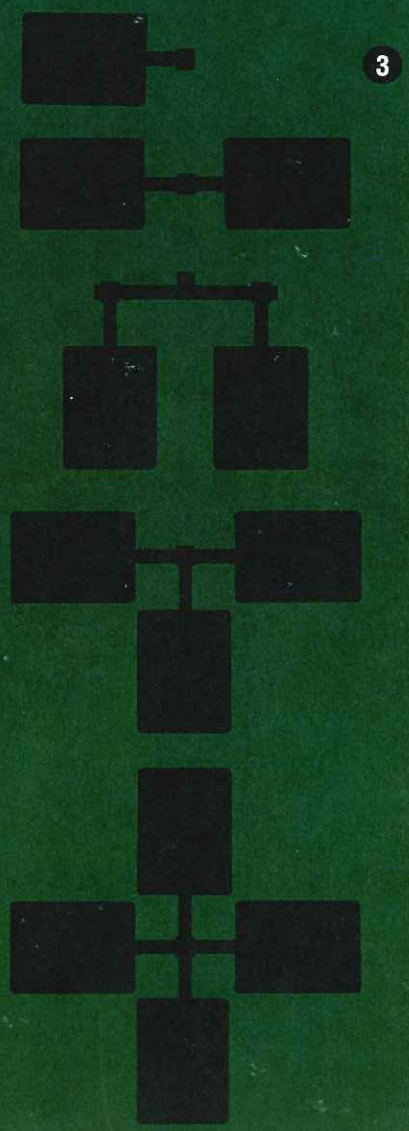


### **EASY MAINTENANCE**

CAMBRIDGES make lamp replacement and routine maintenance easy. Lamps are easily accessed through the hinged aluminum door which is secured with captive screws. The hinged reflector assembly allows access to mounting hardware and ballast. All ballast components are mounted directly and heat sunk to the cast housing for cooler operation and long life.

### **MOUNTING OPTIONS**

The versatile CAMBRIDGE collection lets you customize illumination to suit the setting. Choose CAMBRIDGE luminaires in Single, Twin Parallel, Twin 90 degree, Twin 180 degree, Triple, Quad or Wall Mount configurations.



CAMBRIDGE

**SIDE-ARM MOUNT**

CAMBRIDGE Side-Arm mounts provide effective, directional illumination as well as handsome styling and durability. The extruded aluminum arm is supplied with four bolts for rigid, secure attachment to the pole. Standard arm length is 6" for small housings, and 10" for large housings.

4

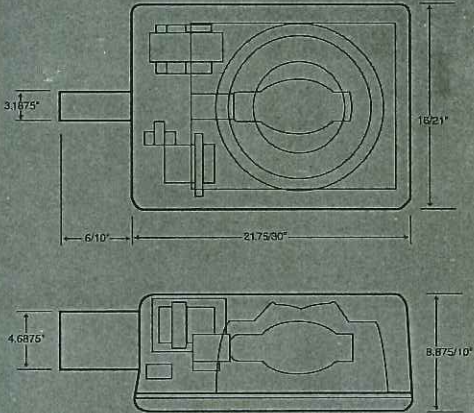
SPAULDING LIGHTING, INC.





**WALL MOUNT**

Consider the CAMBRIDGE wherever wall mount luminaires are desired. The cast aluminum wall bracket mounts directly to a vertical surface.

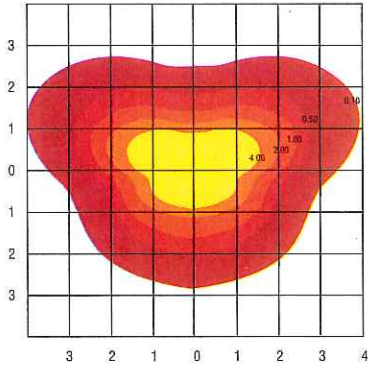




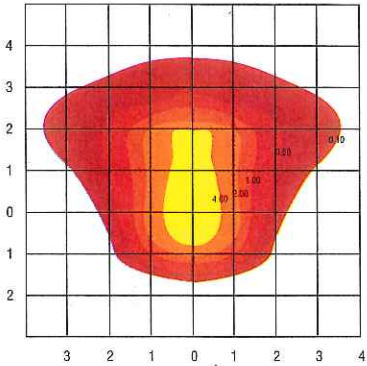
# ISOFOOTCANDLE CURVES

Anodized reflector systems provide selection of three distinctive distributions, type III asymmetric, forward throw, and symmetric type V. Horizontal distances are multiples of mounting height.

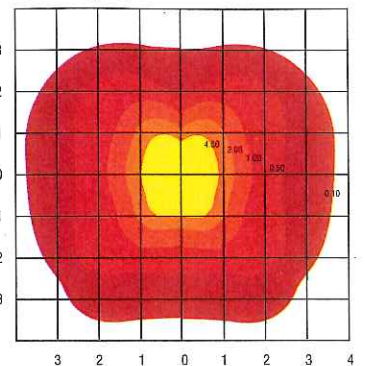
CEI-S400-III  
25' mounting height



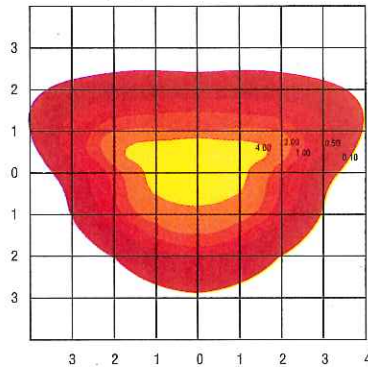
CEI-S400-IV  
25' mounting height



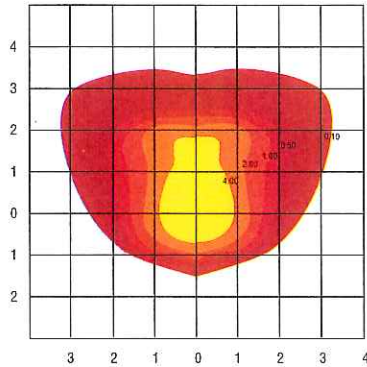
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25' mounting height



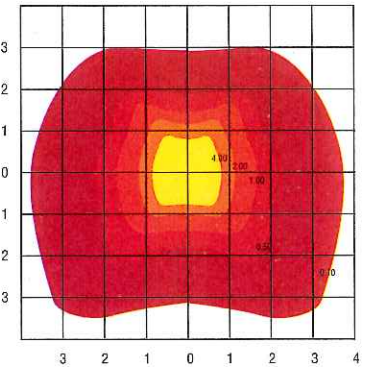
CEI-M400-III  
25' mounting height



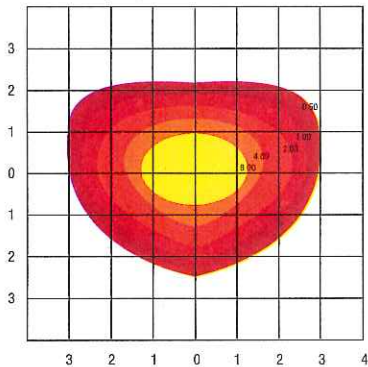
CEI-M400-IV  
25' mounting height



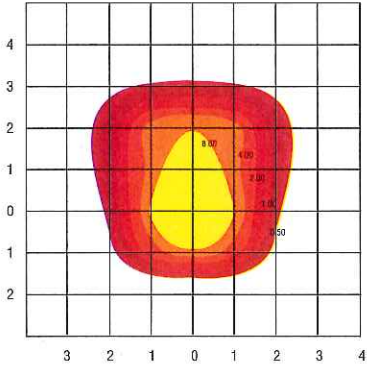
CEI-M400-VS  
25' mounting height



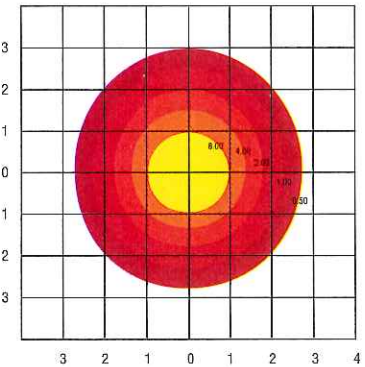
CEI-S1000-III  
30' mounting height



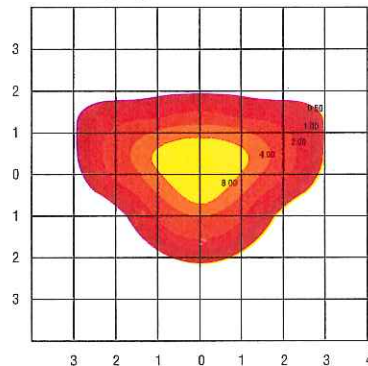
CEI-S1000-IV  
30' mounting height



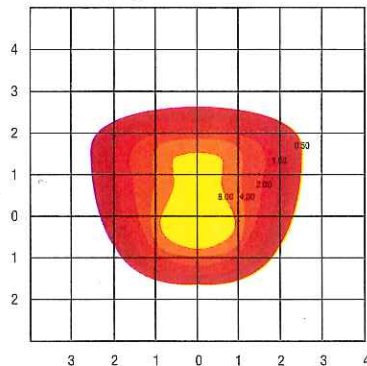
CEI-S1000-VS  
30' mounting height



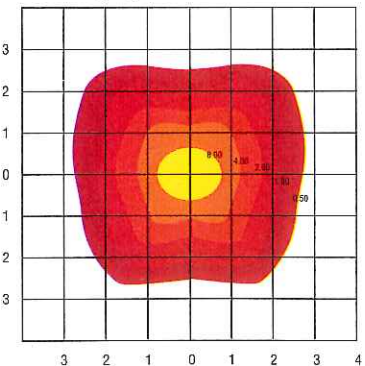
CEI-M1000-III  
30' mounting height



CEI-M1000-IV  
30' mounting height















CEI-M1000-VS  
30' mounting height



# LUMINAIRE ORDERING GUIDE

UL & CSA Listed.

Model	CEI - small size						CEII - large size			
<b>Mounting Mode</b>	<b>PM</b>						<b>WB</b>			
										
	Pole Mount						Wall Bracket			
<b>Lamp Type/Watts</b>	<b>small size</b> S100 S150 S250 S400 M175 M250 M400						<b>large size</b> S400 S1000 M400 M1000			
<b>Reflector</b>	I-asymmetric		III-asymmetric			IV-forward throw		VS-symmetric square		
<b>Voltage</b>	120	208	240	277	347	480	MT-multi-tap			
<b>Options</b>	PC - photoelectric cell 120-277v, up to 400w. PR - photo receptacle (less cell) VG - polycarbonate vandal guard						SF - single fuse DF - double fuse CS - house side cutoff shield			

Colors for Luminaire and Pole	DBZ	SSB	RRN	SGB	WHT	FGP	TBP	RBP	CMB	SOS
										
	dark bronze	beige	rocket red	black	white	forest green	teal blue	royal blue	burgundy	silver

## Luminaire Ordering Example:

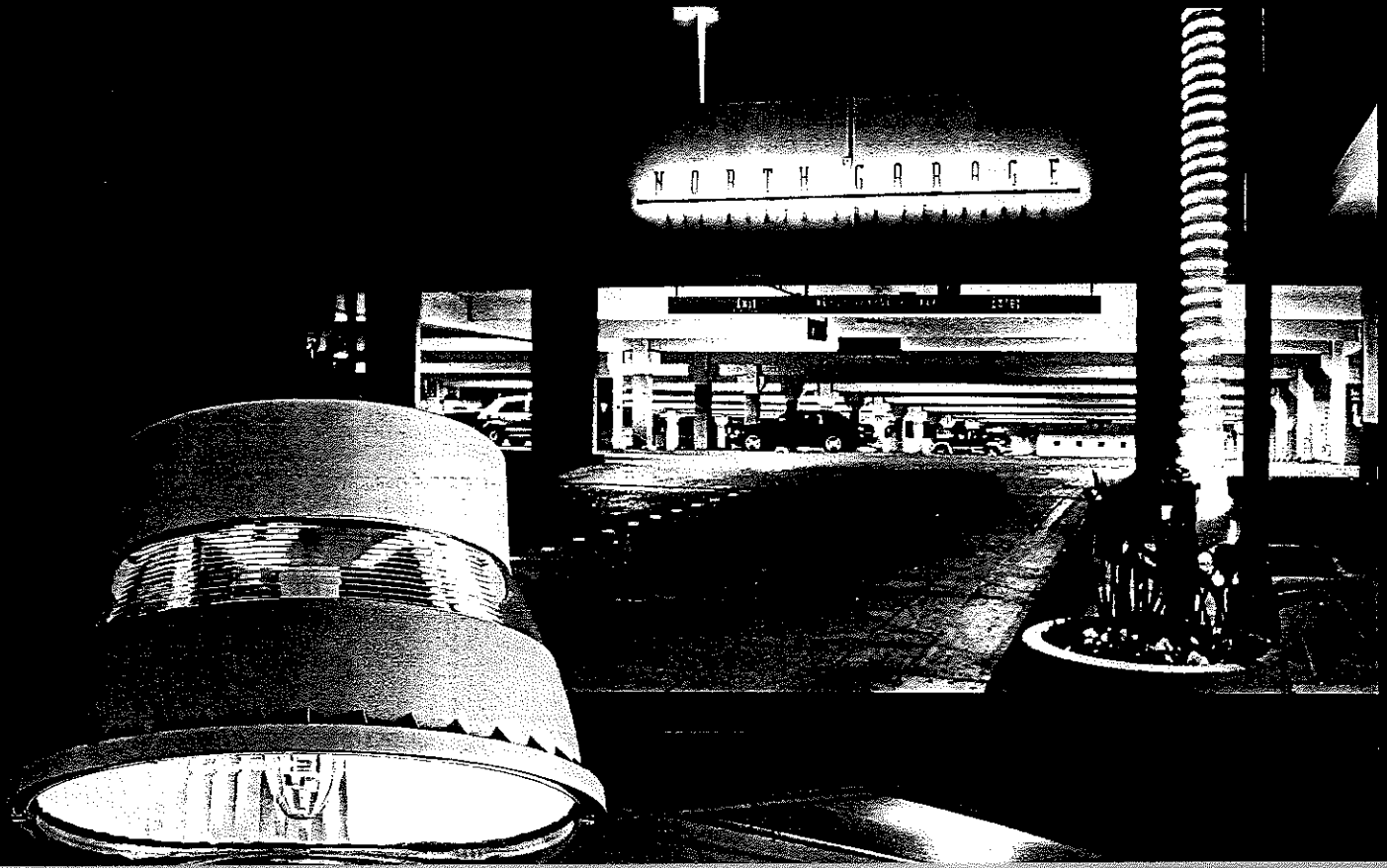
MODEL	MOUNTING MODE	LAMP TYPE WATTS	REFLECTOR	VOLTAGE	OPTIONS	COLOR
CEII	PM	S400	IV	MT	PC	SOS
CEI CEII	PM; pole mount: std-6" arm for CEI std-10" arm for CEII WB; wall bracket	small S100 S150 S250 S400 M175 M250 M400 large S400 S1000 M400 M1000	I; symmetric III; asymmetric IV; forward throw VS; V-square	120 208 240 277 347 480 MT; multi-tap	PC; photoelectric cell 120-277v, up to 400w PR; photo receptacle (less cell) SF; single fuse DF; double fuse VG; polycarbonate vandal guard CS; house side cutoff shield	DBZ; dark bronze SSB; beige RRN; rocket red SGB; black WHT; white FGP; forest green TBP; teal blue RBP; royal blue CMB; burgundy SOS; silver

## POLE ORDERING

Refer to Poles/Brackets Section for ordering information.

# PGL1<sup>HP</sup>

Parking Garage Luminaire

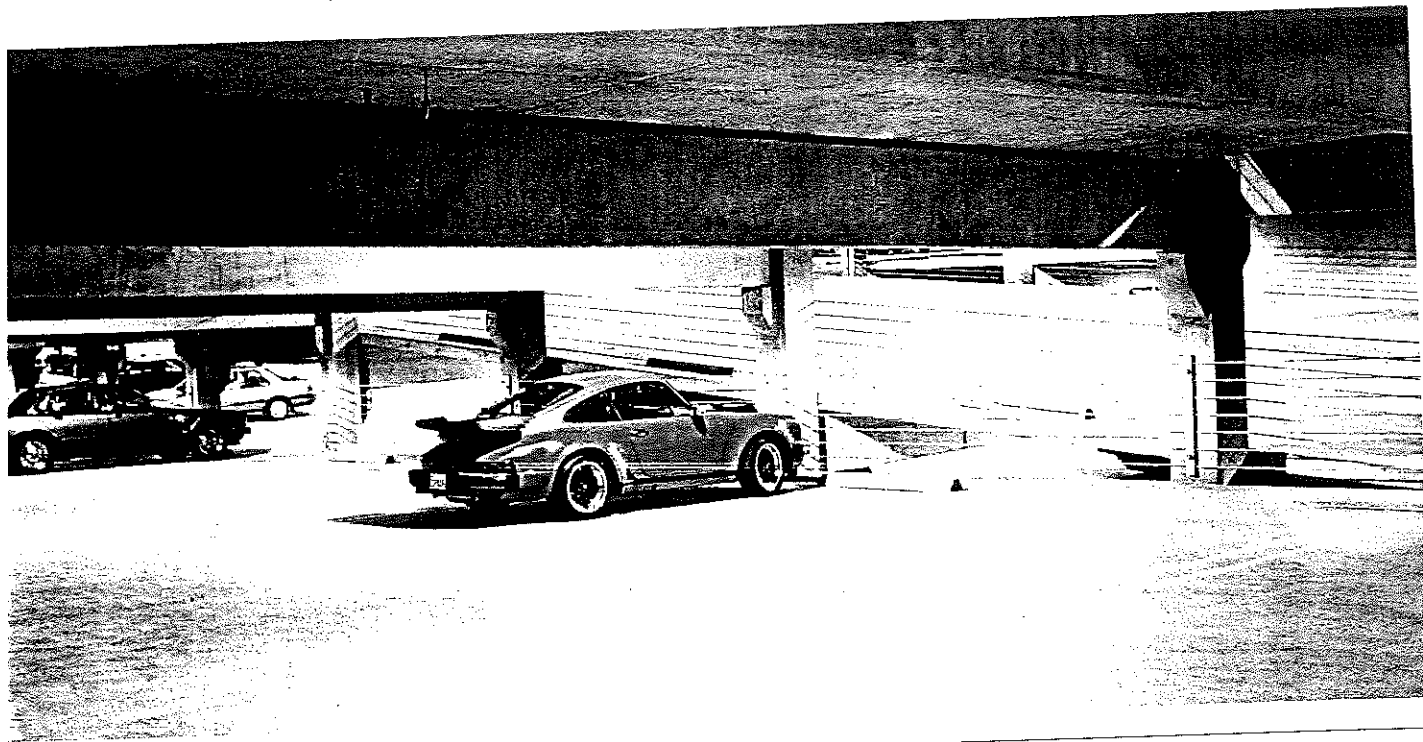


*The High Performance  
Luminaire Exclusively  
Designed For  
Parking Garages.*



**KIM LIGHTING**

# Proven Success



## KIM LIGHTING

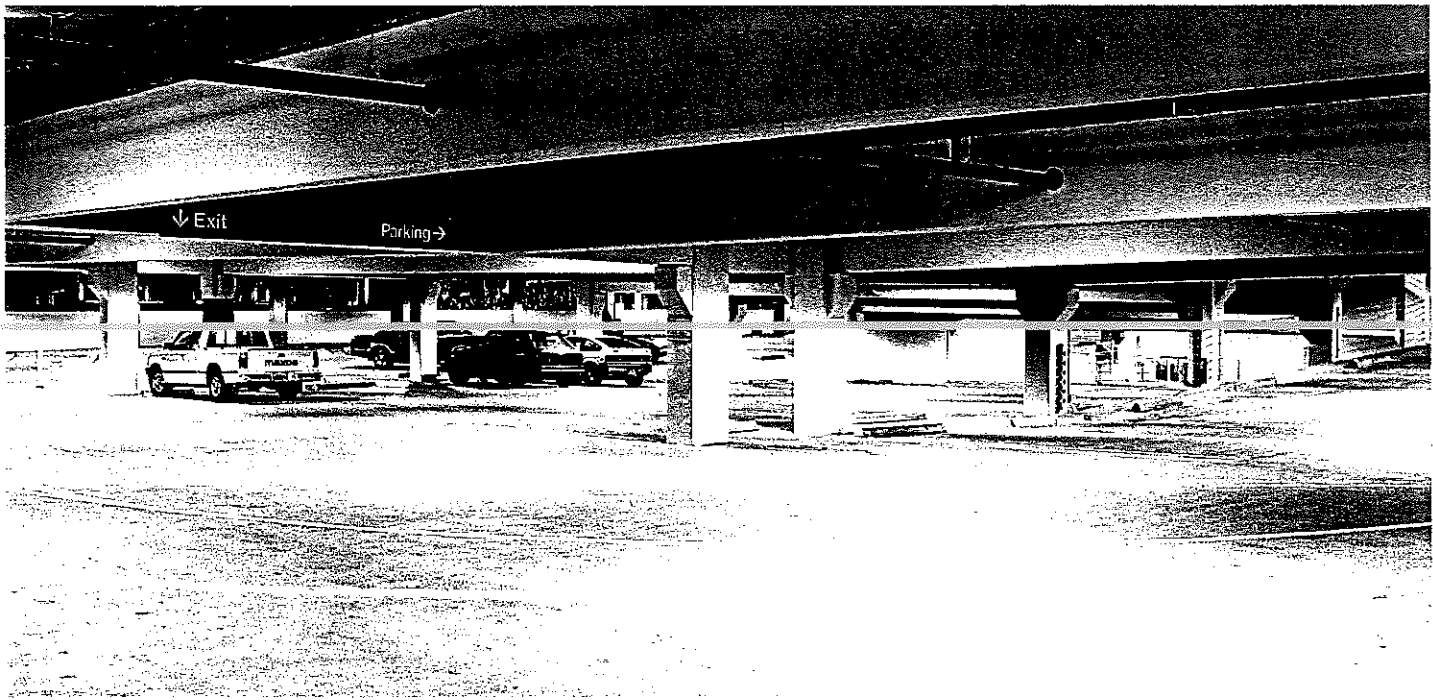
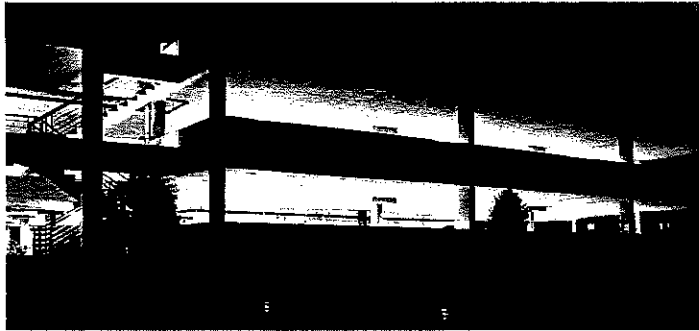
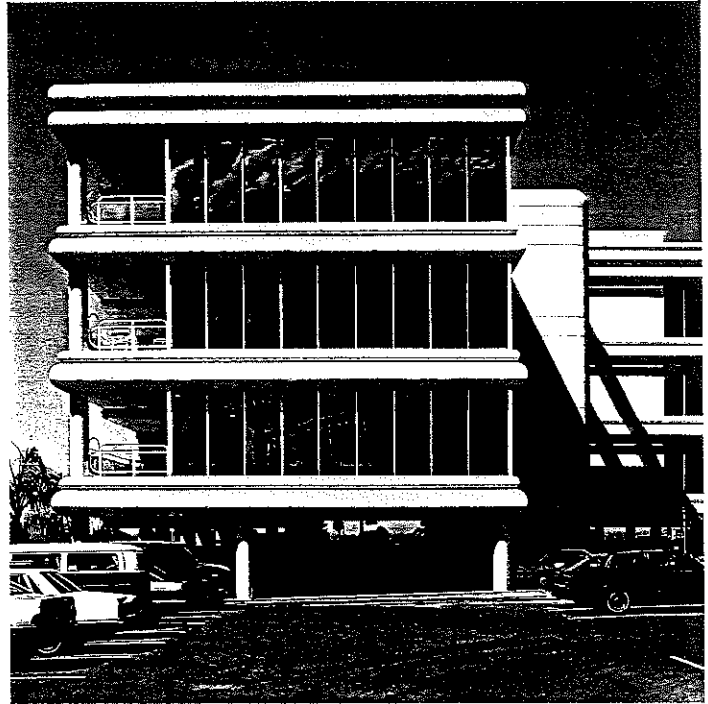
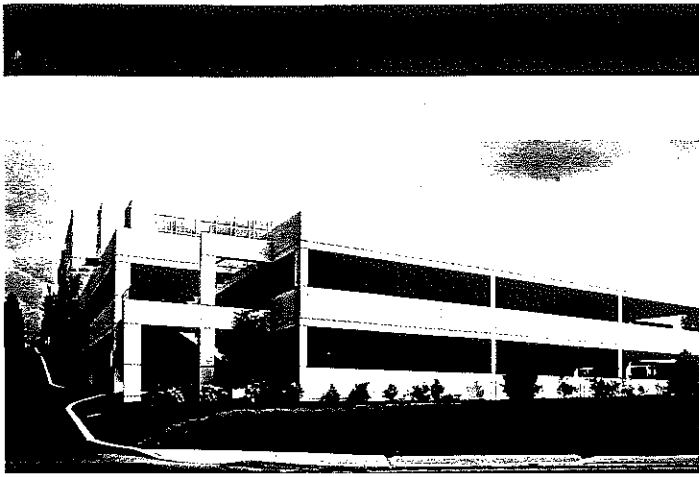
SITE / AREA  
PARKING STRUCTURE  
ROADWAY  
ARCHITECTURAL FLOOD / ACCENT  
LANDSCAPE

16555 EAST GALE AVENUE  
PO BOX 1275  
CITY OF INDUSTRY, CALIFORNIA 91749  
U.S.A.  
PHONE 818 / 968 5666  
FAX 818 / 369 2695

© COPYRIGHT 1996 KIM LIGHTING INC  
U.S. PATENT 4,856,103

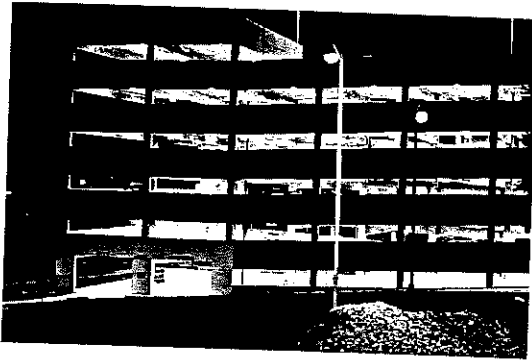
### Contents

Functions	2-3
Features	4-5
Specifications	6
Ordering Information	7
Initial Illumination	8-10
Maintained Illumination	12-15
Top Deck Lighting	16
Stairway / Perimeter Lighting	Inside Back Cover
Computer Services	Inside Back Cover



Over 100,000 PGL1 Luminaires installed  
as of this printing!

# Three Functions in One Luminaire



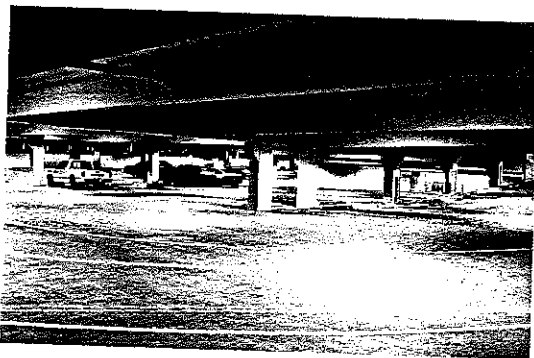
## 1. Indirect Luminaire

**Purpose:** Garage ceilings must be illuminated to avoid the "cave effect" or the feeling of entering a dark insecure place. The PGL1HP luminaire has a unique uplight component which lights ceilings and beams, creating a bright and secure ambience within the garage interior. Up-lighting also reflects off the ceiling and beams, thereby adding to the floor illumination and softening shadows.



## 2. Cutoff Luminaire

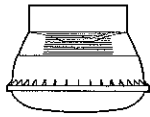
**Purpose:** Cutoff luminaires have long been acknowledged as providing the best illumination for driving because glare is eliminated at high angles where it can cause loss of visibility. The PGL1HP luminaire has been engineered to provide cutoff lighting up and down the driving lanes for optimum driver and pedestrian visibility. The lamp is fully shielded from high angle view by the opaque section of the luminaire. Collectively the cutoff down-light combines with the indirect up-light to create a bright garage interior void of harsh luminaire intensity.



## 3. Semi-Direct Luminaire

**Purpose:** Once an automobile leaves the driving lane and is parked, the lighting requirements change. Additional light is needed at high angles to light the area between cars, help light inside the car and to provide a secure environment for people leaving or re-entering their vehicles. The PGL luminaire employs prisms in a selected portion of the up-light window to bend light downward toward the parking stalls. This additional downward light helps fill the parking areas with increased illumination directly from the luminaire and reflected from the ceiling and beams.

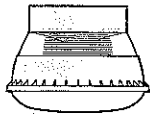
Up-light distribution through clear portion of upper window.



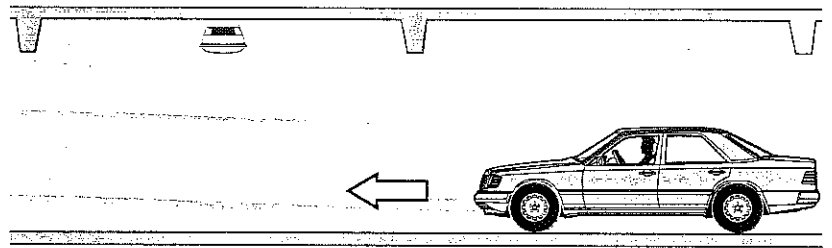
Toward Driving Lane

**Result:** The PGL helps any parking garage give users a secure and inviting feeling even before entering. Up-light eliminates the "cave effect".

Down-light distribution through lower window.

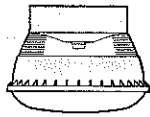


Toward Driving Lane

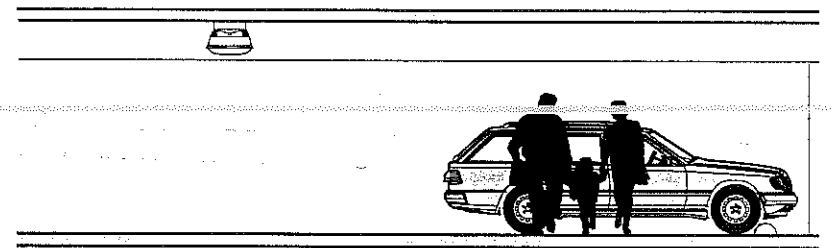


**Result:** The PGL generates uniform glare-free lighting for safe and comfortable driving within the garage.

Up-light and down-light distribution through prisms portion of upper window.



Toward Parking Stalls



Down-light distribution through lower window.

**Result:** The PGL provides excellent lighting in the parking stalls for security.



**Conclusion:**

The Kim Parking Garage Luminaire is an innovative solution to a complex lighting task. Never before has parking garage lighting been so thoroughly analyzed and solved by a single product with multiple functions. Today's parking garages must be highly illuminated and visually inviting or they will be avoided. The PGL can create a bright and secure

garage ambience without polluting the surrounding neighborhood with glare. In addition to superb lighting, the PGL fixture has a designer-look instead of the typical utilitarian look so common in today's garage luminaires. Day or night, the PGL will complement and enhance the growing effort to make parking garages an integral part of the architectural design theme.

# Features and New Enhancements

**Note:** All enhancements are completely interchangeable with any previous PGL model.

## New Wire Seal

A molded silicone grommet now adds greater protection against moisture entry by sealing a three wires exiting the fixture too.

## New Speed Mount

The new "Speed Mount" has been redesigned to eliminate the need for a Mud Box Adapter Plate (old cat.# M). Now this quick-mounting device easily attaches to mud boxes as well as standard 4" J-boxes.

## Hydroformed Up-Light Reflector

The one piece hydroformed up-light reflector is configured to capture and redirect lamp output to useful angles. It also retains the lamp socket, and is easily removable for access to the electrical components.

## Die Cast Housing, New Finish

The electrical housing is die cast aluminum finished in Kim's exclusive Light Gray "Super TGIC" powder coat paint. Housing hangs from the "Speed Mount" for easy wiring, and locks into place once it is raised to the final mounting position.

## Electrical Components

All ballasts and related components are rigidly mounted inside the die cast housing and 100% tested before shipment.

## New Housing Gasket

For added longevity, the housing gasket has been upgraded to a one piece molded silicone component.

## Up-Light to Parking Stalls

Two prism areas in the up-light window bend light downward for extra fill into the parking stalls. Prism areas are 180° apart.

## Up-Light Component

A generous amount of up-light is provided to illuminate the ceiling and beams. This reduces the "cave effect", providing a more inviting parking garage with a greater sense of security.

## New Hanger Hinge

A new stainless steel hanger hinge now allows easy no-tool removal of the down-light window.

## New Hydroformed Reflector

The primary reflector is now a one piece hydroformed aluminum component with an Alzak® finish. This change was made to provide maximum longevity, maintained light output and easier care over the previous vacuum-metalized reflector. Vertical facets prevent reflected light from passing through the lamp for greater efficiency and lamp life. The reflector is retained inside the one piece injection molded polycarbonate optical housing. See photo below.

## New Gasket and Fasteners

The down-light window gasket has been changed to silicone for maximum recovery of shape after relamping. The closure fasteners are stainless steel captive shoulder screws to prevent over-tightening and cracking of the lens. See detail below.

## New Down-Light Window

The injection molded down-light window has been reconfigured for greater performance by increasing the light transmission at high angles. This new lens produces an average increase of 6% in overall efficiency versus the old lens. The standard material is high temperature U.V. stabilized acrylic with optional polycarbonate available.

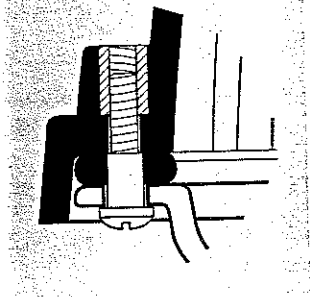
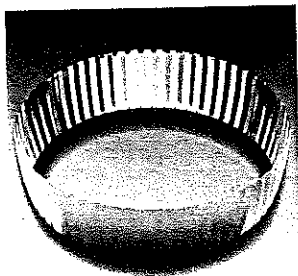
Toward Driving Lane A ← B → Toward Parking Stalls

Cutoff

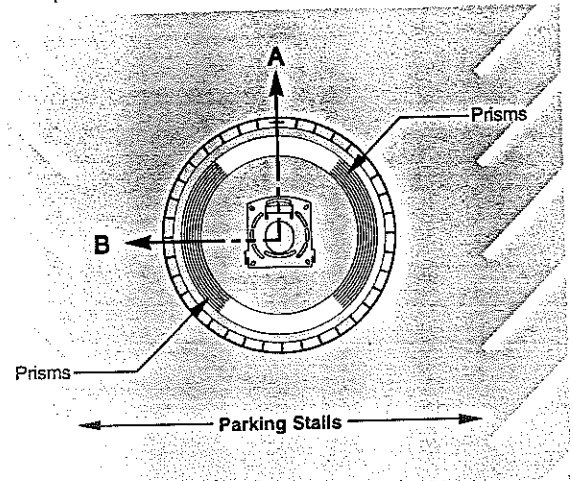
Cutoff

## Wide Throw Down-Light

The primary garage illumination is provided by cutoff down-light in which the lamp is fully shielded above horizontal. Full coverage of the garage bay is achieved by the wide throw and high candlepower.



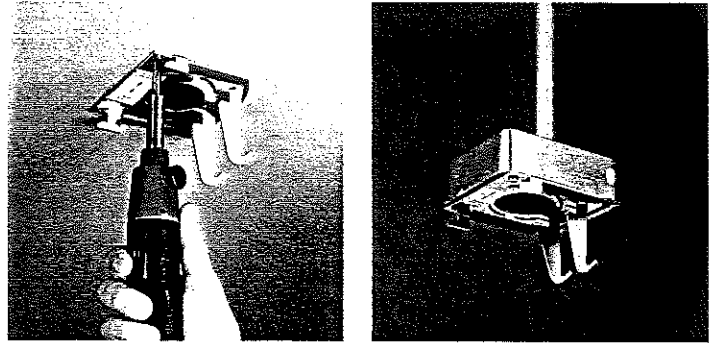
Top view of luminaire and orientation to parking stalls.





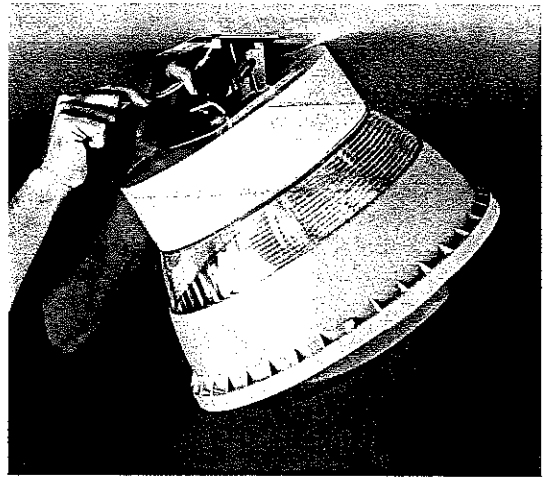
## Speed Mount

Because parking garage luminaires must be installed quickly and securely, every PGL is supplied with the Kim "Speed Mount". The "Speed Mount" attaches to any standard 4" J-box or mud box, whether recessed, surface or rigid \*pendant mounted. It serves as a fixture hanger freeing both hands for connecting field wires, and locks the fixture to the J-box without tools. \*See PB1 option, P.4.



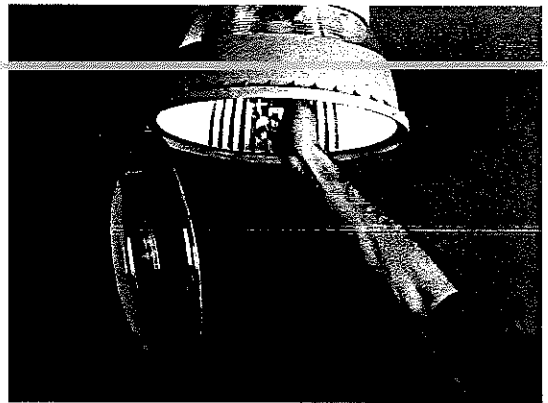
## Wiring and Locking

With the "Speed Mount" in place, the PGL luminaire can be removed from its carton and easily installed without tools. The fixture hangs at an angle so field wire connections can be quickly and easily made. All wires are tucked into the J-box, and the fixture is ready for final mounting. Without tools, the fixture is simply lifted and pushed forward until an audible lock is heard. At this point, the fixture is locked to the J-box and cannot be removed without internal access through the ballast compartment. This feature reduces the possibility of theft, particularly during the period prior to building occupancy.



## Lamping and Relamping

For initial lamping or future relamping, the down-light window is hinged and retained by three captive screws. Access to the lamp is quick, and the entire lamping task can be rapidly accomplished. Relamping schedules should always be combined with basic cleaning to maintain optimum light output. Since the PGL optical chamber is totally sealed, exterior dusting is all that is normally required.



## Control of Light Pollution

Parking garages are notorious for light pollution because they have traditionally been illuminated with non-cutoff prisms refractor luminaires. The PGL now allows parking garages to be fully illuminated without significant light spill into the surrounding neighborhood.

Photo: PGL test installation, Irvine, Calif.

Non-Cutoff prisms refractor luminaires, 175W. MH.

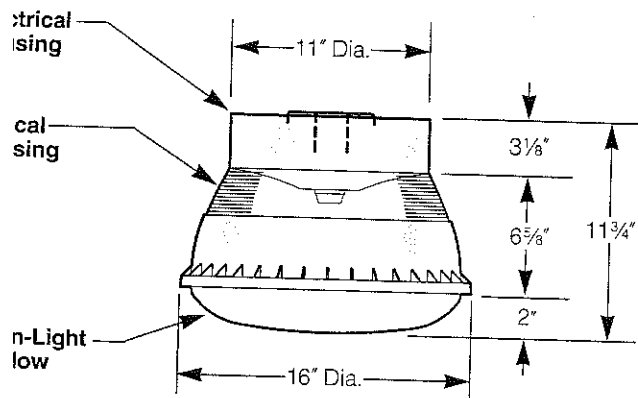
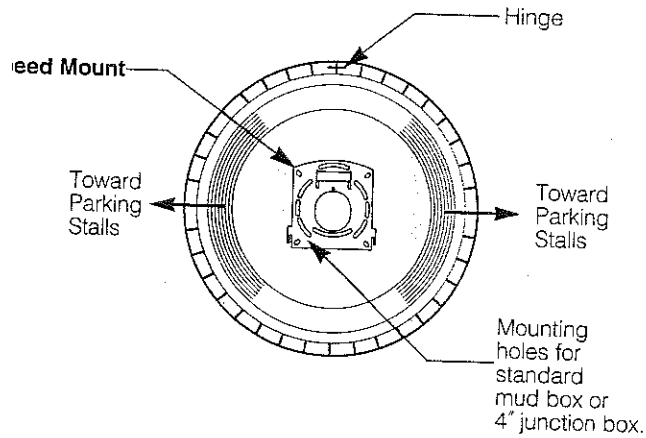
Kim PGL, 150W. HPS.



# Specifications

**Warning:** Fixtures must be grounded in accordance with local codes or the National Electrical Code. Failure to do so may result in serious personal injury.

**Fixture** Recommended for interior ceiling-mounted installation only.



## Specifications

**Testing and Certification:** Underwriters Laboratories listed (120, 208, 240 and 277 volt) and Canadian Standards Association certified (120 and 347 volt) for wet locations. Photometrics based on Independent Testing Laboratory (ITL) reports.

**Speed Mount:** Formed steel, electro-zinc plated for mounting to standard 4" J-box or mud box. Hooks are designed to hang fixture, freeing both hands for field wire connections. Allows tool-free fixture mounting to J-box, with integral anti-theft locking device.

**Electrical Housing:** Die cast aluminum for direct mounting to the Kim Speed Mount. Wire entry is sealed with a silicone grommet.

**Optical Housing:** One-piece injection molded UV stabilized polycarbonate (minimum wall thickness .125") with clear up-light window and mask-painted down-light section with hydroformed Alzak aluminum reflector insert. Reflector has vertical facets to prevent reflected light from passing through the lamp envelope. Up-light window contains two prisms to spread additional light downward in the direction of parking stalls. Optical Housing is secured to Electrical Housing with full silicone gasketing around the perimeter.

**Up-Light Reflector and Socket:** One-piece hydroformed aluminum with Alzak surface facing prisms and diffuse white surface facing clear up-light window areas. Socket is 4KV pulse rated medium base. Reflector is removed by loosening three screws allowing access to the electrical components.

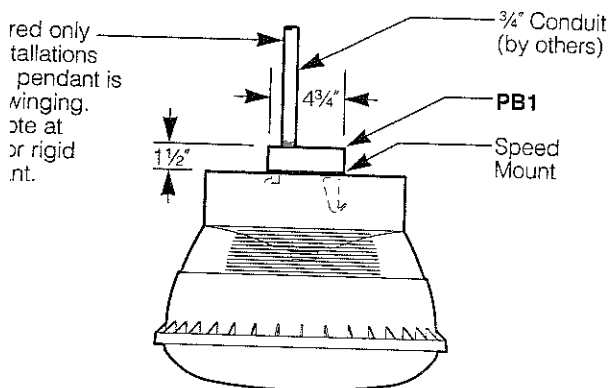
**Down-Light Window:** One-piece clear injection molded UV stabilized high temperature Acrylic (polycarbonate optional). Attached to Optical Housing with a "no-tool" quick release spring hinge and three captive phillips-head "shoulder" type screws to prevent overtightening (tamper-resistant hex socket screws optional). Perimeter is fully gasketed with silicone. Convex shape yields maximum light transmission.

**Electrical Components:** High power factor ballasts for -20°F, starting, rigidly mounted inside Electrical Housing and pre-wired with leads extended out top of housing.

**Optical Configuration:** In the direction of the driving lanes, luminaire down-light is of the "cutoff" classification with up-light provided for illuminating ceiling and beams. In the direction of parking stalls, luminaire is a "semi-direct" type with partial up-light refracted downward for additional fill-light in the parking stalls. In all directions, lamp is shielded from normal viewing angles by the opaque reflector section of the luminaire.

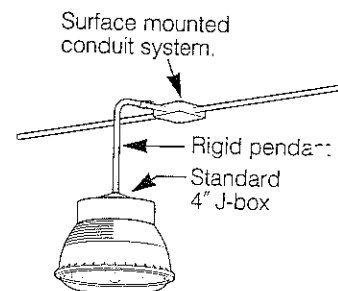
**Finish:** Light gray color. Super TGIC thermoset polyester powder coat paint applied over a chromate conversion coating on Electrical Housing. Oven cured coating, specifically designed for plastic or Optical Housing.

## Optional Balanced Pendant J-Box



**Balanced Pendant J-Box (PB1):** Cast aluminum with offset 3/4" N.F.T. pendant entry to balance PGL1HP fixture when a non-rigid free-swinging pendant is used. For fixture mounting, Kim Speed Mount adapts directly to PB1. Natural aluminum as-cast finish. (See below for rigid type pendant installation).

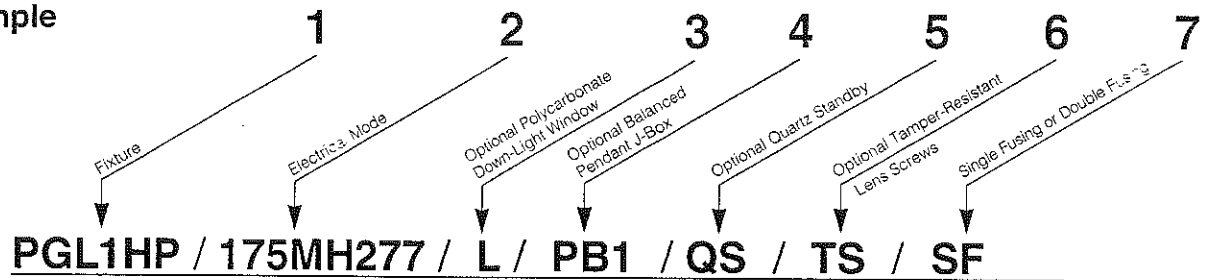
The PB1 is not required for installations where a rigid pendant is used. For any rigid pendant installation (typical example at right) a standard 4" J-box may be used with a centered pendant entry.



# Ordering Information

## Ordering Example

### 1 Fixture



### 2 Electrical Mode

**Caution:** All manufacturers of metal halide lamps recommend turning them off for 15 minutes once per week when under continuous operation. This will reduce the risk of arc tube rupture at end of life. Also, color temperature may differ between manufacturers of metal halide lamps. See lamp manufacturers' specification sheets.

All fixtures are available pre-lamped by Kim. Consult representative for pricing.

**Note:** For lamp/ballast information outside of the U.S.A. and Canada, please consult your local Kim representative.

Lamp Mode (Lamps by others)	Electrical Mode Cat. No.	Line Volts	Input Watts	Max. Input Amps
100 Watt Clear High Pressure Sodium E17 Med. Base	<b>100HPS120</b> <b>100HPS208</b> <b>100HPS240</b> <b>100HPS277</b> <b>100HPS347</b>	120 208 240 277 347	130 130 130 130 130	2.20 1.27 1.10 0.85 0.70
ANSI Code S-54				
150 Watt Clear High Pressure Sodium E17 Med. Base	<b>150HPS120</b> <b>150HPS208</b> <b>150HPS240</b> <b>150HPS277</b> <b>150HPS347</b>	120 208 240 277 347	188 188 188 188 188	2.80 1.60 1.40 1.25 0.92
ANSI Code S-55				
100 Watt Clear Metal Halide ED17 Med. Base	<b>100MH120</b> <b>100MH208</b> <b>100MH240</b> <b>100MH277</b> <b>100MH347</b>	120 208 240 277 347	129 129 129 129 129	2.60 1.50 1.30 1.15 0.90
ANSI Code M-90				
150 Watt Clear Metal Halide ED17 Med. Base	<b>150MH120</b> <b>150MH208</b> <b>150MH240</b> <b>150MH277</b> <b>150MH347</b>	120 208 240 277 347	185 185 185 185 185	3.65 2.10 1.80 1.58 1.29
ANSI Code M-102				
175 Watt Clear Metal Halide ED17 Med. Base	<b>175MH120</b> <b>175MH208</b> <b>175MH240</b> <b>175MH277</b> <b>175MH347</b>	120 208 240 277 347	215 215 215 215 215	1.80 1.04 0.90 0.78 0.65
ANSI Code M-57				

### 3 Optional Polycarbonate Down-Light Window

Cat. No. **L**  
One-piece clear injection molded UV stabilized polycarbonate Down-Light Window in place of standard acrylic.

**Caution:** Use only when fixture vandalism is anticipated within the parking garage. Service life is reduced by UV discoloration from metal halide lamps. High Pressure Sodium lamps are recommended to promote full service life.

### 4 Optional Balanced Pendant J-Box

Cat. No. **PB1**  
Cast aluminum J-box with offset 3/4" N.P.T. pendant entry to balance PGL1HP fixture when a non-rigid free-swinging pendant is used. For fixture mounting, Kim Speed Mount adapts directly to J-box. Natural aluminum as-cast finish.

### 5 Optional Quartz Standby

Cat. No. **QS**  
Integral electronic device energizes a T-4 mini-can socket during lamp warm-up and after power interruption. Socket de-energizes prior to the H.I.D. lamp reaching full brightness. 100W. T-4 mini-can quartz lamp by others. **NOTE: Input amps will increase by .80 with this option.**

### 6 Optional Tamper-Resistant Lens Screws

Cat. No. **TS**  
Captive hex socket (allen) shoulder screws provided for down-light window instead of standard phillips-head screws.

### 7 Optional Fusing

Cat. No. **SF**  
Single Fusing for 120V, 277V and 347V only.

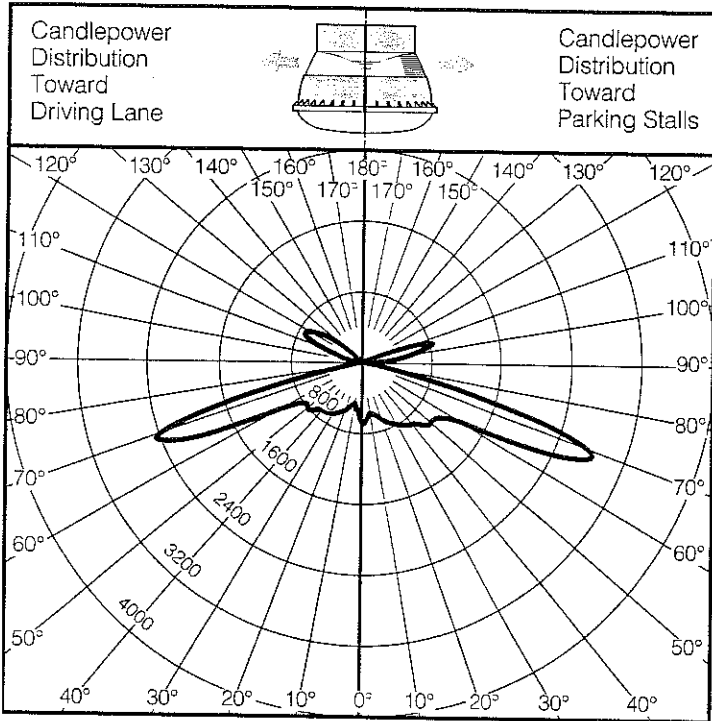
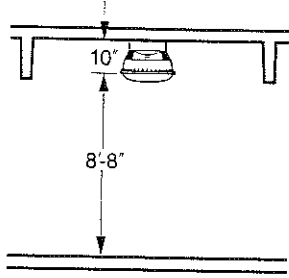
Cat. No. **DF**  
Double Fusing for 208V and 240V only.

# Initial Illumination

Without ceiling and beam reflections. For photometric reporting, "Mounting Height" is from the floor to the bottom edge of the Optical Housing.

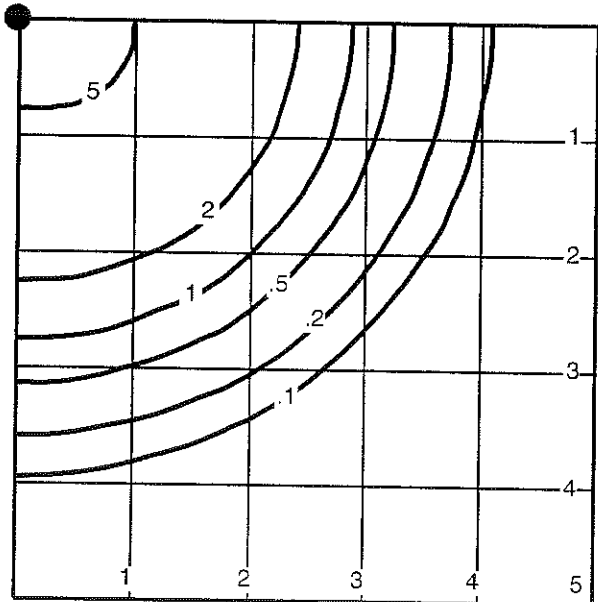
## 100W. HPS

E17 clear, med. base  
9500 initial lumens  
I.T.L. Test No. 44243



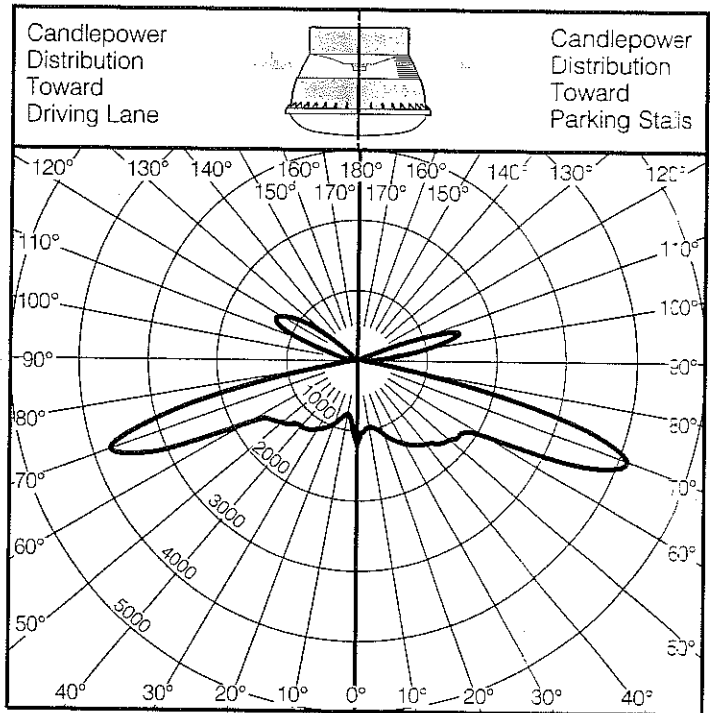
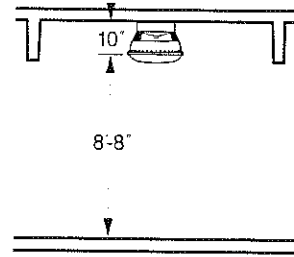
Initial Horizontal Footcandles  
8'-8" Mounting Height

Typical Quadrant  
→ Toward Parking Stalls  
↓ Toward Driving Lane



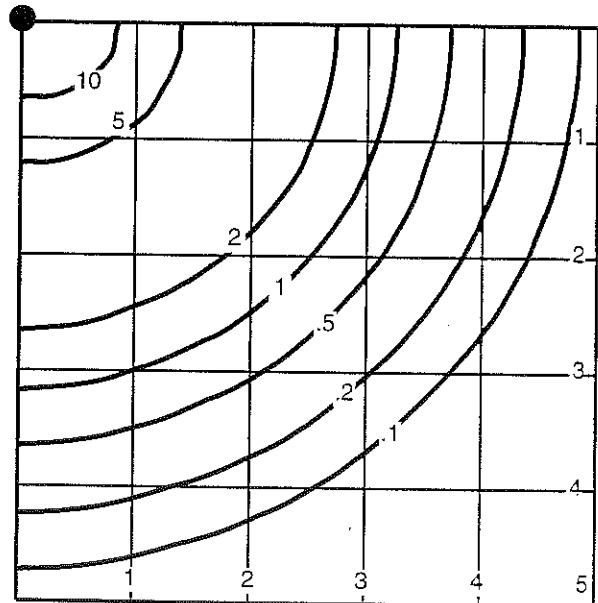
## 150W. HPS

E17 clear, med. base  
16,000 initial lumens  
I.T.L. Test No. 44244



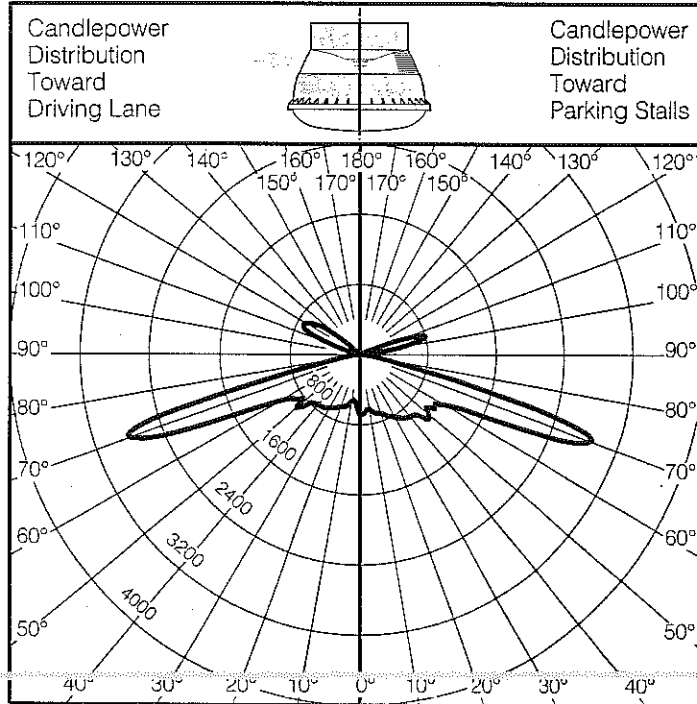
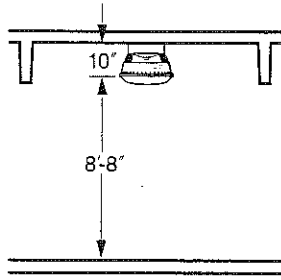
Initial Horizontal Footcandles  
8'-8" Mounting Height

Typical Quadrant  
→ Toward Parking Stalls  
↓ Toward Driving Lane

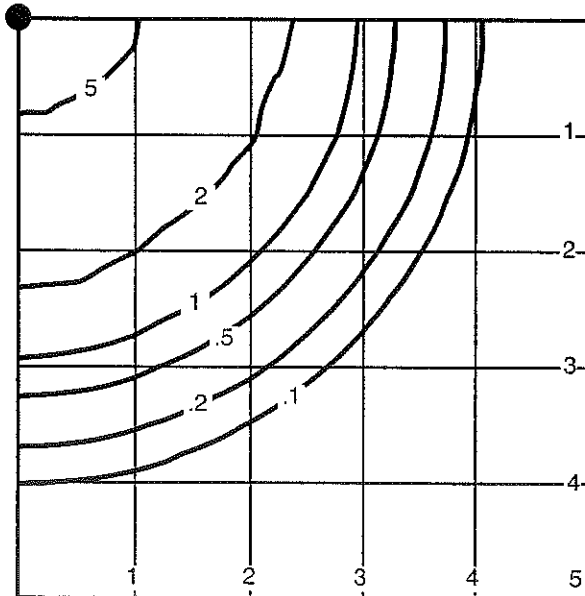


# 100W. MH

ED17 clear, med. base  
9000 initial lumens  
I.T.L. Test No. 44245

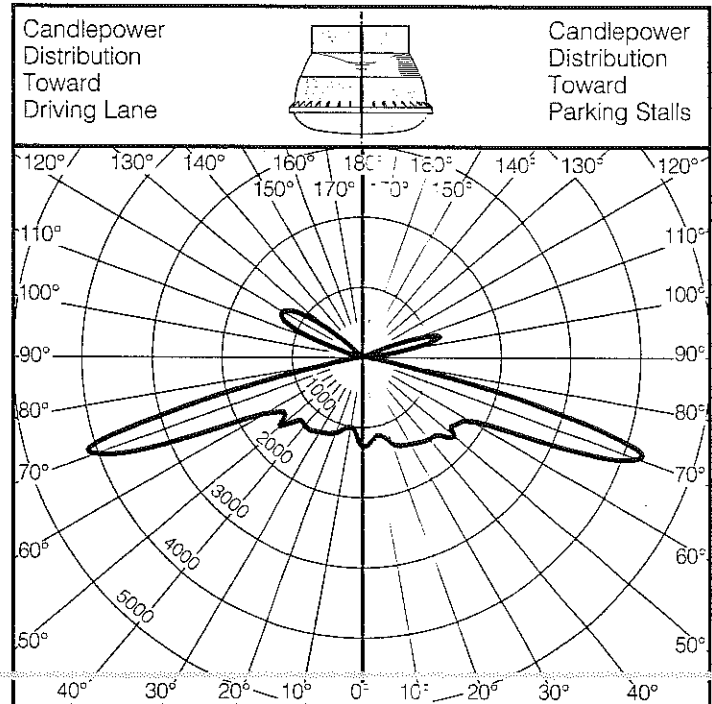
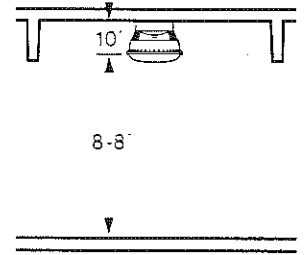


Initial Horizontal Footcandles 8'-8" Mounting Height  
 Typical Quadrant  
 → Toward Parking Stalls  
 ↓ Toward Driving Lane

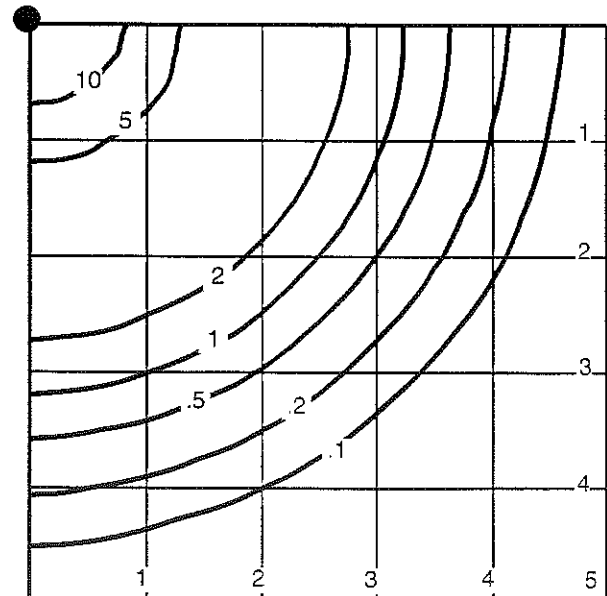


# 150W. MH

ED17 clear, med. base  
15,000 initial lumens  
I.T.L. Test No. 44246



Initial Horizontal Footcandles 8'-8" Mounting Height  
 Typical Quadrant  
 → Toward Parking Stalls  
 ↓ Toward Driving Lane

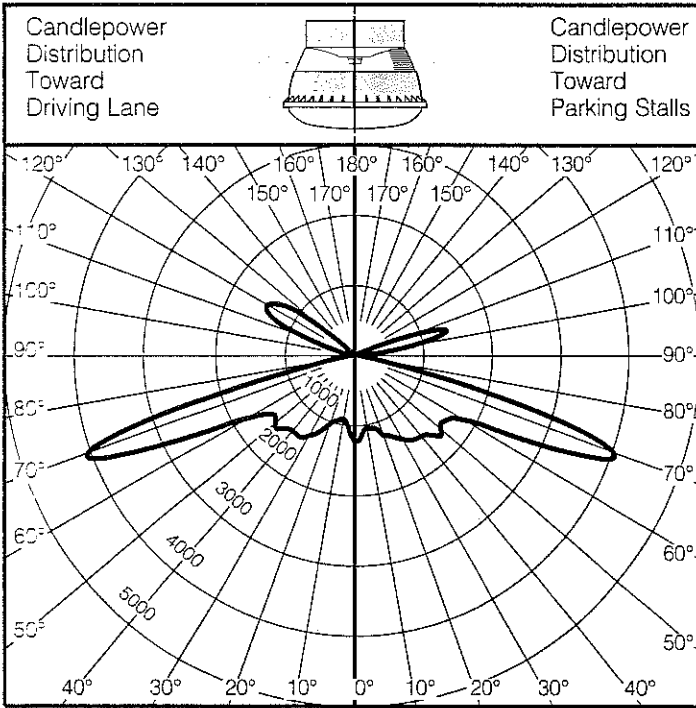
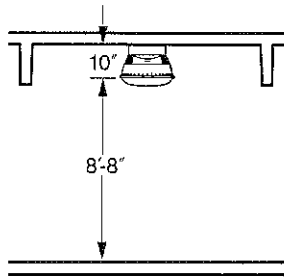


# Initial Illumination

Without ceiling and beam reflections. For photometric reporting, "Mounting Height" is from the floor to the bottom edge of the Optical Housing.

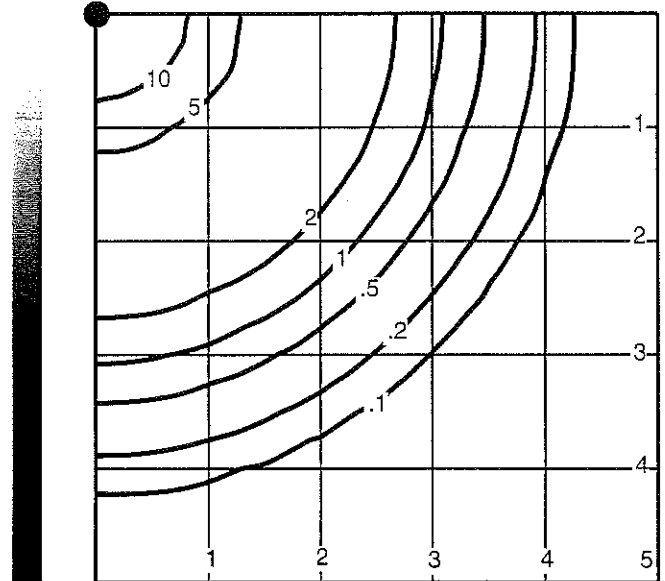
## 175W. MH

ED17 clear, med. base  
15,000 initial lumens  
I.T.L. Test No. 44242



Initial Horizontal Footcandles  
8'-8" Mounting Height

Typical Quadrant  
→ Toward Parking Stalls  
↓ Toward Driving Lane



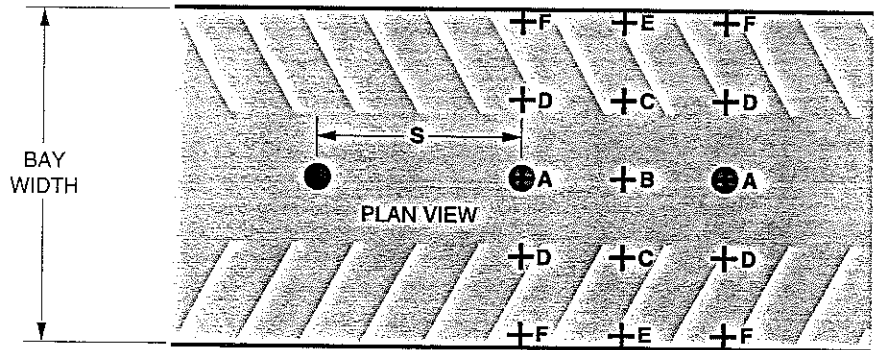
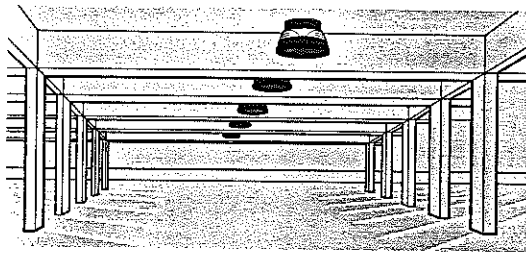


# Maintained Illumination

Includes 40% ceiling and beam reflections assuming 30" beam depth with 20' C-C spacing. **Note:** Contributions from adjacent bays also included.

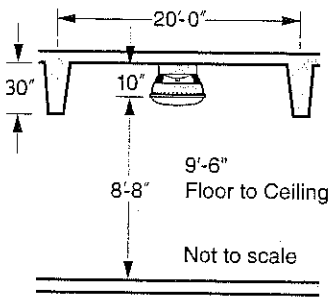
## 4.6 to 10.3fc

Single row of luminaires per bay.



## 100W. HPS

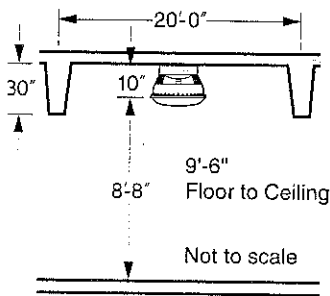
E17 clear, med. base  
9500 initial lumens  
**I.T.L. Test No. 44243**  
Light Loss Factor-0.81



Bay Width	Fixture Mounting Height	Fixture Spacing S	Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
			A	B	C	D	E	F		
		18'	11.5	7.6	5.1	5.4	3.1	3.1	5.0	3.69
55'	8' - 8"	20'	11.1	6.2	4.7	4.8	2.8	2.9	5.4	3.92
		22'	10.5	5.0	4.4	4.2	2.6	2.6	4.9	4.07
		18'	11.4	7.6	5.1	4.9	2.2	2.2	5.6	5.26
60'	8' - 8"	20'	11.1	6.2	4.7	4.4	2.0	2.0	5.1	5.55
		22'	10.5	5.0	4.4	3.8	1.8	1.9	4.6	5.72

## 150W. HPS

E17 clear, med. base  
16,000 initial lumens  
**I.T.L. Test No. 44244**  
Light Loss Factor-0.81



Bay Width	Fixture Mounting Height	Fixture Spacing S	Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
			A	B	C	D	E	F		
		18'	19.6	13.1	8.6	8.8	5.7	5.7	10.3	3.43
55'	8' - 8"	20'	18.9	10.9	7.8	8.0	5.2	5.3	9.3	3.68
		22'	18.0	9.2	7.2	7.2	4.7	4.8	8.5	3.82
		18'	19.6	13.1	8.2	8.0	4.3	4.3	9.5	4.57
60'	8' - 8"	20'	18.9	10.9	7.5	7.2	3.9	4.0	8.7	4.87
		22'	18.0	9.1	6.9	6.5	3.6	3.7	8.0	5.05



**I.E.S. Recommended Maintained Average Horizontal Footcandles for Parking Garages:**

4.0 to 8.8fc

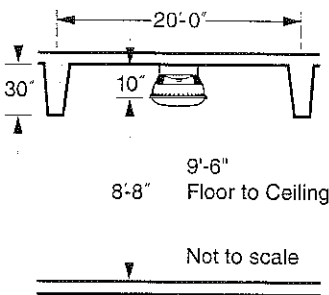
	Day	Night
General Parking and Pedestrian Areas	5	5
Ramps and Corners	10	5
Entrance Areas	50	5

All values are in **MAINTAINED** illumination which accounts for estimated lamp and luminaire depreciation between maintenance cycles. Normal lamp output tolerances plus actual job electrical, maintenance and surface reflection characteristics can affect accuracy.

\*For photometric reporting, "Mounting Height" is from the floor to the bottom edge of the Optical Housing.

**100W. MH**

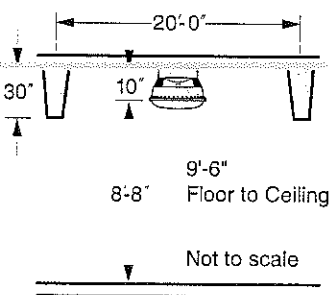
ED17 clear, med. base  
9000 initial lumens  
I.T.L. Test No. 44245  
Light Loss Factor-0.72



Bay Width	Fixture Mounting Height	Fixture Spacing S	Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
			A	B	C	D	E	F		
55'	8' - 8"	18'	9.8	7.1	3.9	4.5	2.9	2.9	3.3	3.40
		22'	9.6	6.1	3.4	4.2	2.6	2.6	3.3	3.65
60'	8' - 8"	18'	9.8	7.1	3.7	4.1	2.0	2.0	4.0	4.92
		22'	9.6	6.1	3.3	3.7	1.8	1.8	4.1	5.24
60'	8' - 8"	22'	9.4	5.0	3.1	3.3	1.7	1.7	4.0	5.53

**150W. MH**

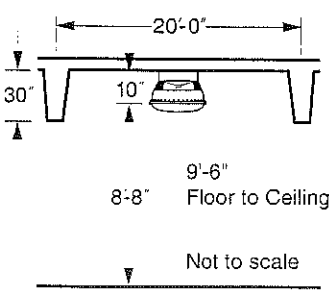
ED17 clear, med. base  
15,000 initial lumens  
I.T.L. Test No. 44246  
Light Loss Factor-0.72



Bay Width	Fixture Mounting Height	Fixture Spacing S	Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
			A	B	C	D	E	F		
55'	8' - 8"	18'	17.6	11.7	6.5	7.3	4.9	4.8	3.1	3.63
		22'	17.2	10.0	5.8	6.7	4.4	4.4	3.1	3.90
60'	8' - 8"	18'	17.5	11.6	6.2	6.6	3.5	3.5	3.2	5.00
		22'	17.2	10.0	5.5	6.0	3.2	3.2	7.5	5.34
60'	8' - 8"	22'	16.7	8.3	5.1	5.4	3.0	3.0	6.0	5.64

**175W. MH**

ED17 clear, med. base  
15,000 initial lumens  
I.T.L. Test No. 44242  
Light Loss Factor-0.72



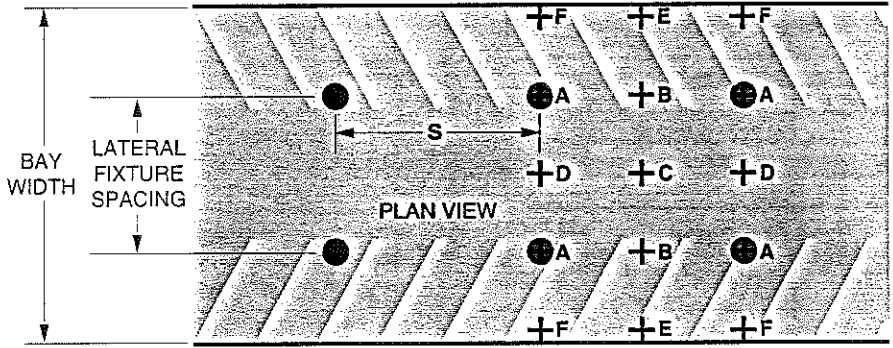
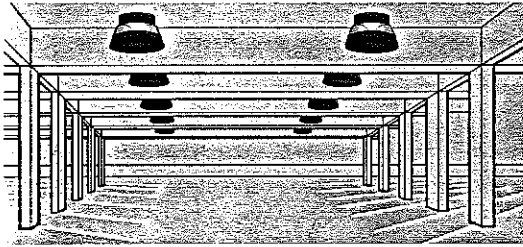
Bay Width	Fixture Mounting Height	Fixture Spacing S	Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
			A	B	C	D	E	F		
55'	8' - 8"	18'	17.4	12.6	6.4	7.1	4.2	4.2	8.3	4.15
		22'	16.9	10.1	5.8	6.4	3.8	3.8	7.5	4.41
60'	8' - 8"	18'	17.3	12.6	6.2	6.4	3.0	2.9	5.1	5.88
		22'	16.3	8.1	5.3	5.7	3.5	3.5	7.1	4.64
60'	8' - 8"	22'	16.9	10.1	5.7	5.8	2.7	2.7	7.5	6.21
		22'	16.3	8.1	5.3	5.1	2.5	2.5	7.1	6.48

# Maintained Illumination

Includes 40% ceiling and beam reflections assuming 30° beam depth with 20' C-C spacing. **Note:** Contributions from adjacent bays also included.

4.7 to 10.2fc

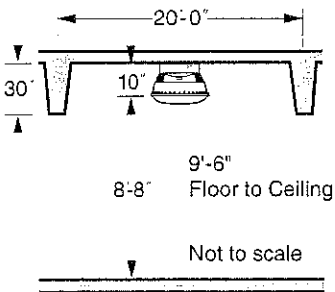
Double row of luminaires per bay.



## 100W. HPS

E17 clear, med. base  
9500 initial lumens  
I.T.L. Test No. 44243  
Light Loss Factor=0.81

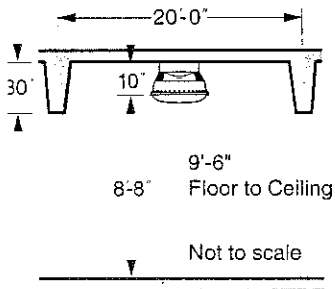
Bay Width	Fixture Mounting Height	Lateral Fixture Spacing	Fixture Spacing S	Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
				A	B	C	D	E	F		
			36'	9.9	4.7	5.8	5.0	5.8	5.0	5.0	2.09
55'	8' - 8"	27.5'	40'	9.8	4.3	4.8	4.9	4.8	4.9	4.9	2.29
			44'	9.6	3.6	3.7	4.8	3.7	4.8	4.8	2.69
			36'	9.3	4.4	5.3	4.5	5.3	4.5	4.5	2.12
60'	8' - 8"	30'	40'	9.2	4.0	4.3	4.5	4.3	4.5	4.5	2.31
			44'	9.1	3.4	3.4	4.3	3.4	4.3	4.3	2.69



## 150W. HPS

E17 clear, med. base  
16,000 initial lumens  
I.T.L. Test No. 44244  
Light Loss Factor=0.81

Bay Width	Fixture Mounting Height	Lateral Fixture Spacing	Fixture Spacing S	Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
				A	B	C	D	E	F		
			36'	17.4	8.0	8.8	9.0	8.8	9.0	9.0	2.18
55'	8' - 8"	27.5'	40'	17.1	7.2	7.5	8.7	7.5	8.7	8.7	2.38
			44'	16.8	6.2	6.2	8.3	6.2	8.3	8.3	2.72
			36'	16.6	7.4	8.1	7.9	8.1	7.9	8.1	2.25
60'	8' - 8"	30'	40'	16.3	6.7	6.9	7.7	6.9	7.7	7.7	2.44
			44'	16.0	5.8	5.7	7.4	5.7	7.4	7.4	2.82



**I.E.S. Recommended Maintained Average Horizontal Footcandles for Parking Garages:**

4.1 to 8.6 fc

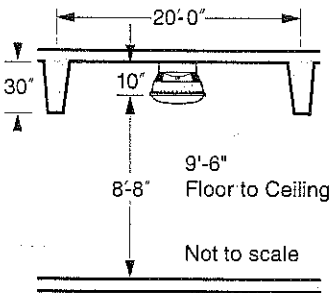
	Day	Night
General Parking and Pedestrian Areas	5	5
Ramps and Corners	10	5
Entrance Areas	50	5

All values are in **MAINTAINED** illumination which accounts for estimated lamp and luminaire depreciation between maintenance cycles. Normal lamp output tolerances plus actual job electrical, maintenance and surface reflection characteristics can affect accuracy.

\*For photometric reporting, "Mounting Height" is from the floor to the bottom edge of the Optical Housing.

**100W. MH**

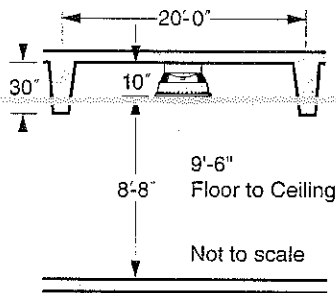
ED17 clear, med. base  
9000 initial lumens  
I.T.L. Test No. 44245  
Light Loss Factor-0.72



Bay Width	Fixture Mounting Height	Lateral Fixture Spacing	Fixture Spacing		Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
			S	A	B	C	D	E	F			
55'	8' - 8"	27.5'	36'	8.8	3.9	4.9	4.2	4.9	4.2	3.1	2.26	
			40'	8.7	3.6	4.3	4.1	4.3	4.1	4.3	2.43	
			44'	8.6	3.2	3.5	4.0	3.5	4.0	4.6	2.65	
60'	8' - 8"	30'	36'	8.3	3.6	4.6	3.6	4.6	3.6	4.7	2.33	
			40'	8.2	3.3	4.0	3.5	4.0	3.5	4.1	2.47	
			44'	8.1	3.0	3.2	3.4	3.2	3.4	4.1	2.65	

**150W. MH**

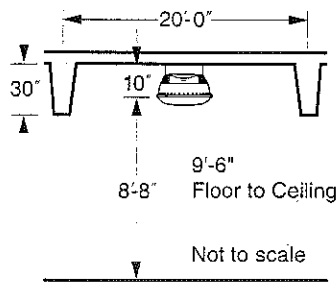
ED17 clear, med. base  
15,000 initial lumens  
I.T.L. Test No. 44246  
Light Loss Factor-0.72



Bay Width	Fixture Mounting Height	Lateral Fixture Spacing	Fixture Spacing		Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
			S	A	B	C	D	E	F			
55'	8' - 8"	27.5'	36'	16.2	6.3	7.7	7.0	7.7	7.0	8.8	2.55	
			40'	15.9	5.8	6.7	6.8	6.7	6.8	8.1	2.75	
			44'	15.7	5.2	5.6	6.6	5.6	6.6	7.5	3.03	
60'	8' - 8"	30'	36'	15.4	5.7	7.2	6.0	7.2	6.0	7.0	2.68	
			40'	15.2	5.3	6.2	5.8	6.2	5.8	7.1	2.86	
			44'	14.9	4.8	5.2	5.6	5.2	5.6	6.9	3.11	

**175W. MH**

ED17 clear, med. base  
15,000 initial lumens  
I.T.L. Test No. 44242  
Light Loss Factor-0.72



Bay Width	Fixture Mounting Height	Lateral Fixture Spacing	Fixture Spacing		Maintained Horizontal Footcandles on Floor						Maintained Avg. fc	Max./Min.
			S	A	B	C	D	E	F			
55'	8' - 8"	27.5'	36'	15.2	6.4	7.6	6.7	7.6	6.7	8.4	2.38	
			40'	15.0	5.8	6.4	6.5	6.4	6.5	7.7	2.60	
			44'	14.9	5.1	5.2	6.3	5.2	6.3	7.1	2.94	
60'	8' - 8"	30'	36'	14.5	5.9	7.0	5.8	7.0	5.8	7.7	2.48	
			40'	14.3	5.4	5.9	5.7	5.9	5.7	7.0	2.64	
			44'	14.1	4.8	4.7	5.5	4.7	5.5	6.8	3.00	

# Related Products

## Top Deck Lighting

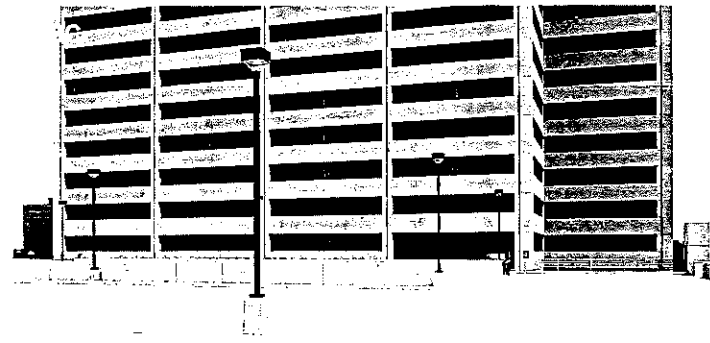
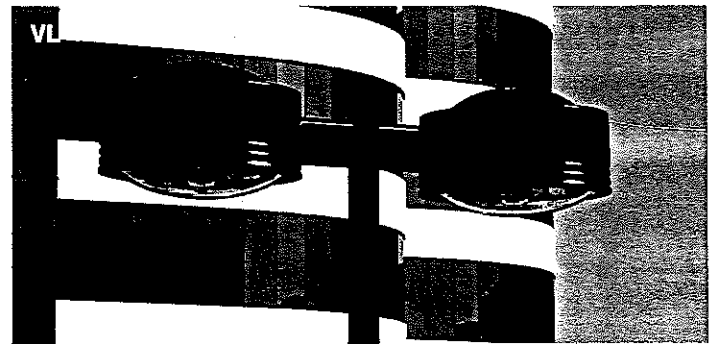
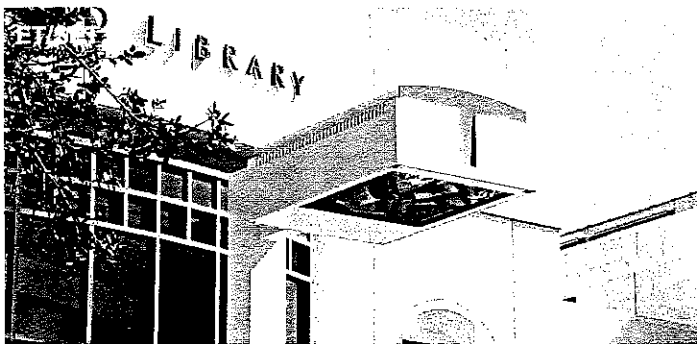
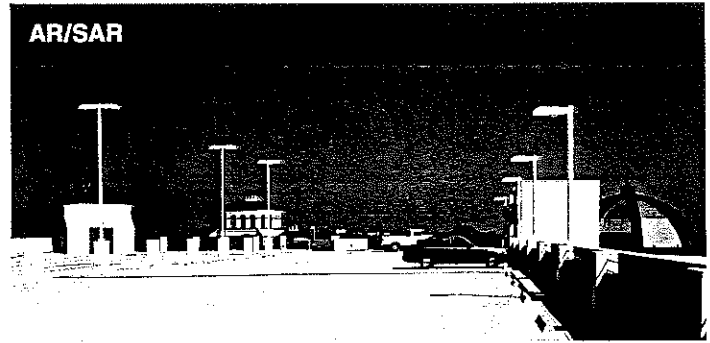
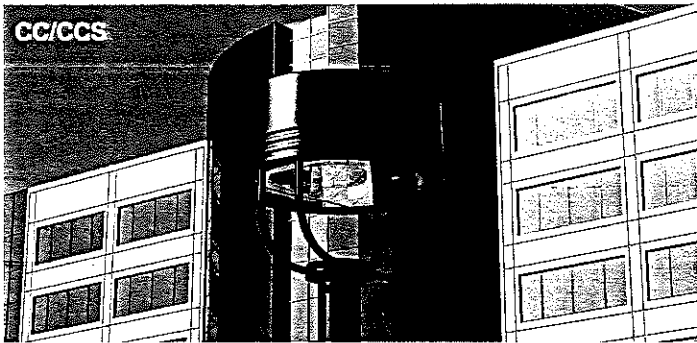
An open top deck is essentially a parking lot in which pole mounted luminaires offer the greatest efficiency, but which must be capable of withstanding all the forces of nature. Equally important, top deck luminaires should complement the building architecture, since their relationship is openly visible.

Kim Lighting offers a comprehensive line of pole mounted luminaires combining the highest quality and performance with architectural compatibility. They are being used extensively for top deck lighting throughout the country with tremendous success.

## Kim Product Catalogs

in the "Site/Roadway" section of the Kim Binder.

- CC & CCS** Curvilinear Cutoff Series
- AR & SAR** The Archetype Series
- ET & SET** The Entablature Series
- VL** Vertical Lamp Series
- Type 5** Square Light Pattern
- SBC** Square Beam Cutoff
- WTC** Wide Throw Cutoff
- OTS** Outdoor Tube System



## Stairway and Perimeter Lighting

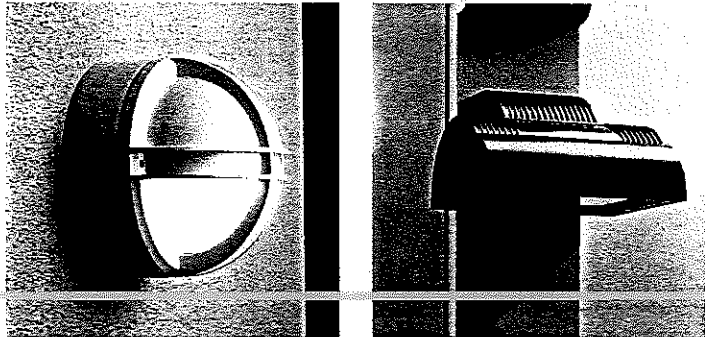
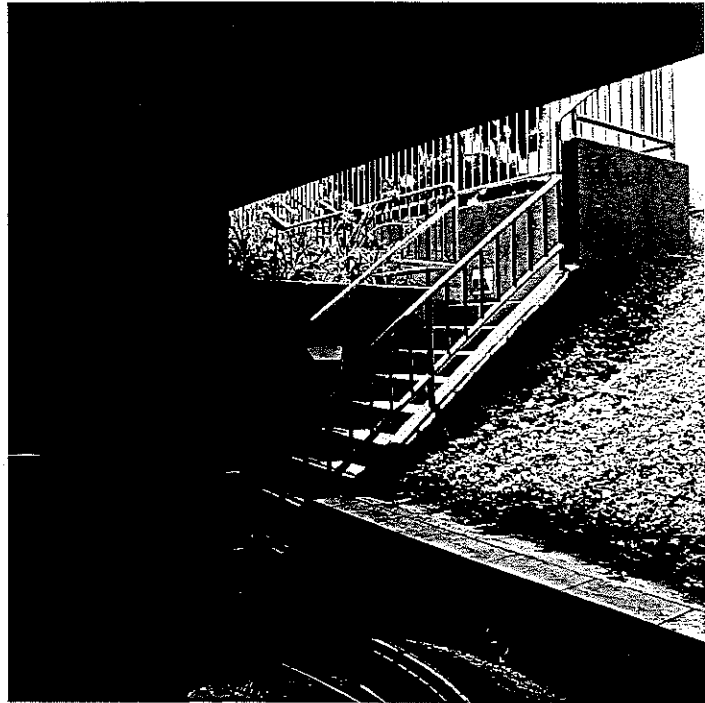
For interior or exterior stairways, proper illumination is critical for safety and security. In 1979, Kim Lighting introduced a luminaire that changed the concept of stairway lighting, and virtually obsoleted every steplight in existence. Called the Low Level Floodlight or LLF, this luminaire offers an asymmetric version specifically designed for lighting stairways. A precision reflector system directs light down the stairway producing very high levels of illumination on the stair treads. The LLF is so efficient that each flight of stairs normally requires only one fixture. The Low Level Floodlight is a cast-in fixture with a low profile architectural face.

See the Kim **LLF** Low Level Floodlight catalog.

Note: I.E.S. recommended average maintained horizontal illuminance for parking garage stairways is 10 to 20 footcandles.

For garage perimeters, Kim Wall Directors or Wall Forms provide the ideal lighting solution for security and visual impact.

See the Kim Wall Director **WD** and Wall Form **WF** catalogs.



## Computer Layout and Diskette Service

Kim Lighting uses the latest computer technology to provide specifiers with reliable evaluations of lighting system performance.

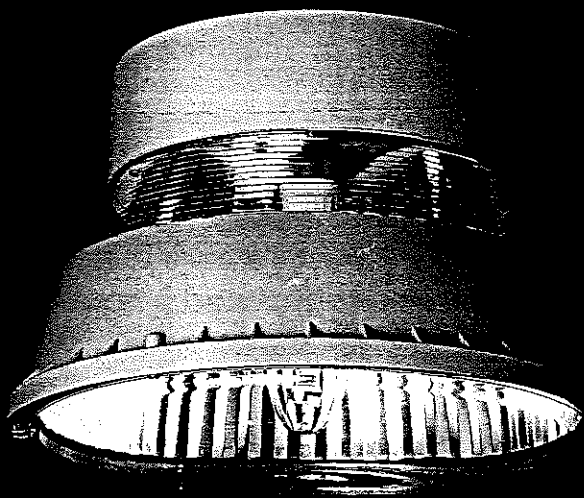
Drawings may be sent to us for analysis of your present layout, or we can design a layout to your specifications. Large project plans are digitized with illumination levels calculated on our lighting programs. They are then interfaced with an AutoCAD® drawing program to create professional renditions of the garage plan showing the horizontal footcandle levels.

Plan drawings may be transmitted via modem or fax directly to the Kim Application department, or you can send plan reproductions or your diskette files via regular or express mail. Contact your local Kim representative or call Kim for details.

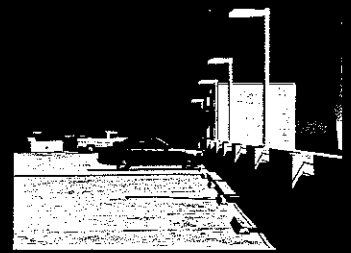


# PGL1HP

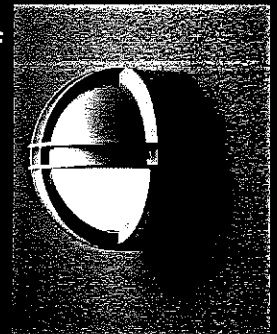
Parking Garage Luminaire



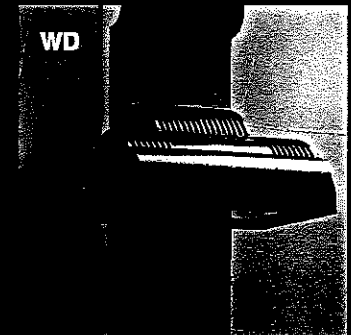
AR



WF



WD



**KIM LIGHTING**

Because of a continuing product improvement program Kim Lighting reserves the right to change specifications without notice.

Printed in U.S.A.  
5502696054  
Version 2/96

## DOWNTOWN URBAN DESIGN GUIDELINES

These Downtown Urban Design Guidelines are a component of the City of Portland's Downtown Plan entitled Downtown Vision: A Celebration of Urban Living and a Plan for Portland's Future and of the City's Comprehensive Plan. They are supporting reference documents for the City's B-3 Downtown Business District Zoning Ordinance and Site Plan Standards, and a companion to the Technical and Design Standards and Guidelines for the City of Portland.

The Signage, Awnings and Canopies section contained herein supercede the Signage requirements of the Urban Renewal Plan for Maine Way (pages 9-11 of Planning Report #29-76: Urban Renewal Plan for Maine Way, amended May 1976).

### Introduction

Downtown Portland is the center of the region's business, governmental, cultural, and residential communities. It is also a physical environment comprised of a variety of individual buildings, streetscapes, parks, and districts in which people carry on with day-to-day interactions. As a physical environment, it should be designed to facilitate these uses in a setting that has beauty, is comfortable and secure, which provides amenity and interest for the pedestrian, and which celebrates the coming together of people in a concentrated pedestrian world. It is important that incremental changes to the physical environment through development or rehabilitation proposals continue to enhance the physical environment.

These Guidelines are provided for the use of individual property owners and the development community in understanding the expectations of the greater community for the development of the Downtown. This represents a documentation of concerns which have been central issues within project reviews of proposed development in the past, and is an attempt to make the review process more understandable and predictable for the development community. These Guidelines are also intended to provide guidance and consistency for City staff and Planning Board development review. Finally, these Guidelines are intended to provide the public with a clearer presentation of important design issues to assure they reflect public concerns while providing a framework for public comment and involvement in the development process.

These Urban Design Guidelines are not intended to restrict the creativity of developers or designers in responding to the challenges of a given site. Rather they provide a framework of issues with which to be concerned in assuring that a creative design solution is compatible with the character of Portland's Downtown environment and is sensitive to pedestrian needs. These Guidelines are presented as a discussion of issues that specific site plan standards are intended to address. Unless otherwise provided for within the City Ordinances, these are guidelines only, a framework not to be ignored but flexible enough in intent, interpretation, and application to allow and encourage the developer and associated designers to come forward with creative and distinctive design solutions.

## Purposes

The underlying purposes of the Urban Design Guidelines are as follows:

1. Aesthetic- To respect and build upon the human-scaled and historic building fabric of the Downtown while creating a more attractive, desirable, high quality, rich and diverse environment.
2. Pedestrian Use- To increase pedestrian activity through the enhanced character, comfort, and interest of the pedestrian environment.
3. Accessibility- To assure accessibility to all.
4. Culture- To increase and support the integration of arts and culture throughout the Downtown environment.
5. Economic- To recognize the fundamental relationships between property values, livability, and the character and quality of the physical environment; to protect and enhance public and private investments throughout the Downtown by assuring respectful and compatible new development; and to minimize development costs by providing specific guidelines at the outset of the development process.

## Contents

I.	Relationship to Pedestrian Environment.....	page 3
1.	Distinguish the lower 35 feet of building facades....	3
2.	Pedestrian Activities District.....	9
3.	Sidewalks and Open Space.....	11
II.	Relationship to Existing Development.....	19
1.	Integrate with, respect and enhance.....	19
2.	Standards for Increasing setback beyond street build-to line.....	27
III.	Roof-top Appurtenances.....	28
IV.	Shadow Impact on Open Space.....	29
V.	Wind Impacts.....	30
VI.	Setback from Existing Structures.....	31
VII.	Building Tops.....	32
VIII.	View Corridors, Visual Landmarks, and Gateways.....	33
IX.	Signage/Awnings/Canopies.....	37
X.	Historic Resources.....	42



## I. RELATIONSHIP TO PEDESTRIAN ENVIRONMENT

### 1. Distinguish the lower 35 feet of building facades

*Standard: "The exterior design of portions of buildings within the first thirty-five (35) feet of height shall enhance the character, attractiveness, comfort, security, and usability of the street level pedestrian environment..."*

The most significant features of a building which are perceived at street level by the typical pedestrian moving through the Downtown are storefronts and building facades within immediate view and reach. While one's peripheral view encompasses considerably more of a given facade and in fact draws in the context of other nearby buildings and open spaces, the focus of attention for each building is usually the first approximately thirty-five feet of building height. This portion of each building is readily perceived as an individual composition but also more broadly as a component of the series of street facades and elements of a continuing streetscape involving all such facades along a given block or street. Throughout Downtown Portland, it is typically this first thirty-five feet or so, or the first two to three stories of buildings which are the most heavily articulated, create and sustain the greatest pedestrian interest, and in fact present themselves as the base of larger buildings.

Building entrances and display windows are typically the predominant elements of this Downtown street-level environment. The character and design of these elements are vital in assuring that frequent pedestrian access to and from buildings is provided or maintained, and that the excitement of walking about the Downtown is supported by a rich, varied and interesting environment.

#### a. Storefronts and building facades:

(1) Relationship to Context: In general, the design of storefronts and the facades of lower portions of buildings should relate to the architecture of the rest of the building and should demonstrate a unified overall building design.

Where alterations are made to existing building facades and storefronts, such alterations should respect and be compatible with the specific features and characteristics of the building of which it is a part. Characteristic elements of traditional storefront design relating to specific styles of building, including such prominent features as entrances (generally recessed) and display windows, the storefront bulkhead, piers and framing, transom windows corresponding to typically tall interior first floor space, and a sign panel often topped by a cornice, are common points of reference for both rehabilitations and for contemporary design solutions.

Where alterations to designated historic structures and within designated historic districts are involved, standards and guidelines found in the City's Historic Preservation Ordinance will be the basis for review. For other existing structures, existing original or significant features or evidence of such that might be found through historical

research or physical evidence can provide a basis for storefront restoration or for contemporary design which is compatible with the rest of the building.

Where signage is provided on or adjacent to a storefront, the signage should generally be incidental to the storefront and should not overwhelm the building facade. Specific signage, awning and canopy guidelines are provided elsewhere for proposed installations in the Pedestrian Activities District (PAD) and PAD encouragement areas, as well as where such installations involve historic properties.

(2) Pedestrian-character: The design of storefronts should complement the pedestrian activity being accessible and visible from the public sidewalk.

(3) Materials and detailing: The design of storefronts and lower building facades should include the selection of high quality materials and detailing which relate to the rest of the building and to the surrounding context, and which convey a sense of permanence, durability, and richness in character. Ease of maintenance and a commitment to continuing upkeep are important considerations.

(4) Transparency: A predominance of glass which assures transparency between interior activities or products and pedestrian activity on the streets and sidewalks is very important to the vitality of the pedestrian environment. Glass should be used on the street level which assures visibility for pedestrian interest and, to the extent feasible, assures that there are obvious "eyes on the street" or a sense of security as a result of indoor and outdoor activity being readily visible. The placement of landscaping or other exterior features immediately adjacent to entrances and window openings can enhance the attractiveness of a property but should be careful not to substantially diminish visibility into or out of such openings.

(5) Contemporary design: Where creating a new facade through construction of an infill building within an existing building context, storefront design and building facades should respect the general pattern of storefront and facade design found in that surrounding context. Such design should draw from those surrounding buildings which themselves meet the guidelines presented herein. Contemporary design is encouraged where it reflects an understanding and respect for traditional patterns of storefront composition and design.

b. Building entrances:

The traditional pattern of development in Downtown Portland resulted for the most part in incremental construction of individual buildings over extended periods of time. Typically, these buildings each had individual building entrances providing immediate access to street-fronting shops and businesses. Street level access also was provided to upper story activities through a separate entry. This pattern of frequent building entrances serving a large number of street-level businesses provided for considerable street-level pedestrian activity and encouraged pedestrian circulation. New development in the Downtown and rehabilitation or alterations of existing buildings should continue this pattern of frequent access.

(1) Compatibility with the building facade: Entrances are one of several building components which collectively comprise the overall base of a building. The design of

building entrances should be considered as an integral component of a building's facade and should relate to the overall facade in terms of its style and scale, quality of design, and selection of materials and detailing.

(2) Prominence along the street: The placement and design of entrances to buildings and businesses should be readily identifiable and have a prominence on the building's street facade. Such entrances should not overpower the facade but should be designed so to complement the character and features of the building facade and storefront while clearly announcing the point of entry. The traditional method of recessing entrances, of utilizing signage, canopies and awnings, and of thoughtful and directed lighting can all help to define an entrance's prominence.

(3) Access to the street: Access to each street-level business should be maintained directly from the street wherever possible. Where buildings may contain multiple street-level tenants which are served by interior access or circulation, prominent access directly from the street should be provided as well to the extent feasible. In addition, building facades fronting on publicly accessible open space should provide access in the same manner as street-fronting facades. Consideration in satisfying this guideline will be given to situations where changing topography may make direct access (particularly accessible for special needs) difficult or impractical. Every effort should be made to make these portions of buildings accessible, as well as attractive and of interest to the pedestrian.

(4) Accessibility: All buildings should be barrier-free and accessible to the physically handicapped and to others who find themselves with special needs. The range of special needs typically encountered in the Downtown includes such situations as negotiating a baby carriage or stroller, ushering small children, accommodating physical and visual limitations of the elderly or handicapped, and others. Access for everyone should be provided in a manner which provides an interesting and positive pedestrian experience and which preserves human dignity.

c. Blank facades:

The placement of street-level building facades which contain expanses of wall area with no windows, no entrances, and no other elements or features providing pedestrian interest and supporting pedestrian circulation and activity represent a serious detriment to the vitality and viability of a pedestrian-oriented street environment. The continuity of lively, inviting and visually appealing street-level facades is extremely important in encouraging pedestrian movement. When blank facades are located in mid-block areas, they tend to create gaps in this continuity which the average shopper or tourist will find at least disheartening and at most a deterrent to proceeding further along a particular street. When such facades are located at corners of blocks, they effectively can isolate entire blocks or areas of the Downtown from lively and frequent pedestrian circulation.

Blank facades located along pedestrian-oriented streets or along publicly accessible open space are discouraged. The maximum length of blank or undifferentiated facades should not exceed thirty feet generally throughout the Downtown, and should not exceed 15 feet within the Pedestrian Activities District. The preferred manner for differentiating a facade is to incorporate additional storefronts or with display windows and entrances as frequently as

possible. For interior uses which require large volumes of windowless space, every effort should be made to contain these uses within the central portion of a site away from street-fronting facades of the building. Having such uses on the interior of a site allows the perimeter of the property to retain pedestrian-oriented use.

In some cases, due to topographic change or windowless interior uses which can not be located in any other portion of a site, building entrances and large windows may not be feasible. In such situations, it is important that the design of such facades incorporate significant features of visual interest which will maintain the interest of the pedestrian. Such features might include relatively shallow display cases or display windows, substantial three-dimensional architectural ornamentation or artistic treatment, the incorporation of some special water or landscape feature, or some combination of thereof. Any such special feature should relate positively to the character of the remainder of the building, and to surrounding buildings.

d. Special features:

A variety of special building and street features have been explored in cities across the country in attempts to address sometimes adverse climatic conditions while providing enhanced pedestrian comfort. Incorporation of any of these features requires extreme care first in understanding the impact such a feature might have on the character and quality of street-level pedestrian activity, and second on the relationship such features have to a historic building context and to special qualities such as view corridors and prominent gateway entrances to the City.

(1) Arcades: Arcades are roofed passages with shops on one or both sides. The most common situations find arcades placed along a street frontage, with the first floor retail space set back beneath an overhang created by the upper floors of the rest of the building. Arcades, by virtue of the overhang, provide protection from rain, snow, and direct sunlight. Such arcades are not generally found today in Downtown Portland, although historically such protection from the elements was often found as a result of an extensive use of retractable awnings placed on many commercial buildings. Issues which should be considered when incorporating such features include: preserving existing street walls while comfortably integrating these features into an existing streetscape; assuring that active uses are placed along the recessed street level; assuring that an adequate but not excessive pedestrian circulation area is provided; and assuring that ample lighting and pedestrian interest is maintained. Arcade lighting should thoroughly light the interior of the arcade, with no dark areas or shadowy corners within the arcade. Any attempts to incorporate arcades on existing buildings should take care not to detract from the existing building's character nor remove or obscure significant features of historic properties.

A second type of arcade is the through-block connection, where a passageway is created linking one street typically with another parallel street. Particularly in long blocks, such connections should encourage pedestrian circulation between active pedestrian-oriented streets and between such streets and specific activity generators such as hotels, major office or retail buildings, and convention or cultural facilities. In a few selective instances, there may be opportunity to expand such a through-block connection into a galleria, or larger pedestrian open space which becomes a major pedestrian destination in itself. Dead-end arcades, or arcades which may make a connection to a single

## II. RELATIONSHIP TO EXISTING DEVELOPMENT

The physical development of the Downtown has been incremental over the last century. For much of this period, a fairly limited palette of available building technology and materials combined with a generally consistent approach to architectural character and building form. This has resulted in an existing building fabric noteworthy for its comfortable and consistent scale and compatibility of building materials. A closer look at buildings throughout the Downtown supports this consistency of general character while also revealing an extremely rich diversity in architectural styles and detailing which collectively provide a rich visual experience and a sense of the evolving history of the City. Where markedly different buildings deviated from the prevalent character, those which remain today tend to be noteworthy public buildings such as the Customs House and City Hall, or buildings which introduced a new era of design such as the Fidelity Trust Company Building.

Any development within this context, whether an infill of an individual building lot at mid-block or the redevelopment of an entire vacant block, should look to the character and prevailing pattern of development as an important frame of reference for new construction or substantial alteration.

In recognition of the intimate, pedestrian scale of the Downtown area, a premise of these guidelines is that large buildings (either exceptionally tall or massive) should be built differently in a small-scaled city than they might be built in a City of larger size or different character. Care must be taken to assure that new buildings be so composed and sited to reinforce and respect the scale and composition of existing building fabric while striving to meet the evolving functional needs and aesthetic interests of contemporary society. Care must also be taken to encourage diversity, an essential quality in creating an interesting and lively Downtown.

### 1. Integrate with, respect and enhance

*Standard: "Proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the Downtown, surrounding building environment and streetscape."*

The development of new buildings, building additions, and other improvements such as publicly accessible open space should be responsive to the character of existing buildings and open space, achieving a creative integration of past, present and future building design and construction. Throughout this discussion, it is important not only to respect and integrate with the existing fabric of the City, but also to enhance that fabric. Where existing structures are of high quality and in themselves positive examples of the concerns identified in these guidelines, they provide an important reference for nearby new construction. Where existing buildings are not responsive to the concerns described herein, proposals for new construction in their vicinity have the opportunity to creatively enhance that portion of the Downtown. Factors to be considered in meeting this standard include:

#### a. Street walls and building setbacks:

Downtown Portland is characterized by a very consistent pattern of buildings located at

the street line which provide very clear definition and character to the street. The street is the counterpoint to the built environment, and can be perceived as rooms and corridors in the fabric of the City. Buildings give spatial definition to the street, and the street provides relief in the form of light, air, and a viewing vantage for the buildings. A continuous street wall gives emphasis and meaning to open plazas and squares. Street walls assist in reinforcing the unique and irregular street pattern, maintaining the density of the urban fabric, and through contrast, enhancing the significance of open spaces. The most obvious examples are Congress and Exchange Streets, where very little variation in street wall occurs.

Along the Downtown's principle streets, it is particularly important to maintain this continuity by assuring that new development maintains the street wall condition by building to the street line. Subsection 2 of this Section II provides for some flexibility in this regard for special situations.

**b. Open space:**

The Downtown open space network is comprised of a variety of publicly-accessible parks and plazas, and the many public sidewalks and private interior corridors and arcades which tie these open spaces together.

The design of buildings adjacent to these various types of open space should strive to complement and reinforce the vitality of these areas for pedestrian activity. At the ground level, frequent points of access into the open space, pedestrian-oriented uses, and ample visibility between interior and exterior enhances and supports the viability of the open space. At upper stories, the generous provision of window area supports the security of the open space through increased supervision and visibility, while also providing substantial visual amenity for those surrounding buildings.

The massing of new buildings or building additions around open space should provide a sense of definition and enclosure to the open space, while not overwhelming the space either in scale or in impact on solar access or comfort within the park. The character of the exterior facades of buildings developed adjacent to open space should be of significant interest and detail to enhance the experience of park users. Unarticulated, blank facades are discouraged.

Proposals for the introduction of additional open space should look to the prevailing pattern of open space as it relates to building form and density throughout the Downtown. For example, Congress Street is characterized by a very consistent building wall established along the street, punctuated at only a limited number of locations by setbacks which provide for publicly accessible open space (i.e. City Hall and Maine Savings Plaza). Any proposal to introduce additional open space along Congress Street should consider any detrimental visual or pedestrian use impacts a break in the street wall might have, and should assure an enhanced pedestrian environment and not duplicate or detract from existing open space. Each street environment should be similarly considered as the placement of open space relative to each individual street or sub-area differs from one street or area to the next.

Other open spaces in the Downtown have occurred at points where significant changes in

the street pattern occur (or once occurred). Congress Square, Monument Square, and Boothby Square each are at a point where the streets bend or streets merge or intersect at abrupt angles. Opportunities for future open space may present themselves at other similar kinds of locations Downtown.

c. **Building form, scale, and massing:**

Portland is a small-scaled city. Yet as a dynamic and growing City, the Downtown needs to accommodate a variety of changing uses and building tenants. Some of these tenants have requirements for interior floor areas which exceed, sometimes considerably, the prevailing supply of existing or available space. In some cases, tenants have outgrown their current space. In other instances, new tenants or new uses require larger space. If such needs are to be accommodated within the Downtown, larger buildings must be integrated into the fabric of the Downtown.

(1) **Structure of the City:** The character of the built environment results from incremental growth, development and redevelopment over an extended period of time. This incremental growth accommodated individual buildings of relatively small and discreet interior space demands while responding to the Downtown's changing topography by stepping buildings and entrances along sloping streets. The resulting pattern of building form and massing along the street is characterized by multiple, relatively narrow and discreet building facades.

Continued development Downtown should recognize and reinforce this character and pattern. The design of infill buildings as well as the design of larger buildings should provide a massing which is visually broken into both horizontal and vertical elements which reflect the scale and massing of buildings within the surrounding context.

The prevailing pattern of streets running parallel and perpendicular to the waterfront is expressed in relatively short blocks, reasonable walking distances between blocks, and frequent opportunities to turn corners or move from one street to parallel streets. This ~~street and block pattern reinforces the preceding discussion of the historical~~ development of the Downtown involving multiple buildings with relatively small footprints and relatively narrow building facades. Even blocks where larger buildings have been created, such as the 500 block of Congress Street, frequent opportunities exist to pass through the interiors of street-level businesses to reach paralleling streets. This important aspect of the structure of the Downtown is important to the liveliness and accessibility of retail businesses and cultural amenities.

The development or redevelopment of larger sites, and the potential assembly of more than one block or parcel through the discontinuance of intervening streets, should carefully consider this characteristic pattern of pedestrian circulation. Such development is encouraged to reinforce this pattern of pedestrian circulation by development of relatively small building footprints or by incorporating regular opportunities for building access and through-block connections.

(2) **Skyline of the City:** Building height and form contribute to a sense of order and image of the Downtown. Historically, the skyline was characterized by a regular pattern of commercial and residential structures punctuated by landmark

structures such as church steeples or the cupolas and towers of prominent civic buildings. Over time, larger commercial buildings were constructed initially at the lower elevations of the waterfront and then more prominently throughout the Downtown. Most recently, the development of office buildings reaching a somewhat uniform maximum height of between 125 and 150 feet is creating a skyline dominated not by individually distinguishable landmark structures but progressively by less individually distinctive, box-like background buildings. At the same time, because of the scale of these office structures, previous visual landmarks are becoming less visible on the skyline. Collectively, the resulting skyline toward which the current pattern leads will diminish a sense of order and orientation presented on the Downtown skyline.

The pattern of building heights established through the zoning ordinance is intended to reinforce the changing topography of the peninsula, recognize the characteristic scale of historic areas and residential neighborhoods, and provide a clear sense of visual orientation with the tallest buildings along the central high spine of the peninsula. Moreover, tall buildings within the Downtown, those which exceed the prevailing height of the most recent office construction, are encouraged once again to provide distinctive elements on the skyline, to reinforce opportunities for establishing points of reference for visual orientation, and to create a more interesting and distinguishable city skyline.

(3) **Massing:** The overall volumetric relationships, or massing, of major architectural elements contributes to the building's overall appearance and sense of scale. Buildings, particularly larger buildings, should be designed to lessen the appearance of excessive bulk in order to maintain a scale and pattern comfortable to the pedestrian and to integrate with the prevailing pattern of existing buildings throughout the Downtown. While encouraging original design responses and distinguished architecture, the appearance and visual impact of a building's mass and bulk can be diminished in a variety of ways, such as the following:

- i.) varying the planes of exterior walls through setbacks, recesses, or changes in direction;
- ii.) varying building height so that the upper portions of larger buildings appear divided into distinct massing elements; and
- iii.) articulating different components of a building, such as the overall building composition (base, middle, and top), the arrangement of facade elements and openings, and the choice and variation of building facade materials.

Generally, dimensional requirements of the Zoning Ordinance stipulate setbacks to prevent taller structures from overwhelming the pedestrian scale of the street-level environment and to prevent canyon-like impressions at the street edge. Location and massing of larger and taller structures within the central portions of a building lot make for a graduated transition from street wall to tower, and from the modest scale of existing buildings to the larger scale of such new buildings.

These techniques also can be used to relate the scale and massing of proposed buildings to existing buildings. The perception of scale from the pedestrian level is of primary interest. Further, the use of compatibly scaled building elements can establish relationships between new and existing buildings while allowing considerable latitude for distinctive and creative architectural design solutions. Where the prevailing context is dominated or distinguished by prominent horizontal building elements, the



incorporation of significant horizontal elements such as window treatment, belt coursing, cornices and building setbacks can demonstrate a sensitivity to the surrounding context.

d. **Building facade proportion and composition:**

The design of new buildings, in particular the proportion and composition of the building's facade, should be responsive to the architectural context of buildings which surround the particular development site. These two aspects of a building's design relate closely to the manner in which scale and massing are perceived. A respectful integration of contemporary design within the existing context is encouraged and should complement, reinforce, and enhance the prevailing patterns and proportions of adjacent buildings without requiring imitation or repetition.

(1) **Composition:** The composition of a proposed building facade, that is the organization of its parts, should be carefully considered. Traditionally throughout the Downtown, buildings have been designed and constructed with a clearly identifiable three-part composition including a base, middle, and top. The base provides a portion of the building with a scale and level of ornamentation and articulation which is related directly to the pedestrian. The middle portion of the building generally provides a pattern of fenestration and detail which lends a sense of rhythm and scale to a building both horizontally and vertically. The top portion of the facade typically receives special treatment which terminates the building in an ornamental or distinctive manner.

Further, buildings Downtown frequently have a horizontal composition characterized by regular window openings set within distinctive bay spacings (often incorporating such elements as piers or pilasters). In some cases, the end bays of larger buildings are distinguishable from interior bays through additional ornamentation or a change in window pattern or some other feature expressed along the building's facade.

It is important that these different overall components of a facade relate to one another on each building to assure an integrated composition. It is equally important that these elements respect corresponding elements of adjacent buildings to assure that abrupt differences do not overwhelm existing buildings but rather reinforce prevailing patterns. In the design of larger buildings, it is particularly important to examine opportunities to compose the building both horizontally and vertically, respecting the character of buildings nearby through a contextually sensitive design while creating an interesting and creative individual building.

(2) **Proportion:** The proportion of building facades including the overall relationship between height and width of the complete facade and of components of the facade are related aspects of building composition and significant in assuring a contextual design response. Dramatic changes in proportion from one building to the next or in the character or proportion of facade elements along a given street often result in an inconsistent or ambiguous street character. The design of new buildings and substantial facade rehabilitations should strive to respect the character of building and facade proportions of surrounding development. Departure from prevailing patterns should be carefully considered to assure that the order and cohesiveness of a given street environment is not disrupted. The careful integration of the a building into its

surroundings, whether very similar or where creatively related but dissimilar, help to form "layers of commonality" which provide distinctiveness to different areas of the Downtown.

e. Pedestrian circulation and building entrances:

There are strong patterns of pedestrian circulation and frequent building entrances which characterize the Downtown. The Downtown Open Space Plan identifies primary pedestrian circulation paths. Proposed development throughout the Downtown, and especially along these routes, should maintain and enhance these areas. Frequent building entrances, which have resulted in part from incremental development over time, are characteristic of the Downtown and support an active pedestrian environment. Proposed development should reinforce this pattern of providing frequent building access.

Section I, Relationship to Pedestrian Environment, provides further discussion.

f. Parking garages and surface lots:

The provision of parking within the Downtown for the foreseeable future will be a continuing component of new development. It is important that the placement and design of new parking garages and surface parking lots be compatible with and enhance the character of the pedestrian environment Downtown while providing as well for the functional needs of such utilitarian facilities.

While it is of significant benefit to have parking, particularly turnover parking, in close proximity to retail storefronts and cultural activities, parking areas should not create significant breaks in the continuity of businesses and activities which support pedestrian circulation and interest. Wherever feasible, priority should be given to maintaining pedestrian uses along street frontages and placement of parking should be shifted away from those street frontages and placed at the interior of sites and at upper stories in parking garages. Similarly, parking should be discouraged along the frontage of publicly accessible open space where pedestrian uses are important to the function of that open space.

(1) Parking garages: Where parking garages are located along streets with significant pedestrian activity, the street-level uses of such parking facilities should be dedicated to pedestrian-oriented uses wherever feasible. Where initial conditions preclude the establishment of pedestrian-oriented uses along the street, parking garages should be designed and constructed so as to readily accommodate conversion to such ground floor uses at a later date. In addition, parking garages often have frontages or provide access from more than one street. In such situations, every effort is encouraged to incorporate through-block pedestrian connections which are clearly designated and which allow convenient pedestrian circulation along paths separate and distinct from vehicle travel lanes.

The design of parking garage facades should attempt to create a positive aesthetic solution which supports the interest of pedestrians nearby. While it may not be necessary to go to the extreme of masquerading the garage facade as some other type of use, the facade

should fit comfortably with the other guidelines described throughout this document. Thoughtful detailing and screening of direct line of sight to vehicles and lighting contained within the garage is important, as well as providing additional landscaping or other site amenities at the facility's edges near public sidewalks.

(2) Surface parking lots: In general, surface parking areas within the dense Downtown setting are discouraged except on a temporary or interim basis. Where such facilities are proposed, care should be taken to assure that the character of these surface areas are attractive to the pedestrian walking nearby. The provision of adequate landscaping and/or ornamental fencing to help screen one's view of large areas of vehicular parking, the provision of appropriate lighting for pedestrian safety and comfort adjacent to such facilities, and the introduction of artwork or other pedestrian amenities along the pedestrian path can make such a facility more attractive.

Vehicular access such as driveway entrances or curb cuts to parking facilities should balance the needs for vehicular convenience with the priority for maintaining a safe and attractive pedestrian environment. The placement of such access should strive not to disrupt the continuity of pedestrian circulation. The design of these areas should give a clear indication to drivers that they are crossing a pedestrian area and that the pedestrian has the right-of-way. Pedestrian sidewalk materials should not be interrupted to accommodate an asphalt driveway, but rather the pattern of pedestrian paving material might change only to the degree that a clear indication is made to both driver and pedestrian that vehicles are present.

For example, where sidewalks are brick, the driveway entrance might be characterized by the placement of brick in a soldier coursing pattern or in some substantially distinctive brick pattern than is clearly part of the pedestrian sidewalk, but also recognizable as a vehicular path. Just as the sidewalk surface should not be interrupted to accommodate a driveway entrance, nor should sidewalk tilt-downs be the preferred solution to allowing smooth pedestrian circulation, but wherever possible the vehicular surface should be raised to meet the sidewalk. All such details must comply with the *Technical and Design Standards and Guidelines*.

(3) Signage: Adequate signage to attract and direct the motorist must be so designed, constructed and located so as not to overwhelm the pedestrian environment nor obstruct pedestrian vision or circulation. The design of signage for parking available to the general public should be consistent with a Downtown-wide program of signage for parking described in the *Technical and Design Standards and Guidelines*.

(4) Shared use: The design and management of Downtown parking facilities should consider opportunities for shared-use. Parking facilities are encouraged to consider extended use including day-time parking for office, retail, and cultural needs and "after-hours" (evening, weekend, and overnight) parking supporting retail, cultural and residential parking needs. Participation in the City's clearinghouse program for residential parking is encouraged as well. Participation in a shared-use policy suggests a few issues which should be considered in the design and layout of parking facilities. In developing pedestrian and vehicular access patterns serving the parking facility, the presence of nearby residential units and adequate accessibility become important. The placement and design of street-level retail or other pedestrian-oriented uses should

consider off-hour activities as well. Lighting and signage which support extended hours of use and possibly different pedestrian circulation patterns should be considered.

g. Areas within the Downtown:

Within distinctive areas of the Downtown, dissimilar buildings or greatly varying architectural designs can be linked by common elements that recur at regular intervals. Similarity of such things as paving materials, lighting standards, and exterior building materials or distinctive building features form layers of commonality that help to establish the identity of a particular area. Multiple layers within an area provide a richer and more identifiable character. When a new building is constructed without regard to existing layers within an area, the sense of identity of the area is lessened.

Areas within the Downtown which exhibit to some significant degree these layers of commonality include the Old Port Exchange, Commercial Street, Congress Street, and the area surrounding Lincoln Park identifiable as the Civic area. Development within each of these areas should enhance and reinforce those common features.

## 2. Standards for increasing setback beyond street build-to line:

There are special exceptions to the predominant street wall condition described in the preceding guideline. The most notable of these are the public open spaces which have been created along the length of Congress Street. Congress Square Plaza, Maine Savings Plaza, and the City Hall Plaza are clearly exceptions to the pattern where public open space created in the heart of the Downtown provide welcome stops along an otherwise consistent street frontage. Monument Square and Longfellow Square represent other special and unusual situations where a change in the street grid or pattern have created opportunities for publicly accessible open space which reinforce prevailing street walls.

In order for proposed exceptions to this pattern of predominant street wall to be acceptable, the applicant must demonstrate to the Planning Board that the introduction of additional setbacks at the street level satisfies the following:

- a. **Open space and amenity:** provide substantial and viable publicly accessible open space or other amenity at the street level that supports and reinforces pedestrian activity and interest. (such amenities might include plazas, outdoor eating spaces and cafes, or similar public amenity);
- b. **Prevailing character and continuity:** does not substantially detract from the prevailing street wall character by introducing such additional setback at critical building locations such as prominent form-defining corners, nor create a sense of discontinuity in particularly consistent or continuous settings;
- c. **Support for existing open space:** does not detract from existing publicly accessible open space by creating an excessive amount of open space in one area or by diminishing the viability or liveliness of that existing open space; and
- d. **Quality and orientation:** the area of setback is of superior quality and character of design and of acceptable orientation to solar access and wind impact as to be attractive to pedestrian activity.

In addition to meeting the above exception criteria, such an additional setback may be appropriate where such setback provides a special setting for prominent civic buildings.

### III. ROOF-TOP APPURTENANCES

*Standard: "All mechanical equipment, ventilating and air conditioning and other building systems, elevators, stairways, radio or television masts or equipment, or other roof top elements not intended for human occupancy shall be fully enclosed in a manner consistent with the character, shape and materials of the principal building."*

The character of the skyline of the Downtown is defined in part by the character and profile of the tops of buildings. Evolutionary in nature, this skyline is rich with a diversity of steeples, towers and ornamental parapets which have been constructed as integral architectural components of individual buildings. At issue here are the various roof-top appurtenances such as mechanical, ventilating, or air conditioning systems, or television or radio masts or equipment which have been located atop both recent and historic structures typically in order to provide contemporary conveniences or accommodate up-dated systems to those structures. Many of these appurtenances are seen as intrusions on the skyline where no attempt has been made to locate such features out of the view of the typical pedestrian, or where no attempt has been made to make an otherwise foreign and visually incongruous element fit comfortably within the architectural composition of individual buildings.

In addition, as building heights in parts of the Downtown are increased, substantial numbers of Downtown employees and visitors will be experiencing views of the Downtown from upper stories of buildings. Such views, in a relatively small and pedestrian-scaled City, typically include a considerable number of rooftops and are impacted by the character and clutter of such roof-top appurtenances.

Wherever feasible, roof-top appurtenances should be located and designed so to appear as an integral part of the architectural character of the building on which they are located. The exterior appearance of these features should incorporate a scale, shape and choice of materials which is consistent with the principal building. In many cases, the simple placement of such features can go a long way toward making them indiscernable from pedestrian vantage points. The use of exaggerated parapet walls or architectural ornamentation can serve a similar function. Enclosing such features within a skin of materials which complement other materials on the building can help to integrate the feature with the rest of the building.

## IX. SIGNAGE/AWNINGS/CANOPIES

### 1. General

Signs, awnings, canopies and other similar devices are among the most noticeable visual elements of the urban environment. These devices are not only a practical business requirement for a property owner or tenant but also can significantly enhance a storefront, building facade and street environment. Signage designed, constructed, and installed throughout the Downtown should be executed and placed in a manner which is respectful of the character of the building on which it will be located and the character established by surrounding buildings. The context of existing signage to be considered in establishing the appropriateness of a proposed sign will be the character and design of those other existing signs which would meet the guidelines presented herein.

Signs, as components of a building facade, are relatively temporary as businesses or tenants change with some frequency over time. The design and installation of signage should recognize this temporary nature of signage and should always be approached with an attitude of reversibility. All signs should be designed and installed in a manner that upon their removal, the character defining features of the building remain intact and that the exterior materials of the building are not permanently or irreparably damaged.

### 2. Design

#### a. General:

(1) The design of signage should be respectful of the building on which it is located, carefully designed to fit a given facade complementing the building's architectural features. Signage inconsistent with the architectural style of a building, such as providing "colonialized" signs on a Victorian storefront, is not appropriate.

(2) The design of signage should be oriented and scaled to reflect the scale and character of movement of people around the building, with an emphasis primarily on the pedestrian and slow-moving traffic.

(3) Design, selection of materials, and workmanship shall be of high quality in appearance and character, complementary to the materials and character of the building, and convey a sense of permanence and durability.

(4) In addition, the design of signage on historic structures should consider historic signage which was previously or is currently incorporated on the building. Where clear documentation exists as to the character and design of original or historically significant signage found on that building, every effort should be made to meet contemporary signage needs with a sign designed in keeping with the building's historic signage.

#### b. Size:

(1) The size of proposed signs should be compatible with the scale of the overall building, with the scale and character of the building's architectural features, and with the character of the specific sign location.

(2) The size of the sign should relate comfortably in size and scale to pedestrians moving about in the vicinity of the sign.

(3) No sign shall extend greater than four feet into any public right-of-way nor

beyond a vertical plane two (2) feet inside the curb line (face of curb).

**c. Communication:**

(1) Signage is most effective when it is simple and limited in subject matter to the name of the business or property, a street address, and the incorporation of a logo, symbol, or other graphic display which is central to the primary tenant or use of the property. Signage should clearly be incidental to the tenant or use of the property. General commercial advertising unrelated to the principal use is discouraged. Signs advertising businesses or products not found on the property (off-premises signs) are not permitted.

(2) Lettering typefaces and words should be selected which are simple, easy to read, and scaled appropriately for both the sign and building. Logos or symbols are encouraged where integrated with the proposed sign. Pictographs (such as the creation of a projecting sign in the shape of a key for a lock shop) should be carefully considered and can be an interesting and appropriate feature in some situations.

(3) Colors on signage should be selected which complement the character and color pattern of the building. A sign should not, by virtue of its color, be distracting from the design and character of the building on which it is located. Signs tend to be most effective when there is a contrast in color between the lettering/symbols and the background of the sign.

**d. Illumination:**

(1) Generally, flashing or moving lights are not appropriate. Special situations, such as the design of marquees or features relating to special uses such as cultural events or public activities may be appropriate exceptions where sensitively designed and where no safety hazard is created.

(2) Illumination of signage should be compatible with the character of illumination already existing on the building and on surrounding buildings, on existing appropriate signs in the vicinity, and the character of illumination along the pedestrian areas adjacent to the building. Where internal illumination of a sign causes the scale of the sign to become excessive in relation to architectural features of the building due to the sign thickness necessary to accommodate internal devices, alternative lighting should be considered. Backlighting of individual letters may be an acceptable alternative.

(3) External illumination of signage should be concentrated evenly on the sign itself, with no significant glare or spillover onto adjacent buildings. The light source should be concealed from the direct view of the pedestrian.

(4) All electrical conduit, transformers, raceways, and wires must be concealed within or behind the sign or face of the building, or be designed as an integral element of the building facade, or be substantially disguised or hidden so as to be unobtrusive to the appearance of the building and sign. The attachment of such devices to the structure should not permanently damage any significant architectural features or the architectural fabric of the building.

**3. Placement and Location**

a. The placement of signage on all buildings should be carefully considered, taking into account the scale, character and design of the building, the traditional location of signage on Downtown buildings, the location of existing or designed sign boards, lower cornices, lintels, and piers, and the opportunity to use signage as an element to reinforce building entrances.



b. The placement of signage should not visually obscure architecturally significant features of the building. The method of attachment for new signs should not permanently alter or destroy significant features or materials of the building.

c. Where signage is proposed on window surfaces, such signage should not substantially obscure visibility through the window.

d. Generally, the placement of signage should occur below the sill of the second story windows. Where the design of the base portion of the building establishes some higher location as an appropriate location and where such location complements the character of appropriate signage on adjacent buildings or architectural features of adjacent buildings, alternative locations should be considered. Where unusual site characteristics exist or where exceptionally well-designed and integrated signage is proposed, placement elsewhere on a building will be considered. Painted signs on upper story windows, such as stencilled names of professional firms, are acceptable provided they do not detract from the character of window design.

e. In addition to placement criteria above, the minimum height of projecting signs, awnings, canopies, and marquees above the sidewalk shall conform to the current BOCA National Building Code. Further, projecting signs should be placed high enough to prevent vandalism.

f. No signs should extend or be placed above the roof or parapet line of any building. The development of taller buildings Downtown provides an opportunity for significant impact on the character and attractiveness of the City's skyline. Through other design guidelines dealing with roof-top appurtenances and ornamental building tops, the design of taller structures is encouraged to create architectural landmarks on the skyline. Corporate expression is encouraged in the form of significant architectural design rather than through a corporate logo or name emblazoned at the top of tall structures. Therefore, no signage should be placed on portions of buildings or structures exceeding 125 feet in height.

~~g. No private signs should be placed in the public way without specific license by the City.~~

h. Freestanding signs, excluding public information signs, are discouraged. Signage should be incorporated with building features or with integral site features such as planter walls.

i. The placement of signs shall not disrupt or obstruct the vision of drivers or pedestrians so as to create a hazardous situation. No signs should be so located as to significantly obstruct pedestrian circulation.

#### 4. Number of Signs

a. The proliferation of signs within a dense urban environment can lead to visual confusion and a sense of clutter. The number of signs for each tenant or building should be kept to a minimum while recognizing the need for identification and visibility. Building signs and projecting signs should be limited to one per building street frontage for each business or tenant.

b. Where multiple signs occur on a single building, there should be a common pattern and character between such signs. Signs need not all be identical, but there should be a common pattern of placement, general design, and illumination.

c. Where multiple tenants are served by one sign or a grouping of signs, the signs should be treated as a building directory with the building name and/or address most prominent and the names of individual businesses or tenants subservient in the directory design. Such directories should be located at or near building entrances and should be scaled so that individual names are visible to the pedestrian.

## 5. Guidelines for Special Categories of Signs

In addition to the guidelines described above, certain types of signs require special guidelines which relate to their special character or purpose.

a. Awnings, Canopies, and Marquees: These signs serve both as decorative and multi-functional devices. In addition to the color and character they can add to the visual environment, these features serve to protect pedestrians from adverse weather conditions, entice pedestrians to pause and view merchandise on display in storefronts, can protect displays from intense sunlight, and can provide visual relief to otherwise flat or unarticulated facades. The shape and size of these devices should correspond to the shape, character, and size of the opening over which they will be installed, and should fully fill the width of the individual window or door opening. These devices should be designed and located to be compatible with other appropriate and similar features on the same building or on buildings in the vicinity. These devices should not obscure architecturally significant elements of the building.

b. Public Information Signs: This category of signage includes informational signage such as traffic regulations, transit information, public announcements or community activity information, and historic markers, as well as directional signage such as street signs and directions to major civic, arts or cultural facilities. Wherever possible, these signs should be designed and located so that they complement the character of the environment in which they are placed. Such signs may be free-standing as necessary to effectively serve their purpose. These signs may be located off the premises to which they refer.

c. Painted Wall Signs: Painted wall signs such as murals and tromp l'oeil should be used only to enhance the environment or streetscape. They should not be developed for advertising purposes. Such wall signs should not disrupt the setting of an historic building or of an otherwise distinctive environment. Painted wall signs such as business names may be appropriate and should be reviewed according to other applicable guidelines. Where painted wall signs are appropriately located, the surface of walls used for such wall signs should be properly prepared so to reduce the need for maintenance and to assure long-term attractiveness. In a few instances, old painted wall signs of a commercial nature still are discernable on the facades of some buildings and serve as reminders of former businesses and activities found therein. These signs should be examined on an individual basis and, where they reflect a significant period of the Downtown's history, restoration of the most significant of these should be encouraged.

d. Address Signs: Address signs indicate the street address of a business or building. The location of these signs generally should occur above or on the entrance, and should be coordinated with adjacent establishments with the objective of making

building identification easier.

e. **Portable/Movable Signs:** Portable sandwich board signs commonly found throughout the Downtown are the only portable freestanding signs (other than special temporary signs and public information signs) which are encouraged Downtown. All portable signs placed within the public way require special permitting through the City. In addition to requirements of that process, all such signs should be designed and located in a manner which does not detract from the character of the pedestrian environment, nor create obstacles to pedestrian circulation or visibility.

f. **Temporary Signs:** This category of sign is exhibited for a limited time to advertise special events or sales and is removed following the event. Included within this category are "For Sale or Lease" signs, construction signs, sale or promotional signs, and special events signs.

g. **Banners, Flags and Pennants:** Colorful flags, pennants and banners add color and movement into the streetscape. The incorporation of such elements into the streetscape or the placement on buildings should complement the character of the building fabric. While the flag or banner is relatively temporary in nature, the brackets or poles from which these elements hang tend to remain for extended periods. Attachment of such support devices to buildings or other structures should not cause irreversible damage to significant architectural features or fabric.

h. **On-Site Service Signs:** On-site service signs for such needs as identifying parking entrances and exits, handicapped parking spaces or handicapped access, drive-thru teller signs, and other similar directional signs should be considered as a whole system, coordinated in size, materials, design, and character within a single property and with adjacent properties.

## 6. **Maintenance**

All signage should be maintained in good visual and structural condition.

## X. HISTORIC RESOURCES

The protection of historic resources is an important component of the City's comprehensive plan. Within the Downtown area especially, historic structures, districts, and public open space collectively establish a rich and wonderful environment which should be carefully recognized, appreciated, and respected while encouraging continued growth and revitalization.

The Historic Resources Design Manual contains a listing of Landmark structures, Historic Districts, and Historic Landscape Districts covered under the City's Historic Preservation Ordinance. In addition to the Portland Waterfront Historic District (the Old Port Exchange) and the Lincoln Park Historic Landscape District, portions of the Spring Street and Deering Street Historic Districts fall within the Downtown. Numerous individually designated Landmark structures are scattered throughout the Downtown as well.

Proposals for the alteration of designated historic resources and new construction within designated historic districts and historic landscape districts are subject to review under Article IX (Historic Preservation) of the City Land Use Code. This Article provides a process and series of standards for assuring such proposals are compatible with those historic resources. The Historic Resources Design Manual provides considerable elaboration on the standards with discussion of their application to actual situations. In addition, Section 14-526 of the Site Plan Review Standards includes a standard applicable to development within 100 feet of historic resources, assuring that any such development is not incongruous with the architectural style and character of the historic property.

CITY OF PORTLAND, MAINE  
MEMORANDUM

**TO:** Joe Gray, Director Planning and Urban Development  
Virginia Hildreth, Director of E

**FROM:** Robert B. Ganley, City Manager

**DATE:** March 25, 1996

**RE:** Noyce Development Projects

As you know, I have had several meetings over the last couple of weeks regarding the particulars of the site plan review for the individual projects being planned by Elizabeth Noyce. Those plans have been presented to me by Owen Wells and Doug Carr. The immediate goal of the developers is to be able to construct a drive-thru window for Maine Bank & Trust off Preble Street and to move ahead with that as soon as possible.

I am asking the Planning Department and Planning Board to review that particular item without determining the larger site plan issues for the whole block because those details will not be available until later. It is my intention to ask the Downtown Portland Corporation to utilize the Portland Development Fund program to make sidewalk and street light improvements in the area bordered by Preble, Cumberland, and Elm Streets as the City's contribution to this major investment in downtown Portland. As you know, the developer has not asked for any contribution from the City in any regard such as tax increment financing or DPC loans; and there does appear to be a disagreement as to how much sidewalk and lighting work should be necessitated by this project. I would like to see the upgraded sidewalks in the area, and I am prepared to ask the DPC to go ahead and make those improvements. Clearly, I think that the contributions by the developer, especially in the area of downtown parking, should be viewed as a positive contribution to the city for this project. I leave it to the Planning Department and the Planning Board to work out the particulars on how this should be handled, what types of materials should be used, and whether a brick waiver would be necessary. I do not think we should hold up the developer at this particular time from moving ahead with the project.

c: Mayor Dawson  
Councilor Campbell  
Owen Wells - Perkins, Thomsen, Hinckley, & Keddy

W I N T O N   S C O T T   A R C H I T E C T S

Winton F. Scott, Jr.	<i>Principal</i>
Mark M. Wilcox	<i>Principal</i>
Stephen W. Weatherhead	<i>Associate</i>

June 18, 1996

Portland Planning Board  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Re: Proposed Parking Garage  
Cumberland, Elm and Preble Streets

Dear Planning Board Members,

I have been retained by Mr. Douglas Cardente who owns property adjacent to the above referenced proposal. Mr. Cardente has asked me to evaluate the proposal and advise him of any potentially negative impacts on his property and/or his tenants. We have also been asked by Mr. Cardente to evaluate this proposal and advise him if there might be any aspects of this development which might not conform to Zoning Ordinance Standards and/or the Standards of the Downtown Urban Design Guidelines which are referenced in the Zoning Ordinance of the City of Portland. To date, Mr. Cardente and I have reviewed the drawings for the project and on June 11th I attended the Planning Board Workshop and listened as the project was presented to the Planning Board.

As presented, the design of the project is being driven by a requirement to optimize the geometry of parking and circulation. No mention was made of the fact that this will be a very massive building alongside Mr. Cardente's abutting building which is a mere two stories and has office windows along a common property line. There was also no discussion regarding other issues of compatibility. Does an apparently all concrete structure with very few clues as to it's scale (windows etc.) fit into and enhance a precinct of the city which is largely dominated by structures built with brick and stone? The Portland Land use Ordinance outlines standards the Planning Board should use in considering an application of this type. Some of these standards deal with the following pertinent issues:

- bulk and height disparities with existing structures
- Shading and substantial reduction in light and air to 60 Elm / 57 Preble
- complementing the design character of an existing neighborhood
- design of lower stories to enhance street level pedestrian environment

The Urban Design Guidelines offer further guidance regarding other relevant questions in regard to this proposal:

- Avoidance of "blank facades" in a pedestrian oriented street environment

Portland Planning Board  
6/18/96  
Page 2

Integrating with, respecting and enhancing existing development

use of setbacks to avoid massive buildings from overwhelming smaller neighbors

use of horizontal elements to mitigate scale/massing disparities

The intent of these standards is very clear and, to my eyes at least, would seem supremely relevant in the case of this applicant.

In addition to above stated concerns with regard to the overall design of the project, Mr. Cardente and I have also discussed the following detail concerns:

how will the space between the abutting structures be secured from loitering etc.?

will this in-between space be landscaped or receive any special architectural treatment to mitigate the possible negative environmental effects it might have on present tenants and/or future leasing.

could the area bounded by Mr. Cardente's building, the proposed structure, and the sidewalk be landscaped to soften the impact of the taller structure on the entrance to Mr. Cardente's building?

the generally negative effect of shading on office windows and on adjacent surface parking

the future status of curbside parking along Elm Street

snow removal / storage and possible drainage onto sidewalks and adjoining property

removal of hazardous waste / contaminated soils from former site of gas station

noise and dust control during construction of new garage

attraction of street people to dead space in front of garage on Preble Street

It is our understanding that there will be another workshop meeting with the Planning Board in the near future. It is our hope that the dialog might be expanded to include the serious design issues outlined above.

Sincerely,



Winton F. Scott Jr.

Nicholas M. Mavodones  
47 Hillside Street  
Yarmouth, Maine 04096

June 19, 1996

Mr. Joseph E. Gray, Jr.  
Director of Planning and Urban Development  
City Hall, 4th Floor  
389 Congress Street  
Portland, Maine 04101

Dear Mr. Gray:

I am responding to the City of Portland, Department of Planning and Urban Developments notice, dated June 4, 1996, regarding the August Corporation's construction of a 650 car, seven level parking garage on the north side of Cumberland Avenue, between Preble and Elm Streets.

I have discussed this upcoming project with my two brothers, Zinas M. Mavodones, of Poughkeepsie, N.Y. and Socrates M. Mavodones, of So. Portland, ME. We three are joint owners of the property on the corner of Elm and Oxford streets, specifically 66-68 Elm Street and 228-230 Oxford Street.

Our late parents, Michael N. & Gabina Mavodones purchased the property on March 7, 1935, and 68 Elm Street has been the family residence since then. Five generations of Mavodones families have resided there including my daughter and my four and a half year old grandson, who now live there.

In addition to the family residence there are two residential units at 66 Elm Street and a store front at 228-230 Oxford Street. A major concern is what effect the construction of this seven level parking garage will have on being able to rent and keep rented these units. A potential tenant for the store is having second thoughts because of the noise, i.e.: driving piles potential dynamiting, and "a lot" of heavy construction equipment in the area.

Over the last few years we have witnessed at least 18 multi-story residences, 5 businesses, a filling station and the Cohen property being demolished in the name of Urban Development. This area is currently a sea of parking lots, which in my opinion, are vacant most of the time.

Our current neighbors are The Government Center 60-62 Elm Street, the Salvation Army's Adolescence Center 65 Elm Street, and the Oxford Street (Adult) shelter at 203 Oxford Street. I realize that this Seven Level Parking Garage will be constructed in the near future regardless of what the residents and property owners in this area have to say.

In addition to the eventual permanent shade this structure will provide, and the noise factor, will be the additional traffic from various contractors and their crews. This will lead to added pedestrian safety problems.



Although the City of Portland has installed "Yield for Pedestrian" signs at the corner of Elm and Oxford Streets and at Cumberland Avenue and Elm Street, the signs are totally ignored. I have personally witnessed City of Portland vehicles, including Police, Cumberland County Sheriff's vehicles, City busses, taxis, commercial vehicles and countless cars fail to yield to pedestrians. While crossing the street with my grandson, I was nearly hit on two occasions. I reported these near misses to the Portland Police but have not seen any effort to enforce the law regarding these signs.

When this project starts, the pedestrian problem will worsen. Unfortunately, Elm Street is not only a major artery in the traffic flow but has become a speedway.

Also of major importance, will the City of Portland eliminate the eight parking spaces on the west side of Elm Street. These parking spaces are currently zoned one hour parking, which allows tenants who secured Residential Parking permits from the City of Portland's Parking Division, to park there whenever spaces are available. I would like to propose to the City, as a temporary solution, that these one hour parking signs be removed and installed between Elm and Cedar Streets on the westerly side of Oxford Street, a one way street. This street currently has seven parking meters.

As taxpayers, we expect reasonable and safe access to residential parking permits for family and tenants in the immediate area.

As the City of Portland promotes Urban Development, I hope that your intentions are not to push us off our block!

In conclusion, as one of the property owners of the above mentioned block, I hope our concerns will be given due consideration by the City and just read and filed. We would also request that we are notified before, during and after the construction regarding long term or short term parking in the area. It will obviously have an effect on the residential and commercial rental future of our property.

Thank you for your consideration in this matter.

Sincerely,

*Nicholas M. Mavodones*

Nicholas M. Mavodones

CC: City Councilors  
 Planning Board  
 Robert B. Ganley, City Manager  
 Michael J. Chitwood, Chief of Police  
 William B. Bray, Deputy Director of Public Works



July 2, 1996

Mr. Cyrus Hagge  
Planning Board Chairman  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Subj: New Downtown Parking Garage

Dear Mr. Hagge,

I regret that I will be unable to appear before the Planning Board at its July 9 meeting to speak in favor of the proposed new parking garage on Cumberland Avenue, so I ask that you consider my views in this letter. I have managed two office towers in downtown Portland, One Monument Square and The 511 Plaza, both of which are currently being adversely affected by lack of available monthly parking. I have also participated actively on the Congress Street Advisory Committee which identified inadequate parking as a major problem facing downtown Portland.

There is a war going on between downtown Portland and the suburbs over office tenants and retail customers, and parking plays a big role to the advantage of the suburbs. Whether they are going to the office or to the store, people in Greater Portland demonstrate daily how much they want the convenience of driving their car and parking very near their destination. I support alternative means of transportation - car pooling, bus, bicycle, train, walking, shuttle parking - and I assume that there is growing use of these alternative transportation modes, but the harsh reality is that for most Mainers, the automobile is the only logical way to get to and from a destination.

Consider the plight of the building owner who is trying to lease vacant space in a downtown office tower. A prospective tenant is likely to be choosing between office space downtown where parking costs the equivalent of \$2.50 and \$4.00 per square foot in a parking garage not necessarily near the office, and a suburban office building where parking is at the door and "free". The downtown office tower owner is forced to address this issue by absorbing the cost of parking in order to be competitive, but at least he has a way to solve the problem, although an increasingly expensive way.

Cyrus Hagge  
July 2, 1996  
Page 2

Consider now what happens to this office building owner when there is no monthly parking available for the prospective tenant's employees. He simply can not lease his space if there is no place for tenants to park, because for many employees there is no logical alternative way to get to work. I have personally had the frustrating experience of losing much-needed tenants at The 511 Plaza because I was unable to find any available monthly parking spaces within walking distance of the building. This is exactly the situation we have along most of downtown Congress Street now and it is getting worse. If you call the parking facilities within convenient walking distance of upper Congress Street asking for long-term monthly parking for 25 employees, you will likely be turned away empty. How can we expect to lease downtown office buildings if we are telling new tenants that their employees must use the shuttle parking lot on Marginal Way, car-pool, or walk to work? The decision makers will simply not ask their employees to use alternative means of transportation, and who can blame them?

From a retail standpoint, the parking picture is equally critical. We are experiencing slow, but steady progress in building a solid retail structure in downtown Portland. The merchants are paying for their customer's parking through Park and Shop, but what happens if retail shoppers headed for Congress Street simply can't find a place to park? We certainly can't ignore the growing parking needs brought about by the success of the Portland Museum of Art, the Children's Museum, and the many cultural programs put on at Congress Square. Will parking garage operators decide to turn away more monthly parkers so they have room for the growing number of more profitable hourly parkers?

And what happens to the parking picture when the very exciting Public Market is built? This will hopefully be a large automobile traffic generator at the same time it eliminates many monthly parking places.

I think the Congress Street Advisory Committee was right on target with its findings:

- We have a parking crisis because downtown Portland needs 700 to 800 additional spaces right now. Our hard work to make our downtown a desirable place to work and visit has succeeded in bringing the people who are now taking up all the available parking spaces. Along Congress Street, in particular, it is sometimes impossible to obtain long-term monthly parking for prospective new tenants.

Cyrus Hagge  
July 2, 1996  
Page 3

- We should all encourage use of alternative modes of transportation to minimize the need for parking, but we have to base our plans on the actual parking requirement rather than what we would like it to be.
- It would be disastrous to allow parking shortages in hopes that the resulting higher parking rates will encourage use of alternative modes of transportation. Without a strong mass transit system in place, high prices and lack of available parking will simply drive people out of downtown Portland to the convenient suburbs.

Regarding the proposed Cumberland Avenue Parking Garage, the picture should be crystal clear: a generous private citizen wants to do Portland a huge service by building a much-needed parking facility. We should gratefully accept her gift.

Sincerely,

**FINARD & COMPANY**



J. Spencer Jones  
Regional Director

cc: Barb Hager  
Ted Bernard  
Joe Gray

# PLAZA BACK IN BUSINESS

● And vice versa: 511 Plaza on Congress has signed a major tenant and is starting to fill up again.

By TUX TURKEL  
Staff Writer

It's like stepping into a corporate tomb. Six stories above Portland's Congress Street, an entire office tower floor — 11,523 square feet of space — stands vacant, devoid of furniture and workers. On one wall, the company logo of a past occupant suggests the commerce that has taken place inside the former Maine Savings Bank Plaza. Now there's an eerie quiet.

But the floor will be humming again this fall, when 50 workers from Seafax Inc., a business and credit information firm serving the food industry, move in their telephones and computer terminals and set up shop.

For 511 Plaza, as the nine-story tower is now known, the arrival of Seafax is bringing new life to what had been one of the city's premiere business addresses. The 21-year-

The  
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old building hit a low point last fall, when it was nearly vacant. Now roughly a third of the space is leased, and the new owners say they hope to have it full by year's end.

"It needs to be full for the benefit of downtown Portland," says Owen Wells, a spokesman for Elizabeth Noyce, the philanthropist and investor from Bremen. "And we intend to fill it."

Some obstacles stand in the way, chiefly the availability of nearby parking. But downtown advocates are working hard to lease up the 128,000 square-foot building. They say it's a crucial step toward the economic revival of Congress Street.

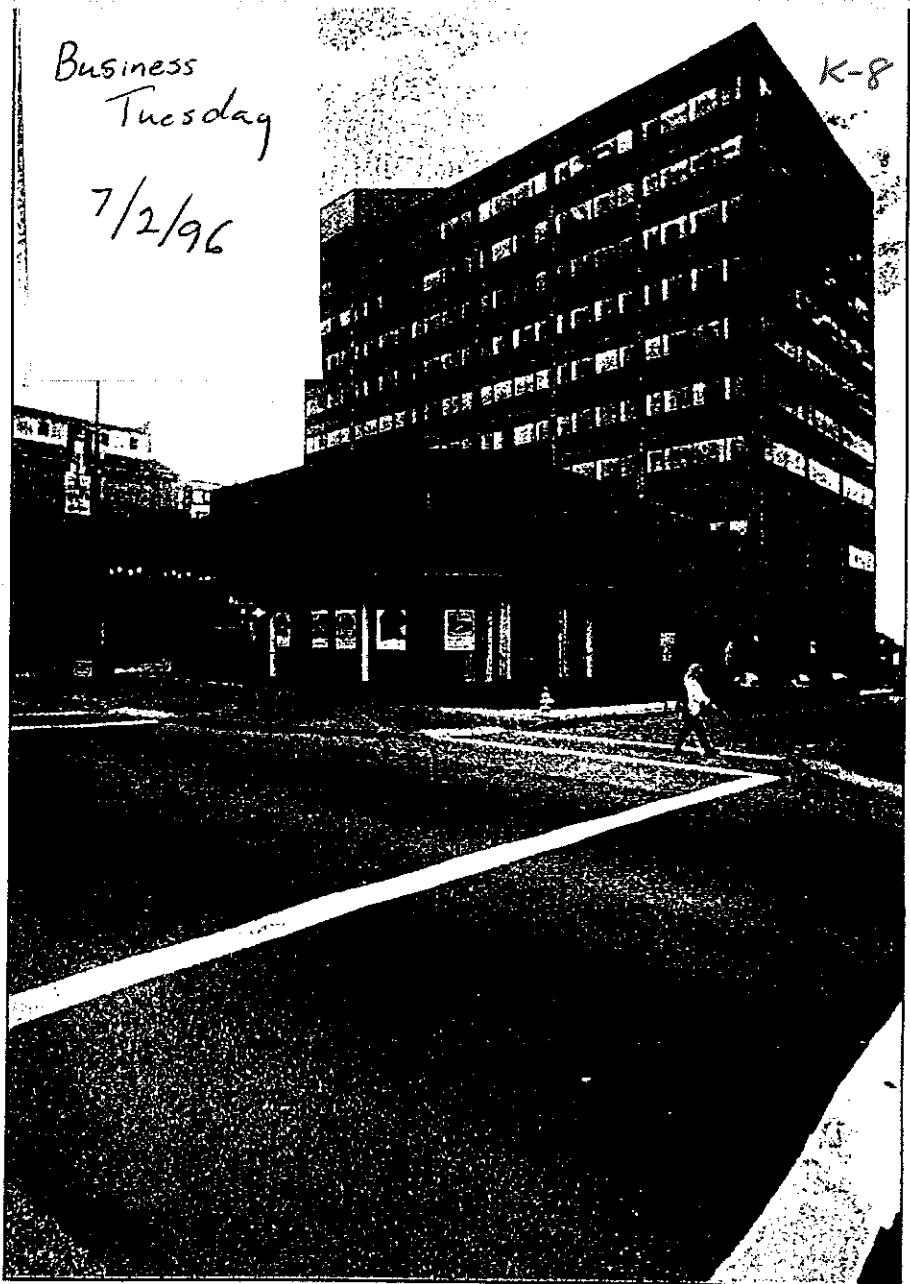
"I think it's as much of a key," Wells says, "as Porteous was to retailing before it closed, and as the Maine School of Art is now to the arts district."

David Robinson, president of Dirigo Management Co. and a competing downtown broker, agrees that 511 Plaza is an important building.

"Because of its size and square footage," Robinson says, "it certainly is a key building to the success of Congress Street."

The 511 Plaza is across from the former Porteous

Please see PLAZA, Page 2C



Some analysts of Portland's economy say restoring the Maine Savings Bank building at 511 Plaza to its former glory is central to downtown's recovery.

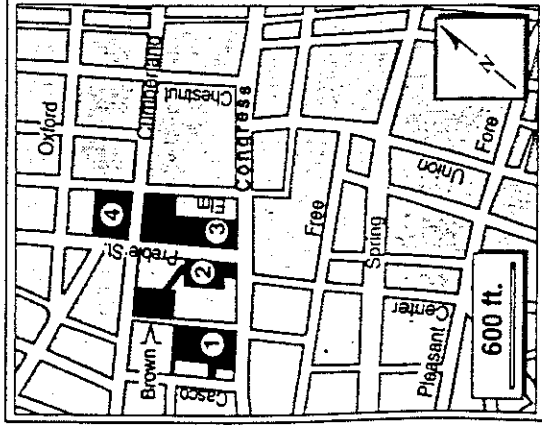
Staff photos by John Ewing



Jim Bunnell, president of Seafax, says 511 Plaza suits his firm's needs perfectly. By fall, 50 Seafax workers will be at the new location.

Business  
Tuesday  
7/2/96

K-8



walking distance of banks and restaurants.

"People like to be around energy," Bunnell says. "The more working bodies we can get downtown, it creates a nice business feeling."

But Seafax might have left, he says, if city officials hadn't worked so hard to line up parking. The plan that evolved gives Seafax workers two options. The company will pay for parking if they take the electric shuttle bus from the commuter lot on Marginal Way. Or it will pick up a percentage of the tab for spaces at the Spring Street garage.

Anything the owners of 511 Plaza can do to secure nearby parking, Bunnell says, will help attract new tenants.

"That's the first question someone will ask," Bunnell says, "Where will my peopic park?"

Wells is keenly aware of the need for parking, both for 511 Plaza and the nearby offices owned by Noyce. Renewed activity downtown has created a demand for an additional 800 parking spaces, according to a study by Portland's Downtown District.

Noyce is moving ahead to build a 640-to-700 space garage, on Cumberland Avenue between Elm and Preble streets. Bulldozers have begun preparing the site. The garage could be ready for cars by winter.

Noyce and her associates are also watching a handful of small parking lots behind 511 Plaza, currently owned by Fleet Bank. The lots, which provide roughly 200 spaces, are expected to be for sale soon. Wells confirms that Noyce is likely to bid on them.

"Parking for downtown office workers is a critical component," Wells says. "That's what tenants ask about."

Beyond parking, Noyce has made improvements to 511 Plaza. She has updated fire control and heating systems and begun renovating the

corridors.

Brokers from Boulos Property Management, a commercial real estate firm retained by Noyce, say they are negotiating with a company that could occupy another full floor. Most firms looking at 511 Plaza already do business downtown, but want better space. Others are considering a move from the suburbs.

At Dirigo Management, Robinson says the trend is positive. Less attractive downtown space that's being vacated for higher-rent offices, he says, is generally being filled by smaller, growing companies.

"If a tenant was just leaving a vacancy," Robinson says, "That would be a concern."

The promising atmosphere at 511 Plaza has been gratifying for Robert Ganley, Portland's city manager. Bunnell says Ganley and city development officials were instrumental in solving Seafax's parking problems. Ganley says that beyond attracting new business, it's essential to keep existing firms downtown.

"I wanted Seafax in 511 very badly," Ganley says.

Ganley says he thinks 511 Congress Street is poised to enjoy a rebirth similar to what has taken place at the former Maine National Bank building, across from city hall. The Maine National building was also empty after the banking consolidation, but has been leased floor by floor after redevelopment.

The trend of refilling Portland's former financial centers with varied, smaller tenants is a good strategy, Ganley says. It will insulate the downtown from the massive job losses that occurred when major employers shrunk or went under.

"It's going to be an ongoing saga to fill that building," Ganley says of 511 Congress. "But putting in businesses that are going to take one or two floors is the way to go."

inadequate parking.

But 511 Plaza also has important assets. It's one of the few downtown towers with plenty of vacant, contiguous office space. With lease rates starting at \$11 a square foot, the rent is cheaper than some suburban locations, although comparable with similar downtown space. And from the upper floors, tenants enjoy dramatic views of the harbor and distant mountains.

These features attracted Seafax, which had outgrown two smaller floors in a nearby building. It will rent 9,000 square feet on the sixth floor of 511 Plaza.

"We were looking to put our operation on one floor," says Jim Bunnell, Seafax's president. "From a productivity standpoint, that building is perfect."

Seafax seriously considered moving outside Portland, Bunnell says, to office centers with free parking. But the company has found its downtown location to be an asset when entertaining clients, who come from across the nation. Its employees also like being within

vibrant shopping district centered across the street at the Porteous department store.

"This location at the point of highest pedestrian traffic density on Congress Street," Masterton said at the building's dedication, "is where the action is."

But the real estate collapse that hobbled many banks led federal regulators to take over Maine Savings in 1991. Maine Savings then became part of Fleet Bank, which occupied parts of the building until last fall.

Porteous also closed its doors in 1991. The store has since been retrofitted by the art school.

Noyce bought 511 Plaza 13 months ago, along with the former Fidelity Trust Building and the so-called "time and temperature" building. From the start, 511 Plaza was seen as a challenge.

Owners knew the building came with some problems. Existing office space and corridors were drab and poorly-lit. The heating and cooling system was outdated. It is located in an area of distressed businesses and

apartment store, which was reborn this year as the art school. It is at the center of an area struggling to regain economic stability, after being hit by the 1990 recession, banking failures and suburban business exodus.

Through it all, the building has retained a few long-time tenants. At anyone walking past 511 Congress Street last winter could not trouble. With its darkened doors, the building gave the appearance that no one was home. Over the past six months, that vacant look has begun to change.

Lights now blaze across the top floor, where Acadia Trust and Boulos Capital Management have rented handsome office space. At street level, Common Sense designs, a women's and children's clothing store, has joined D'Angelo andwich Shop and Graphics Express. That is spawning more foot traffic around the plaza.

With Seafax moving in, roughly a third of the building is now rented. The 50 Seafax workers will join 100 or more employees now in the building. Together, they will help create a presence crucial to downtown shopping and services.

Maine Savings Plaza opened for business in January of 1975. From the day it was conceived, the tower was a critical link to the economic health of downtown Portland.

Robert Masterton, the president of Maine Savings and a prominent business advocate, chose a mixed retail-financial concept, setting the tower back from the street and fronting it with a pedestrian plaza. The idea was to anchor ongoing urban renewal projects at Monument Square with what was then a

# MAINE BANK & TRUST

ATTACHMENT L

THOMAS M. CATTELL  
Vice President •  
Senior Trust Officer

June 4, 1996

Cyrus Hagge, Chairman  
Portland Planning Board  
City of Portland  
389 Congress St.  
Portland, ME 04101

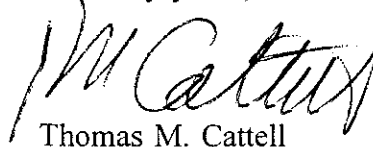
Re: Cumberland Avenue Parking Garage

Dear Mr. Hagge:

Please be advised that Maine Bank & Trust Company is the Trustee of a Revocable Trust created by Elizabeth B. Noyce. Elizabeth B. Noyce is the sole shareholder of the August Corporation, the owner of record title of the property located on Cumberland Avenue, Preble Street and Elm Street in the City of Portland and described in a Warranty Deed from Atlas Corporation to August Corporation dated July 27, 1995 and recorded in the Cumberland County Registry of Deeds in Book 12033, Page 341. The Trustee makes available to August Corporation such funds as directed by Elizabeth B. Noyce to undertake projects such as the one presently before you. The Trustee certifies that it has sufficient liquid assets available to satisfy all financial needs presented by the proposed site plan. Specifically, the Trustee has earmarked \$5 million in liquid assets to be used towards this project. The Trustee believes that August Corporation, through The Boulos Company and its agents, has satisfactory technical capacity to undertake and complete the proposed project.

Should you require any additional information, please feel free to contact me.

Sincerely yours,



Thomas M. Cattell

TMC:pmp

cc: Morris Fisher



# GOVERNMENT CENTER

A HUMAN SERVICES COMPLEX

June 18, 1996

Portland Planning Board  
City of Portland  
389 Congress Street  
Portland, ME 04101

Re: Proposed Parking Garage  
Cumberland, Elm & Preble Streets

Dear Members:

As the owner of the property that directly abuts this project as well as being the owner of Government Center further down Elm Street, we are very concerned about the impact of this project. In that regard, we have retained the services of Mr. Winton Scott to assist us in presenting our concerns. His initial comments are attached and I would ask that each item be specifically addressed.

I would personally ask that the Planning Board do whatever it can to control the size and scope of the project in the interests of the entire Bayside area. This project is going to be huge and will change the feeling of the entire area forever. It is not being built to serve the Bayside area but rather the existing offices on Congress Street, some with already high occupancy rates and others that are located several blocks away. It is unfortunate that the Bayside area has to be burdened with this project for the benefit of other areas in the city. Smaller, more esthetically, pleasing parking facilities adjacent to the office structures they are intended to serve would seem to be much more in keeping with the city of Portland's skyline rather than this gigantic, Boston sized project.

What happens if the proposed food market is not built or is never successful? Will hindsight show all of us that a smaller parking project would have been satisfactory?

Lastly, Government Center has over four hundred office workers who feel that they are part of the City's fabric. Will this massive project, with no shops or offices on the street level, visually cut off the Bayside/Government Center area from Congress Street?

We respectfully request that the Portland Planning Board consider what is in the best interest of the Bayside area of the city.

Sincerely,

Douglas Cardente





# GOVERNMENT CENTER

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Douglas Cardente

# W I N T O N   S C O T T   A R C H I T E C T S

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Winton F. Scott, Jr.	<i>Principal</i>
Mark M. Wilcox	<i>Principal</i>
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June 18, 1996

Portland Planning Board  
 City of Portland  
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bulk and height disparities with existing structures

Shading and substantial reduction in light and air to 60 Elm / 57 Preble

complementing the design character of an existing neighborhood

design of lower stories to enhance street level pedestrian environment

The Urban Design Guidelines offer further guidance regarding other relevant questions in regard to this proposal:

Avoidance of "blank facades" in a pedestrian oriented street environment

Portland Planning Board

6/18/96

Page 2

Integrating with, respecting and enhancing existing development

use of setbacks to avoid massive buildings from overwhelming smaller neighbors

use of horizontal elements to mitigate scale/massing disparities

The intent of these standards is very clear and, to my eyes at least, would seem supremely relevant in the case of this applicant.

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could the area bounded by Mr. Cardente's building, the proposed structure, and the sidewalk be landscaped to soften the impact of the taller structure on the entrance to Mr. Cardente's building?

the generally negative effect of shading on office windows and on adjacent surface parking

the future status of curbside parking along Elm Street

snow removal / storage and possible drainage onto sidewalks and adjoining property

removal of hazardous waste / contaminated soils from former site of gas station

noise and dust control during construction of new garage

attraction of street people to dead space in front of garage on Preble Street

It is our understanding that there will be another workshop meeting with the Planning Board in the near future. It is our hope that the dialog might be expanded to include the serious design issues outlined above.

Sincerely,



Winton F. Scott Jr.

Nicholas M. Mavodones  
47 Hillside Street  
Yarmouth, Maine 04096

June 19, 1996

Mr. Joseph E. Gray, Jr.  
Director of Planning and Urban Development  
City Hall, 4th Floor  
389 Congress Street  
Portland, Maine 04101

Dear Mr. Gray:

I am responding to the City of Portland, Department of Planning and Urban Developments notice, dated June 4, 1996, regarding the August Corporation's construction of a 650 car, seven level parking garage on the north side of Cumberland avenue, between Preble and Elm Streets.

I have discussed this upcoming project with my two brothers, Zinas M. Mavodones, of Poughkeepsie, N.Y. and Socrates M. Mavodones, of So. Portland, ME. We three are joint owners of the property on the corner of Elm and Oxford streets, specifically 66-68 Elm Street and 228-230 Oxford Street.

Our late parents, Michael N. & Catina Mavodones purchased the property on March 7, 1935, and 68 Elm Street has been the family residence since then. Five generations of Mavodones families have resided there including my daughter and my four and a half year old grandson, who now live there.

In addition to the family residence there are two residential units at 66 Elm Street and a store front at 228-230 Oxford Street. A major concern is what effect the construction of this seven level parking garage will have on being able to rent and keep rented these units. A potential tennant for the store is having second thoughts because of the noise, ie: driving piles potential dynamiting, and "a lot" of heavy construction equipment in the area.

Over the last few years we have witnessed at least 18 multi-story residences, 5 businesses, a filling station and the Cohen property being demolished in the name of Urban Development. This area is currently a sea of parking lots, which in my opinion, are vacant most of the time.

Our current neighbors are The Government Center 60-62 Elm Street, the Salvation Army's Adolescence Center 65 Elm Street, and the Oxford Street (Adult) shelter at 203 Oxford Street. I realize that this Seven Level Parking Garage will be constructed in the near future regardless of what the residents and property owners in this area have to say.

In addition to the eventual permanent shade this structure will provide, and the noise factor, will be the additional traffic from various contractors and their crews. This will lead to added pedestrian safety problems.

Although the City of Portland has installed "Yield for Pedestrian" signs at the corner of Elm and Oxford Streets and at Cumberland Avenue and Elm Street, the signs are totally ignored. I have personally witnessed City of Portland vehicles, including Police, Cumberland County Sheriff's vehicles, City busses, taxis, commercial vehicles and countless cars fail to yield to pedestrians. While crossing the street with my grandson, I was nearly hit on two occasions. I reported these near misses to the Portland Police but have not seen any effort to enforce the law regarding these signs.

When this project starts, the pedestrian problem will worsen. Unfortunately, Elm Street is not only a major artery in the traffic flow but has become a speedway.

Also of major importance, will the City of Portland eliminate the eight parking spaces on the west side of Elm Street. These parking spaces are currently zoned one hour parking, which allows tenants who secured Residential Parking permits from the City of Portland's Parking Division, to park there whenever spaces are available. I would like to propose to the City, as a temporary solution, that these one hour parking signs be moved and installed between Elm and Cedar Streets on the westerly side of Oxford Street, a one way street. This street currently has seven parking meters.

As taxpayers, we expect reasonable and safe access to residential parking permits for family and tenants in the immediate area.

As the City of Portland promotes Urban Development, I hope that your intentions are not to push us off our block!

In conclusion, as one of the property owners of the above mentioned block, I hope our concerns will be given due consideration by the City and just read and filed. We would also request that we are notified before, during and after the construction regarding long term or short term parking in the area. It will obviously have an effect on the residential and commercial rental future of our property.

Thank you for your consideration in this matter.

Sincerely,  
*Nicholas M. Mavodones*  
Nicholas M. Mavodones

- CC: City Councilors
- Planning Board
- Robert B. Ganley, City Manager
- Michael J. Chitwood, Chief of Police
- William R. Bray, Deputy Director of Public Works



July 2, 1996

Mr. Cyrus Hagge  
Planning Board Chairman  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Subj: New Downtown Parking Garage

Dear Mr. Hagge,

I regret that I will be unable to appear before the Planning Board at its July 9 meeting to speak in favor of the proposed new parking garage on Cumberland Avenue, so I ask that you consider my views in this letter. I have managed two office towers in downtown Portland, One Monument Square and The 511 Plaza, both of which are currently being adversely affected by lack of available monthly parking. I have also participated actively on the Congress Street Advisory Committee which identified inadequate parking as a major problem facing downtown Portland.

There is a war going on between downtown Portland and the suburbs over office tenants and retail customers, and parking plays a big role to the advantage of the suburbs. Whether they are going to the office or to the store, people in Greater Portland demonstrate daily how much they want the convenience of driving their car and parking very near their destination. I support alternative means of transportation - car pooling, bus, bicycle, train, walking, shuttle parking - and I assume that there is growing use of these alternative transportation modes, but the harsh reality is that for most Mainers, the automobile is the only logical way to get to and from a destination.

Consider the plight of the building owner who is trying to lease vacant space in a downtown office tower. A prospective tenant is likely to be choosing between office space downtown where parking costs the equivalent of \$2.50 and \$4.00 per square foot in a parking garage not necessarily near the office, and a suburban office building where parking is at the door and "free". The downtown office tower owner is forced to address this issue by absorbing the cost of parking in order to be competitive, but at least he has a way to solve the problem, although an increasingly expensive way.

Cyrus Hagge  
July 2, 1996  
Page 2

Consider now what happens to this office building owner when there is no monthly parking available for the prospective tenant's employees. He simply can not lease his space if there is no place for tenants to park, because for many employees there is no logical alternative way to get to work. I have personally had the frustrating experience of losing much-needed tenants at The 511 Plaza because I was unable to find any available monthly parking spaces within walking distance of the building. This is exactly the situation we have along most of downtown Congress Street now and it is getting worse. If you call the parking facilities within convenient walking distance of upper Congress Street asking for long-term monthly parking for 25 employees, you will likely be turned away empty. How can we expect to lease downtown office buildings if we are telling new tenants that their employees must use the shuttle parking lot on Marginal Way, car-pool, or walk to work? The decision makers will simply not ask their employees to use alternative means of transportation, and who can blame them?

From a retail standpoint, the parking picture is equally critical. We are experiencing slow, but steady progress in building a solid retail structure in downtown Portland. The merchants are paying for their customer's parking through Park and Shop, but what happens if retail shoppers headed for Congress Street simply can't find a place to park? We certainly can't ignore the growing parking needs brought about by the success of the Portland Museum of Art, the Children's Museum, and the many cultural programs put on at Congress Square. Will parking garage operators decide to turn away more monthly parkers so they have room for the growing number of more profitable hourly parkers?

And what happens to the parking picture when the very exciting Public Market is built? This will hopefully be a large automobile traffic generator at the same time it eliminates many monthly parking places.

I think the Congress Street Advisory Committee was right on target with its findings:

- We have a parking crisis because downtown Portland needs 700 to 800 additional spaces right now. Our hard work to make our downtown a desirable place to work and visit has succeeded in bringing the people who are now taking up all the available parking spaces. Along Congress Street, in particular, it is sometimes impossible to obtain long-term monthly parking for prospective new tenants.

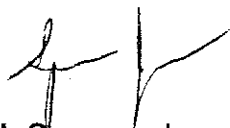
Cyrus Hagge  
July 2, 1996  
Page 3

- We should all encourage use of alternative modes of transportation to minimize the need for parking, but we have to base our plans on the actual parking requirement rather than what we would like it to be.
- It would be disastrous to allow parking shortages in hopes that the resulting higher parking rates will encourage use of alternative modes of transportation. Without a strong mass transit system in place, high prices and lack of available parking will simply drive people out of downtown Portland to the convenient suburbs.

Regarding the proposed Cumberland Avenue Parking Garage, the picture should be crystal clear: a generous private citizen wants to do Portland a huge service by building a much-needed parking facility. We should gratefully accept her gift.

Sincerely,

FINARD & COMPANY



J. Spencer Jones  
Regional Director

cc: Barb Hager  
Ted Bernard  
Joe Gray



# PLAZA BACK IN BUSINESS

● And vice versa: 511 Plaza on Congress has signed a major tenant and is starting to fill up again.

By TUX TURKEL  
Staff Writer

It's like stepping into a corporate tomb. Six stories above Portland's Congress Street, an entire office tower floor — 11,523 square feet of space — stands vacant, devoid of furniture and workers. On one wall, the company logo of a past occupant suggests the commerce that has taken place inside the former Maine Savings Bank Plaza. Now there's an eerie quiet.

But the floor will be humming again this fall, when 50 workers from Seafax Inc., a business and credit information firm serving the food industry, move in their telephones and computer terminals and set up shop.

For 511 Plaza, as the nine-story tower is now known, the arrival of Seafax is bringing new life to what had been one of the city's premiere business addresses. The 21-year-old building hit a low point last fall, when it was nearly vacant. Now roughly a third of the space is leased, and the new owners say they hope to have it full by year's end.

"It needs to be full for the benefit of downtown Portland," says Owen Wells, a spokesman for Elizabeth Noyce, the philanthropist and investor from Bremen. "And we intend to fill it."

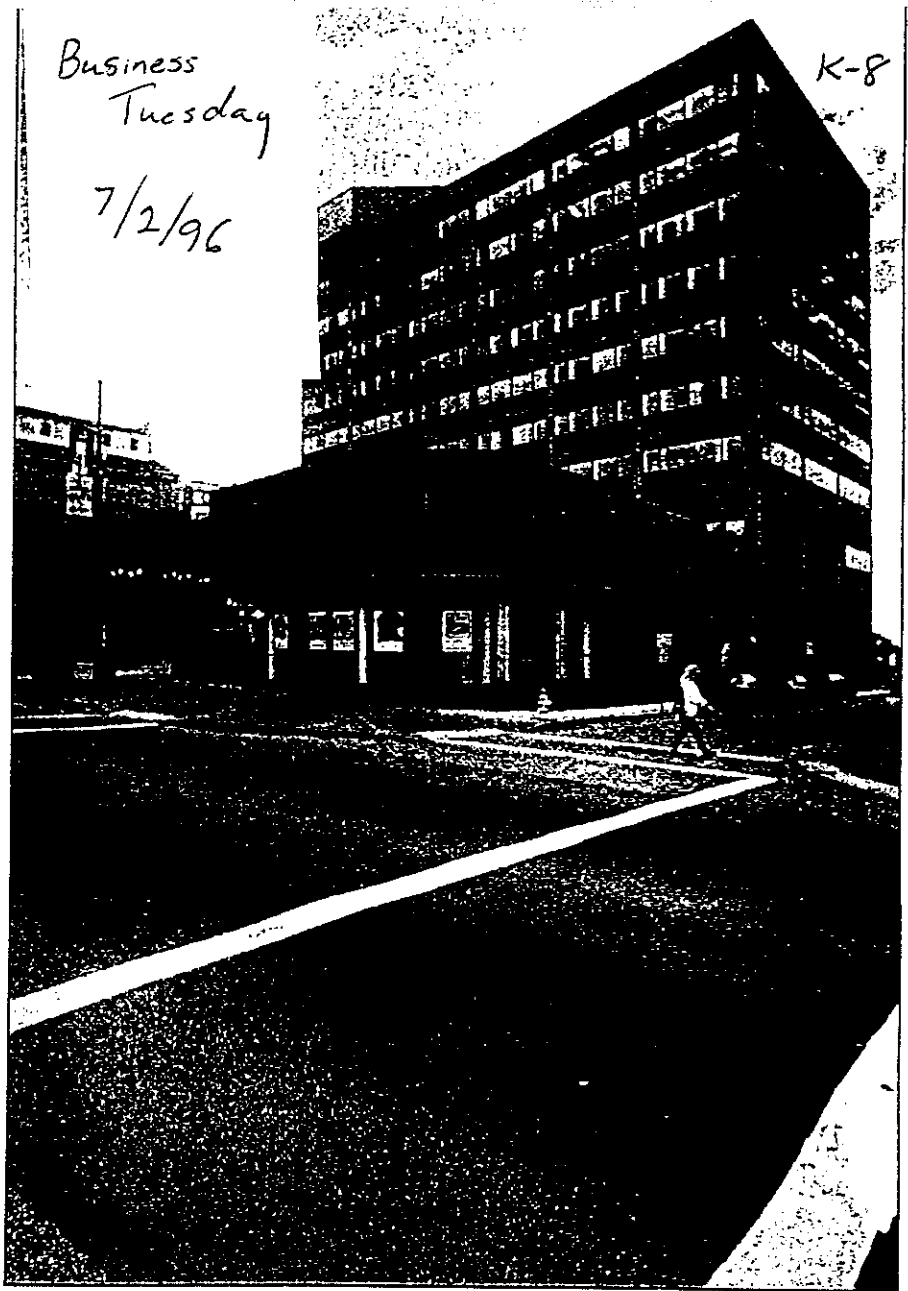
Some obstacles stand in the way, chiefly the availability of nearby parking. But downtown advocates are working hard to lease up the 128,000 square-foot building. They say it's a crucial step toward the economic revival of Congress Street.

"I think it's as much of a key," Wells says, "as Porteous was to retailing before it closed, and as the Maine School of Art is now to the arts district."

David Robinson, president of Dirigo Management Co. and a competing downtown broker, agrees that 511 Plaza is an important building.

"Because of its size and square footage," Robinson says, "it certainly is a key building to the success of Congress Street."

The 511 Plaza is across from the former Porteous



Business  
Tuesday  
7/2/96

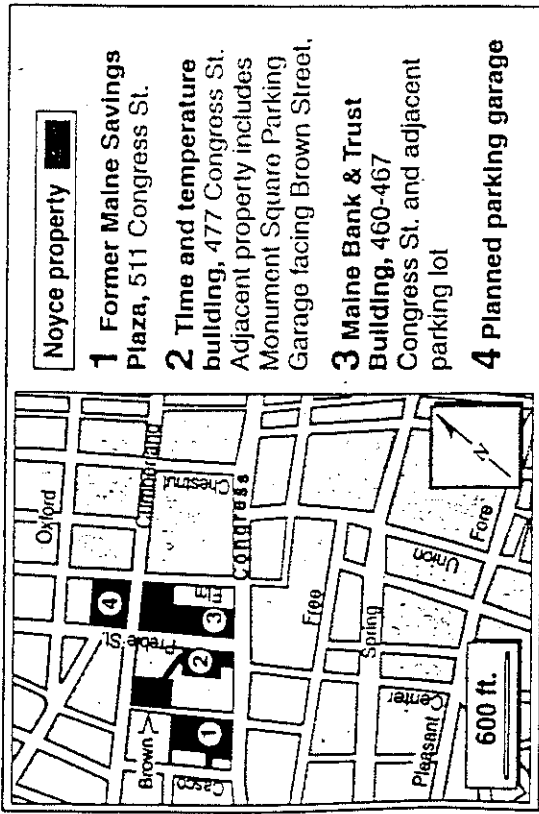
K-8

Staff photos by John Ewing

Some analysts of Portland's economy say restoring the Maine Savings Bank building at 511 Plaza to its former glory is central to downtown's recovery.



Jim Bunnell, president of Seafax, says 511 Plaza suits his firm's needs perfectly. By fall, 50 Seafax workers will be at the new location.



**Noyce property**

- 1 Former Maine Savings Plaza, 511 Congress St.**
- 2 Time and temperature building, 477 Congress St.** Adjacent property includes Monument Square Parking Garage facing Brown Street.
- 3 Maine Bank & Trust Building, 460-467 Congress St. and adjacent parking lot**
- 4 Planned parking garage**

Staff art

walking distance of banks and restaurants.

"People like to be around energy," Bunnell says. "The more working bodies we can get downtown, it creates a nice business feeling."

But Sealax might have left, he says, if city officials hadn't worked so hard to line up parking. The plan that evolved gives Sealax workers two options. The company will pay for parking if they take the electric shuttle bus from the commuter lot on Marginal Way. Or it will pick up a percentage of the tab for spaces at the Spring Street garage.

Anything the owners of 511 Plaza can do to secure nearby parking, Bunnell says, will help attract new tenants.

"That's the first question someone will ask," Bunnell says, "Where will my people park?"

Wells is keenly aware of the need for parking, both for 511 Plaza and the nearby offices owned by Noyce. Renewed activity downtown has created a demand for an additional 800 parking spaces, according to a study by Portland's Downtown District.

Noyce is moving ahead to build a 640-to-700 space garage, on Cumberland Avenue between Elm and Preble streets. Bulldozers have begun preparing the site. The garage could be ready for cars by winter.

Noyce and her associates are also watching a handful of small parking lots behind 511 Plaza, currently owned by Fleet Bank. The lots, which provide roughly 200 spaces, are expected to be for sale soon. Wells confirms that Noyce is likely to bid on them.

"Parking for downtown office workers is a critical component," Wells says. "That's what tenants ask about."

Beyond parking, Noyce has made improvements to 511 Plaza. She has updated fire control and heating systems and begun renovating the

corridors.

Brokers from Boulos Property Management, a commercial real estate firm retained by Noyce, say they are negotiating with a company that could occupy another full floor. Most firms looking at 511 Plaza already do business downtown, but want better space. Others are considering a move from the suburbs.

At Dirigo Management, Robinson says the trend is positive. Less attractive downtown space that's being vacated for higher-rent offices, he says, is generally being filled by smaller, growing companies.

"If a tenant was just leaving a vacancy," Robinson says, "That would be a concern."

The promising atmosphere at 511 Plaza has been gratifying for Robert Ganley, Portland's city manager. Bunnell says Ganley and city development officials were instrumental in solving Sealax's parking problems. Ganley says that beyond attracting new business, it's essential to keep existing firms downtown.

"I wanted Sealax in 511 very badly," Ganley says.

Ganley says he thinks 511 Congress Street is poised to enjoy a rebirth similar to what has taken place at the former Maine National Bank building, across from city hall. The Maine National building was also empty after the banking consolidation, but has been leased floor by floor after redevelopment.

The trend of refilling Portland's former financial centers with varied, smaller tenants is a good strategy, Ganley says. It will insulate the downtown from the massive job losses that occurred when major employers shrunk or went under.

"It's going to be an ongoing saga to fill that building," Ganley says of 511 Congress. "But putting in businesses that are going to take off, or two floors is the way to go."

inadequate parking.

But 511 Plaza also has important assets. It's one of the few downtown towers with plenty of vacant, contiguous office space. With lease rates starting at \$11 a square foot, the rent is cheaper than some suburban locations, although comparable with similar downtown space. And from the upper floors, tenants enjoy dramatic views of the harbor and distant mountains.

These features attracted Sealax, which had outgrown two smaller floors in a nearby building. It will rent 9,000 square feet on the sixth floor of 511 Plaza.

"We were looking to put our operation on one floor," says Jim Bunnell, Sealax's president. "From a productivity standpoint, that building is perfect."

Sealax seriously considered moving outside Portland, Bunnell says, to office centers with free parking. But the company has found its downtown location to be an asset when entertaining clients, who come from across the nation. Its employees also like being within

vibrant shopping district centered across the street at the Porteous department store.

"This location at the point of highest pedestrian traffic density on Congress Street," Masterton said at the building's dedication, "is where the action is."

But the real estate collapse that hobbled many banks led federal regulators to take over Maine Savings in 1991. Maine Savings then became part of Fleet Bank, which occupied parts of the building until last fall.

Porteous also closed its doors in 1991. The store has since been retrofitted by the art school.

Noyce bought 511 Plaza 13 months ago, along with the former Fidelity Trust Building and the so-called "time and temperature" building. From the start, 511 Plaza was seen as a challenge.

Owners knew the building came with some problems. Existing office space and corridors were drab and poorly lit. The heating and cooling system was outdated. It is located in an area of distressed businesses and

partment store, which was reborn this year as the art school. It is at the center of an area struggling to regain economic stability, after being shaken by the 1990 recession, bank failures and suburban businessodus.

Through it all, the building has gained a few long-time tenants. If anyone walking past 511 Congress Street last winter could not trouble, with its darkened doors, the building gave the appearance that no one was home. Over the past six months, that want look has begun to change.

Signs now blaze across the top floor, where Acadia Trust and Avedis Capital Management have added handsome office space. At street level, Common Sense signs, a women's and children's clothing store, has joined D'Angelo Sandwich Shop and Graphics press. That is spawning more foot traffic around the plaza.

With Sealax moving in, roughly a third of the building is now rented. 50 Sealax workers will join 80 or more employees now in the building. Together, they will help create a presence crucial to downtown shopping and services.

Maine Savings Plaza opened for business in January of 1975. From the day it was conceived, the tower was a critical link to the economic health of downtown Portland.

Robert Masterton, the president of Maine Savings and a prominent business advocate, chose a mixed-use financial concept, setting the worker back from the street and putting it with a pedestrian plaza. The idea was to anchor ongoing urban renewal projects at Monument Square with what was then a

# MAINE BANK & TRUST

ATTACHMENT L

THOMAS M. CATTELL  
Vice President •  
Senior Trust Officer

June 4, 1996

Cyrus Hagge, Chairman  
Portland Planning Board  
City of Portland  
389 Congress St.  
Portland, ME 04101

Re: Cumberland Avenue Parking Garage

Dear Mr. Hagge:

Please be advised that Maine Bank & Trust Company is the Trustee of a Revocable Trust created by Elizabeth B. Noyce. Elizabeth B. Noyce is the sole shareholder of the August Corporation, the owner of record title of the property located on Cumberland Avenue, Preble Street and Elm Street in the City of Portland and described in a Warranty Deed from Atlas Corporation to August Corporation dated July 27, 1995 and recorded in the Cumberland County Registry of Deeds in Book 12033, Page 341. The Trustee makes available to August Corporation such funds as directed by Elizabeth B. Noyce to undertake projects such as the one presently before you. The Trustee certifies that it has sufficient liquid assets available to satisfy all financial needs presented by the proposed site plan. Specifically, the Trustee has earmarked \$5 million in liquid assets to be used towards this project. The Trustee believes that August Corporation, through The Boulos Company and its agents, has satisfactory technical capacity to undertake and complete the proposed project.

Should you require any additional information, please feel free to contact me.

Sincerely yours,



Thomas M. Cattell

TMC:pmp

cc: Morris Fisher

**DRC1**

**CITY OF PORTLAND, MAINE**  
**Department of Planning and Urban Development**  
**SUBDIVISION/SITE DEVELOPMENT**

COST ESTIMATE OF IMPROVEMENTS TO BE COVERED BY PERFORMANCE GUARANTEE

Date 7/25/96

Name of Project Portland Public Market Garage  
 Address/Location Cumberland Avenue  
 Developer August Corporation  
 Form of Performance Guarantee Escrow Account  
 Type of Development:  Subdivision  Site Plan (Major/Minor)

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT COST</u>	<u>SUBTOTAL</u>	<u>COMPLETED</u>
<b>1. STREET/SIDEWALK:</b>				
ENTRANCE PAVING/CURBING ISLAND ALONG EUM ST	LS	4000.0		
Road	-			
Granite Curbing	-			
Sidewalks	-			
Esplanades	-			
Monuments	-			
Street Lighting	-			
Other				
<b>2. SANITARY SEWER:</b>				
Manholes	8,000			
Piping	-			
Connections	-			
Other				
<b>3. STORM DRAINAGE:</b>				
Manholes	20,000			
Catch Basins	-			
Piping	-			
Detention Basin	-			
Other				
<b>4. SITE LIGHTING</b>	5,000			
<b>5. EROSION CONTROL</b>	3,000			
<b>6. RECREATION AND OPEN SPACE AMENITIES</b>	-			
<b>7. LANDSCAPING (Attach breakdown of plant materials, quantities, and unit costs)</b>	20,000			
<b>8. MISCELLANEOUS</b>	-			

TOTAL AMOUNT OF PERFORMANCE GUARANTEE ~~\$56,000~~ 60000.00 Approved \_\_\_\_\_  
 X 1.7% = INSPECTION FEE ~~\$952~~ \$1020.00 Approved \_\_\_\_\_

JIM JOYMONS  
 ESTIMATE

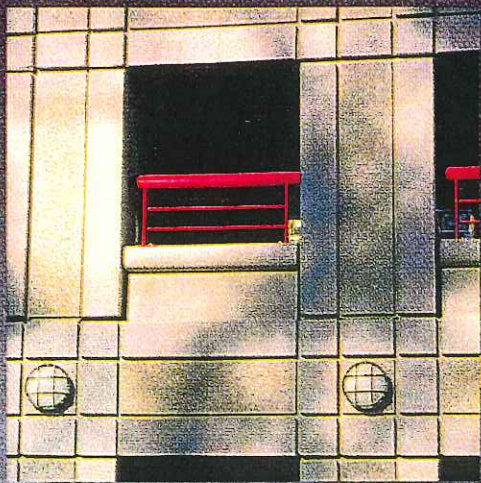
**MISC1**

# pci JOURNAL

PRECAST / PRESTRESSED CONCRETE INSTITUTE



**THE BOSTON COLLEGE  
PARKING STRUCTURE**  
Chestnut Hill, Massachusetts



*PCI Design*

*Award Winner  
for Best Parking Structure*

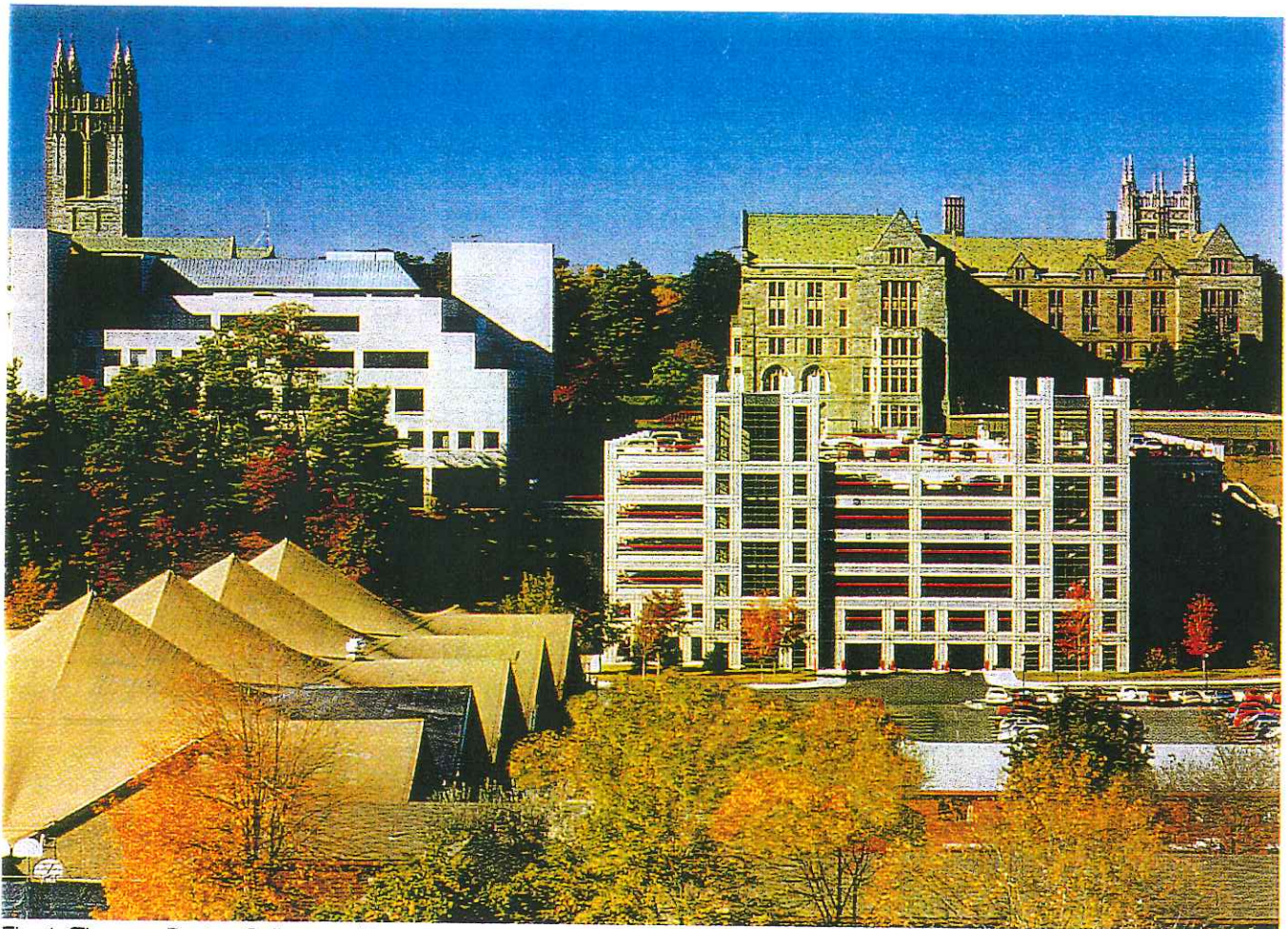


Fig. 1. The new Boston College parking structure was built into a 70 ft (21 m) hillside to create a transition space between the different styles of architecture of the lower and middle campuses.

team, headed by Architectural Resources Cambridge, Inc. (ARC), met these objectives by concentrating not only on planning issues but also in developing a functional, durable and architecturally attractive building; above all, the structure had to be built within a tight budget and on a fast-track schedule. For these reasons, precast concrete offered the ideal solution.

Three specific concepts were addressed by the structure's siting and design. First, the siting and design provide for the future addition of a three-story academic building that may be added to the parking structure's top deck. Secondly, the College's master plan calls for the space saved as a result of the structure's siting to be used for sports practice fields and open space. Lastly, the facility provides much needed parking for the Boston College campus. Located adjacent to the College's existing sports facilities and a site for a new recre-

ation complex, the parking structure will accommodate parking for events at these popular facilities.

Another of the structure's attributes is that it provides a more logical pedestrian path between the upper and lower levels of the campus. Previously, pedestrian circulation moved haphazardly up the hillside, cutting across a parking lot, driveways and areas of natural vegetation. To address this problem and provide a link between the upper and lower campuses, the parking structure includes a pedestrian stair that provides faster and safer access between the two levels of the campus. The structure's elevator provides handicapped access between the lower and middle campuses.

In order to provide a durable structure and to maintain the aesthetic spirit of the campus, the architect selected precast concrete for the building frame and its facade. The new parking structure is an entirely precast/prestressed

Table 1. Number and description of precast concrete components.

35	columns: 7980 sq ft of architectural finished surface area
192	spandrels: 29760 sq ft of architectural finished surface area
107	wall panels at stair tower: 7807 sq ft of architectural finished surface area
401	double tees
88	inverted tees
46	shear wall panels
30	filler pieces
6	light piers
55	slab/stair sections
960	total number of precast/prestressed components

Note: 1 sq ft = 0.093 m<sup>2</sup>

concrete building comprised of precast columns and beams with precast spandrels accented by metal railings that surround its perimeter. Prestressed double tee parking decks, precast paneled





Fig. 6. Front view of parking structure shows distinctive pattern of architectural precast columns and spandrels.

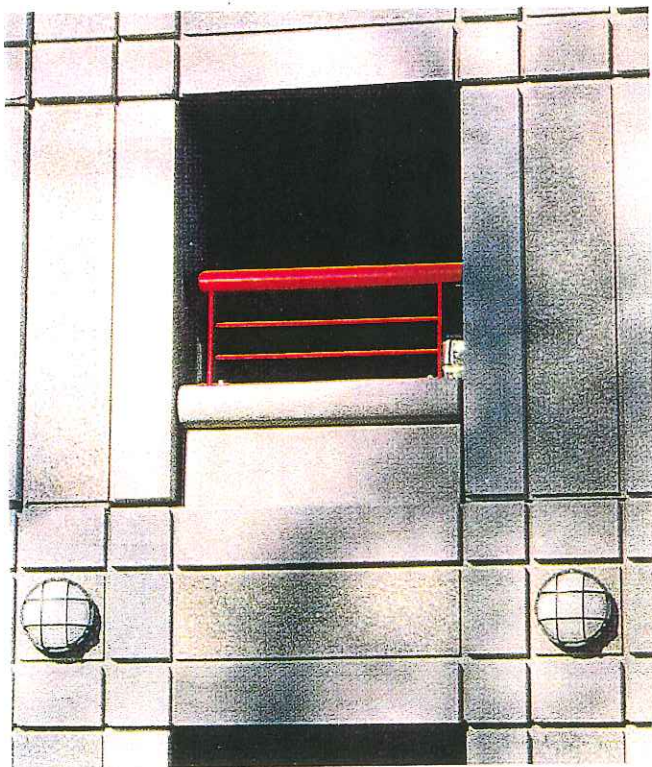


Fig. 7. Closeup of architectural precast concrete detail at openings. Photo courtesy: Northeast Concrete Products.

exposing bands of warm reddish-brown color in the facade. The Manchester red sand concrete mix blends sympathetically with the stone and granite of the middle campus, but also comfortably merges with the more eclectic lower campus.

Many of the precast components required several casting sequences due to the many returns in the pieces. Each of the exposed surfaces was cast exposed-surface side down in the mold to ensure a superior dense surface with uniform mix distribution and no surface voids. Once removed from the molds, the components were given a light to medium sand-blast finish. Altogether, 26 molds were required to cast the 960 precast components.

The precast concrete products were manufactured by Northeast Concrete Products, a PCI Certified Producer Member, with many years of high quality service.

Production of the precast concrete components began in June of 1993. The field erection of the precast frame started in February 1994 and took about 3 months to finish. The structure was fully completed and ready for service in September 1994.

Fig. 8 is an early construction shot of the parking structure showing the erection of the precast/prestressed concrete frame. Figs. 9 and 10 show various views of the completed structure. Fig. 11 is a night-time view of the finished parking structure showing the dramatic, open, airy look and light mass of the building.



Fig. 8. Erection of precast/prestressed concrete frame of parking structure.

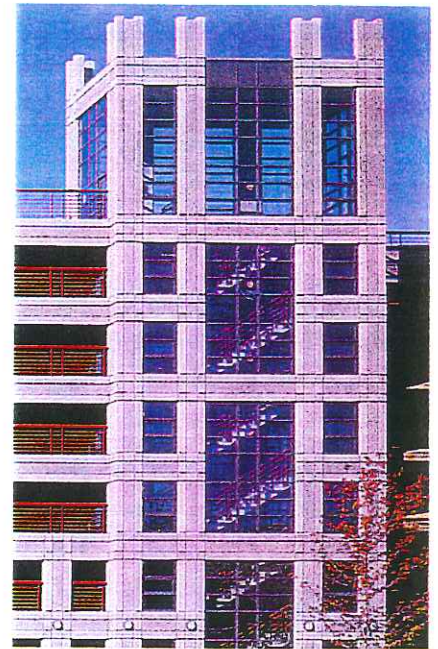


Fig. 9. Closeup of tower portion of parking structure.



Fig. 10. Overall view of completed parking structure.



Fig. 11. Night-time view of parking structure shows how open bays, glass-encased towers, and voids create a light, airy atmosphere that reduces the building's apparent mass and gives a distinctively open feeling.

The total cost of the parking facility was \$12 million. The precast contract amounted to \$4.3 million.

Since completion, the parking structure has received high praise from the college administration and several accolades from the design community. Last year, the project was selected as the recipient of the "Best Parking Structure" award in the 1995 PCI Design Awards Program. In making their selection, the jury made the following comments:

"The structure displays a good balance between sobriety and details. It blends nicely with the campus because of its detailing, yet it does not simply replicate the older buildings. The structure is obviously a parking garage, but at the same time, the scale of the huge building is broken up with different design elements and the proportions of the openings within the precast concrete. It

makes a very successful adaptation to this campus."

Boston College's new parking structure is a striking and harmonious addition to the campus. The building has already become a popular landmark on campus, providing the faculty, students and visitors with an efficient and safe place to walk and park their vehicles.

Lastly, and most importantly, this parking structure could not have been completed without close cooperation between the Boston College administrators, ARC, LeMessurier, Victor Stango, J.F. White & Sons and Northeast Concrete Products. Because of this "partnering" during the planning, programming and design phases of the project, the construction progressed very smoothly and the parking structure was completed below budget on a fast-track schedule. Ready for use in the fall of 1994, the parking facility enabled the College

to begin its fall semester with a stunning and much needed addition to its campuses.

## CREDITS

Owner: Boston College, Chestnut Hill, Massachusetts

Architect: Architectural Resources Cambridge, Inc. (ARC), Cambridge, Massachusetts

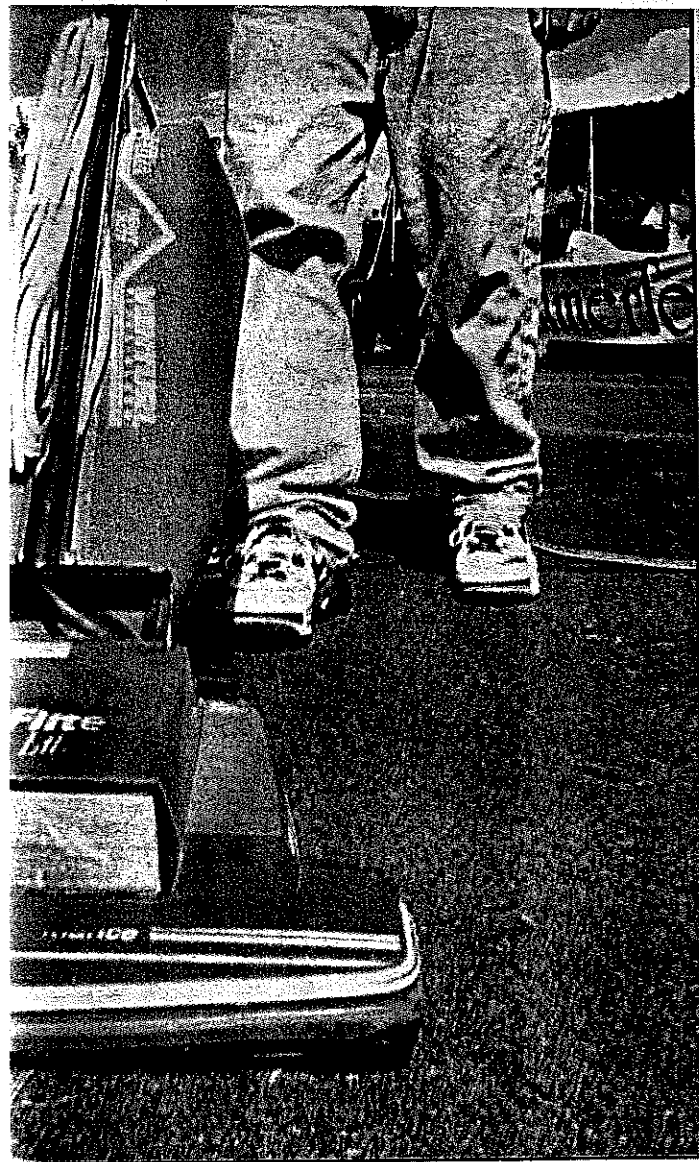
Structural Engineer: LeMessurier Consultants, Cambridge, Massachusetts

Consulting Engineer: Victor O. Stango, Portland, Maine

General Contractor: J.F. White Contracting Company, Newton, Massachusetts

Precast Concrete Manufacturer: Northeast Concrete Products, Plainville, Massachusetts

Photographer: Nick Wheeler, Wheeler Photographics, Cambridge, Massachusetts



Staff photo by Jack Milton

f the 30,000 square feet of Astroturf covering the Maine lay. The festival, featuring entertainment, rides and food, th Portland. Today's schedule of events, page 3B.

found live cockroaches in areas of the ship where food is stored and prepared.

Cockroaches were found in the appetizer pantry, fish prep area, potwash area, soup station, ice cream station, bakery and garbage room, according to the Island-

said Stephen Mack was a Vessel Sanitation Program.

"This was just an accumulation of more minor violations," he said. Taken together, the sanitation problems gave the IslandBreeze a

Please see SHIP, Page 4B

## Board asks more trim on new parking garage

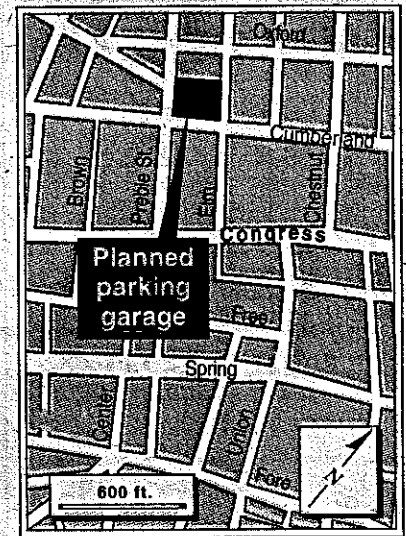
● Construction of the Cumberland Avenue facility still could begin by the end of July.

By **STEVEN G. VEGH**  
Staff Writer

Construction of a seven-story, 648-car parking garage on Cumberland Avenue could start this month unless a hitch develops over Planning Board requirements imposed Tuesday.

The board unanimously approved the garage proposed by Elizabeth Noyce, a Bremen philanthropist and real estate owner. But board members asked Noyce's representatives to make the garage's facade more attractive on the first three stories.

"We're not asking them to go spend a million dollars to gussy it up — just a little more trim to make it more pleasing to the eye as you pass along the street," board Chairman Cyrus Y. Hagge said Wednesday. He said the board was pleased with the



Staff art

overall plan.

But Douglas S. Carr, a Noyce spokesman, said the board's requirement "is more than an insignificant condition and insignificant change.

Please see GARAGE, Page 4B

## en hearts, extend hands to Naples family

### TO HELP

who want to donate to the Gillis family of Naples may check to: **Gillis Family fund, RR 1, Box 65, Naples 04055.**

friends and could not be reached Wednesday.

Naples residents have started to plan fund-raisers, such as a benefit dinner, for the Gillises. Some have dropped off money to Mark and Tammy Rutland, who live near the Gillis family and have set up the trust fund for them.

"The whole town has really pulled together," said Tammy Rutland. Several businesses set out donation cans Tuesday and "they're already chock-full," she said. "Everybody's asking what they can do."

Rutland said the support will help



sideswiped by a driver by a 16-year-old. The boys' father, a Medical Center,

such as a problem with drinking water - costs more points than housecleaning or record-keeping problems.

Generally, the lower a ship's score, the lower the level of sanitation. But a low score does not necessarily mean a ship is a threat to passengers' health, according to the CDC. In the case of the Island Breeze, the ship had so many minor deductions that they alone would have given the ship a failing grade of 55.

Similarly, a high score doesn't necessarily mean a ship is clean. A

mit a statement of corrective action to the CDC.

"We do a re-inspection within 30 to 60 days, and those are unannounced also," Blackwell said. "Usually, by the time of the next inspection, they should have corrected it."

The 760-foot Island Breeze was built in 1961 and carries 1,146 passengers. The ship - the largest ever to dock in Portland - runs five-day cruises between New York City and Halifax, Nova Scotia, with stops in Newport, R.I., and Portland.

the money?" Melrose said in a telephone interview.

But councilors reacted with hostility to that reasoning during a presentation of the design by the state's project manager Wednesday night.

Councilor Bob Adams questioned why the state would spend \$30 million to upgrade the rail line on the existing Carlton Bridge for a train that crosses the river once a week, when it won't pay \$25 million to assure unlimited access to the Kennebec River.

Larry Roberts, the project man-

disrupting traffic and surveying efforts, flooding the federal government with "mountains of alleged complaints" of safety violations and levying similar complaints of environmental hazards.

The City Council plans to vote next week on whether to endorse the state's proposal.

Melrose said the design will not be final even after he decides which one the state should promote. The design must be approved by federal transportation and environmental officials and the Coast Guard.

# GARAGE

Continued from Page 1B

"It's an impact that will have a dollar cost, and we need to know what that is. We remain optimistic the project will go forward," Carr said. He said the project's architect could meet with the city's planning staff this week to amend the garage's design.

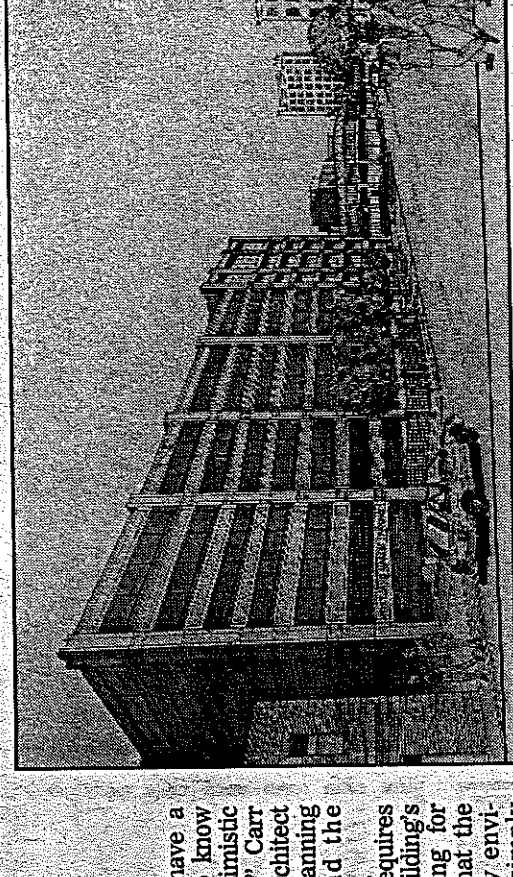
Hagge said city zoning requires that the first 35 feet of a building's height be visually interesting for passers-by. He suggested that the street-level facade already envisioned by the developer simply be extended upward to include the second and third floors.

If the design changes are finished quickly, construction could begin by the end of July, Carr said.

"We would very much like to have this garage ready for the public to occupy during the early part of December 1996," he said.

The garage would be on the north side of Cumberland Avenue, between Preble and Elm streets. While the garage is intended foremost for workers and patrons of Noyce's nearby Congress Street office buildings, it also will have parking space for the public.

"There is overwhelming evidence there is a current need for a parking



A photo of an architect's drawing shows a proposed seven-story, 648-car parking garage on the north side of Cumberland Avenue, between Preble and Elm streets.

garage. There is a less-than-1 percent parking vacancy rate downtown right now," Carr said. The city's parking authority and Portland's Downtown District both supported the garage Tuesday at the Planning Board's public hearing on the project.

"The demand for parking is one of the limiting factors to the continued growth and prosperity of our office and retail market," said Kathleen Brown, the city's acting economic development director. "The fact we

have a developer willing to step up and totally finance with private money a very important community need is significant, and the city supports that."

Barbara Hager, executive director of Portland's Downtown District, said the parking shortage has forced up parking rates at the city's Elm Street parking garage and other parking areas downtown.

"We need this garage badly, and we shouldn't be holding it up," she said of the Noyce garage.

**“The demand for parking is one of the limiting factors to the continued growth . . . of our office and retail market.”**

**Kathleen Brown, acting economic development director**

Among critics of the project were Douglas Cardente and Nicholas M. Mavodones, who own property near the garage site. Both sent letters to the city complaining that the construction and the garage would clash with the people who live and work in the neighborhood.

Keri Lord, a former city councilor and former board member of the Metro bus system, asked the board Tuesday to reject the garage. Lord called the project too big, and contrary to the city's own plans for promoting shuttle buses and other public transportation downtown.

"To me, this is a prime example of a lack of vision," she said Wednesday. Lord said the fact that many of Noyce's downtown business projects are praiseworthy "doesn't mean everything she wants to do is in the city's best interest."

Ricci said the quote was more along the lines of telling the guard to