

**45-E-42
40-44 Pine Street
West End Place
Redfern**

#2012-612



P.O. Box 8816
Portland, ME 04104
Office: 207-221-5746
Fax: 207-221-2822

October 15, 2012

City of Portland
Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

Re: West End Place/Preliminary Site Plan Application, Pine

Dear Sir or Madam:

Redfern LWS LLC is pleased to submit the attached Level III Preliminary Site Plan Application. The detailed proposal herein contemplates a mixed use building on the Northeast corner of Pine and Brackett Streets. The building would contain 2 ground level retail suites, 39 residential apartments on floors 2 -4 and 34 ground level parking spaces. As we describe in the application, we believe that the proposal is very consistent with the principals of "smart growth" as outlined in the City's comprehensive plan.

Please do not hesitate to contact us or any of our project consultants to discuss this application. We appreciate your consideration of our proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Culley", with a large, sweeping flourish extending to the right.

Jonathan Culley
Redfern LWS LLC

A handwritten signature in black ink, appearing to read "Paul Peck", written in a cursive style.

Paul Peck
Redfern LWS LLC

PROJECT NAME: West End Place

PROPOSED DEVELOPMENT ADDRESS:
40 Pine St., 183-189 Brackett Street

PROJECT DESCRIPTION:
New Construction of mixed-use building containing 2 ground floor retail suites
and 39 residential apartments on Floors 2-4.

CHART/BLOCK/LOT: 45-E-39,40,41,42,50 **PRELIMINARY PLAN** 10/13/2012 (date)
FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant's Contact for electronic plans
Name: Ryan Senatore
e-mail: ryan@senatorearchitecture.com
work # 207-650-6414

Applicant – must be owner, Lessee or Buyer Name: Jonathan Culley Business Name, if applicable: Redfern LWS LLC Address: P.O. Box 8816 City/State : Portland, ME Zip Code: 04104	Applicant Contact Information Work # 207-221-5746 (prefer cell) Home# Cell # 207-776-9715 Fax# 207-221-2822 e-mail: jonathan@redfernproperties.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Address: City/State : Zip Code:	Agent/Representative Contact information Work # Cell # e-mail:
Billing Information Name: Redfern LWS LLC Address: P.O. Box 8816 City/State :Portland, ME Zip Code:04104	Billing Information Work # See Applicant Cell # Fax# e-mail:

APPLICATION FEES:

Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)

<p>Level III Development (check applicable reviews)</p> <p><input checked="" type="checkbox"/> Less than 50,000 sq. ft. (\$500.00) <input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000) <input type="checkbox"/> 100,000 – 200,000 sq. ft. (\$2,000) <input type="checkbox"/> 200,000 – 300,000 sq. ft. (\$3,000) <input type="checkbox"/> over 300,00 sq. ft. (\$5,000) <input type="checkbox"/> Parking lots over 11 spaces (\$1,000) <input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)</p> <hr/> <p>The City invoices separately for the following:</p> <ul style="list-style-type: none"> - Notices (\$.75 each) - Legal Ad (% of total Ad) - Planning Review (\$40.00 hour) - Legal Review (\$75.00 hour) <p>Third party review is assessed separately.</p>	<p>Fees Paid (office use)</p> <p>_____ _____ _____ _____ _____ _____ _____</p>	<p>Other Reviews (check applicable reviews)</p> <p>____ Traffic Movement (\$1,000) ____ Stormwater Quality (\$250) ____ Subdivisions (\$500 + \$25/lot) # of Lots ____ x \$25/lot = _____ ____ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots ____ x \$200/lot = _____</p> <p>____ Other _____ ____ Change of Use ____ Flood Plain ____ Shoreland ____ Design Review ____ Housing Replacement <input checked="" type="checkbox"/> Historic Preservation</p>	<p>Fees Paid (office use)</p> <p>_____ _____ _____ _____</p>
<p>Plan Amendments (check applicable reviews)</p> <p>____ Planning Staff Review (\$250) ____ Planning Board Review (\$500)</p>	<p>Fees Paid (office use)</p> <p>_____ _____</p>		

APPLICATION SUBMISSION

All site plans and written application materials must be uploaded to a website for review. At the time of application, instructions for uploading the plans will be provided to the applicant. One paper set of the plans, written materials and application fee must be submitted to the Planning Division Office to start the review process.

Submissions shall include one (1) paper packet with folded plans containing the following materials:


1. **One (1) full size set of plans** that must be **folded**.
2. One (1) copy of all written materials as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.
6. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist for a detailed list of submittal requirements.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site: www.portlandmaine.gov Copies of the ordinances may be purchased through the Planning Division.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level III Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 10/15/2012
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PROJECT DATA

(The following information is required where applicable, in order complete the application)

Total Site Area	17,388 sf (0.40 acres)
Proposed Total Disturbed Area of the Site	17,388 sf (0.40 acres) sq. ft.
<small>(If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland)</small>	
IMPERVIOUS SURFACE AREA	
• Proposed Total Paved Area	Building and Pavement 14,988 sq. ft.
• Existing Total Impervious Area	17,388 sq. ft.
• Proposed Total Impervious Area	14,988 sq. ft.
• Proposed Impervious Net Change	-2,400 sq. ft.
BUILDING AREA	
• Proposed Building Footprint	First floor area 3,329 sq. ft.
• Proposed Building Footprint Net change	940 sq. ft.
• Existing Total Building Floor Area	2,389 sq. ft.
• Proposed Total Building Floor Area	39,088 sf plus 8,815 covered parking sq. ft.
• Proposed Building Floor Area Net Change	36,699 sq. ft.
• New Building	Yes (yes or no)
ZONING	
• Existing	B1 Neighborhood Business Zone
• Proposed, if applicable	B1 Neighborhood Business Zone
LAND USE	
• Existing	Retail, Residential and Parking
• Proposed	Retail, Residential and Parking
RESIDENTIAL, IF APPLICABLE	
• Proposed Number of Affordable Housing Units	(0) Zero
• Proposed Number of Residential Units to be Demolished	(1) One
• Existing Number of Residential Units	(1) One
• Proposed Number of Residential Units	(39) Thirty Nine
• Subdivision, Proposed Number of Lots	(1) One
PARKING SPACES	
• Existing Number of Parking Spaces	(45-50) Fourty Five to Fifty
• Proposed Number of Parking Spaces	(34) Thirty Four
• Number of Handicapped Parking Spaces	(2) Two
• Proposed Total Parking Spaces	(34) Thirty Four
BICYCLE PARKING SPACES	
• Existing Number of Bicycle Parking Spaces	(0) Zero
• Proposed Number of Bicycle Parking Spaces	(14) Fourteen on site
• Total Bicycle Parking Spaces	(14) Fourteen on site
ESTIMATED COST OF PROJECT	
	\$5 million

General Submittal Requirements – Preliminary Plan (Optional)

Level III Site Plan

Preliminary Plan Phase Check list (if elected by applicant)

Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Completed application form
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Application fees
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written description of project
<input checked="" type="checkbox"/> Separate Cover	<input type="checkbox"/>	1	Evidence of right, title and interest.
<input type="checkbox"/> w/A	<input type="checkbox"/>	1	Copies of required State and/or Federal permits.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written assessment of proposed project's compliance with applicable zoning requirements.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written description of existing and proposed easements or other burdens.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written requests for waivers from individual site plan and/or technical standards, where applicable.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Traffic analysis (may be preliminary, in nature, during the preliminary plan phase).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written summary of significant natural features located on the site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written summary of project's consistency with related city master plans.
<input checked="" type="checkbox"/> For Review	<input type="checkbox"/>	1	Neighborhood Meeting Material (refer to page 13 of this application.)
Applicant Checklist	Planner Checklist	Number of Copies	Site Plan Submittal Requirements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Boundary Survey meeting the requirements of Section 13 of the City of Portland Technical Manual.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Preliminary Site Plan including the following: (*Information provided may be preliminary in nature during preliminary plan phase):
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Existing and proposed structures with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Location of adjacent streets and intersections and approximate location of structures on abutting properties.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Proposed site access and circulation.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Proposed grading and contours.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Location and dimension of existing and proposed paved areas including all parking areas and vehicle, bicycle and pedestrian access ways.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary landscape plan including existing vegetation to be preserved, proposed site landscaping and street trees.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Existing and proposed utilities (preliminary layout).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary infrastructure improvements (e.g. - curb and sidewalk improvements, roadway intersection modifications, utility connections, transit infrastructure, roadway improvements).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary stormwater management and erosion control plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b) 1. of the Land Use Code).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Proposed alterations to and protection measures for significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code).

September 29, 2012

West End Place, Portland, Maine

Zoning Assessment

Zone: B1 Neighborhood Business Zone 14-161
 CBL: 045 E039001, E040001, E041001, E042001, E050001
 Street Address: 183-189 Brackett Street
 Lot Size: 0.40 acres = 17,388 sf

Uses Allowed: Any residential use permitted in the residential zone abutting the property, Business, Retail. Conditional Use: Restaurants meeting specific requirements

Dimensional Requirements:

	Required	Provided
Minimum Lot Size (Residential, Retail, Restaurant)	None	17,388 sf
Minimum Street Frontage	50 feet	72.9 feet
Maximum Front Yard	10 feet	1 foot
Front Yard Setback	None	1 foot
Side Yard Setback	10 feet*	10 feet*
Rear Yard Setback	20 feet*	28 feet
Maximum impervious surface ratio	90%	87.4%
Minimum Lot Width	None	65 feet
Maximum building height	45 feet	43 feet
Maximum first floor area for multi-tenant bldg.	10,000 sf	3,329 sf
Maximum lot area per dwelling unit	435 sf	466 sf (39 units)

* At abutting first floor residential use, other wise none required

Off-Street Parking requirements:

	Required	Provided
Residential Use: 1 space per dwelling unit	39 spaces	34 spaces
Retail: 1 space per 200 sf in excess of 2000sf	None (1,990 sf)	None

B1 Business Zone Design Guidelines Apply

The proposed project meets all zoning requirements of the B1 zone above with the exception of parking spaces, we are preparing a Traffic Demand Management plan which outlines why we are proposing 34 onsite parking spaces for 39 dwelling units.

**WRITTEN STATEMENTS
PRELIMINARY SITE PLAN APPLICATION REVIEW
WEST END PLACE
PORTLAND, MAINE
OCTOBER 9, 2012**

- General Summary of Existing and Proposed Easement or Other Burdens

The boundary and existing conditions survey prepared by Nadeau Land Surveys (dated 8/20/12) indicates an existing Portland Water District easement located adjacent to the existing buildings on-site. The applicant is in the process of confirming that this easement was only for service to the building that will be demolished.

- General Summary of Significant Natural Features Located On Site

To the best of our knowledge, this site has no unusual natural areas, wildlife and fisheries habitats, archaeological sites or other existing significant natural features, as defined in Section 14-526 (b) 1 of the Land Use Code.

- Request for Waivers from Individual Site Plan and / or Technical Standards

We formally request waivers to the following Site Plan Standards (*City of Portland Code of Ordinance Chapter 14 Land Use, June 21, 2012*):

Section 14-332 (a) 3 (a) and (c) – OFF-STREET PARKING – RESIDENTIAL DEVELOPMENTS ON PENINSULA

Section 14-332 (a) 3 (a) states that one (1) parking space is required per residential unit. The ground level parking layout provides 34 parking spaces for the proposed 39 residential units. The proposed layout maximizes parking by combining standard and compact spaces with reduced aisle widths. We request a waiver from the off-street parking standard for five (5) parking spaces.

For Section 14-332 (a) 3 (c), we respectfully request the planning board find the number of proposed parking spaces sufficient for the scope of this project. This section states that leniency by the planning board is possible in the event that a residential project establishes a travel demand management (TDM) program and is in close proximity to public transit. A TDM is in progress for this project and public transit is conveniently located within a ¼ mile of the proposed development.

Section 14-526 (a) 4 (a) (iv) – PARKING

This section states that all parking spaces and aisles shall comply with the dimensional requirements of the City's Technical Manual. Proposed parking spaces (both standard and compact) are consistent with these standards, but proposed aisles are 22' wide, rather than the required 24' width. We believe this width to be adequate because of the anticipated low volume use, assigned parking and infrequent turnover of residential parking spaces. A turning template exhibit is included with this document, indicating that the provided aisle width will work for both standard and compact size vehicles. This configuration of parking and aisle width provides adequate maneuvering room for vehicles, and therefore we request a waiver to the aisle width standards, both as part of the Site Plan and Technical Standards.

Section 14-526 (b) 2 (b) (iii) (a)- LANDSCAPING AND LANDSCAPE PRESERVATION

This section states that 1 street tree per residential unit is required. Currently, there are four (4) existing street trees along Bracket Street and one (1) along Pine Street. Based on the required spacing for new trees of 30 to 45 feet on center, the frontage of this property is not sufficient to meet the requirement. Six (6) new street trees are proposed, as indicated on the Site Plan. We are seeking a waiver from the number of new street trees to be planted on the premise that the spacing and number of trees required for a development of this scope cannot physically fit along the property's frontage.

We formally request waivers to the following Technical Standards (*City of Portland Technical Manual, May 11, 2010*):

1.14. PARKING LOT AND PARKING SPACE DESIGN

This Section indicates that parking lots with more than 10 spaces may be comprised of up to 20% compact parking spaces. On the proposed Site Plan, we are providing a total of 34 parking spaces, 50% (17 spaces) of which are compact. We request a waiver to the Standards to allow the 17 compact spaces.

Parking Lot aisle widths are indicated in Figures I-28 thru I-31 of the Technical Manual. We are providing an aisle width of 22 feet, as stated above, which we believe to be adequate because of the low volume use, assigned parking and infrequent turnover of residential parking spaces. We believe this configuration of parking and aisle width provides adequate maneuvering room for vehicles, and therefore request a waiver to the aisle width Technical Standard, as discussed above.

Summary of Requested Waivers:

- 1. Shortage of 5 parking spaces***
- 2. Reduced parking lot aisle width of 22'***
- 3. Reduced number of street trees to be planted***
- 4. Allow 50% of parking spaces to be for compact vehicles***

- ***Additional Information Regarding the Preliminary Site Plan***

AREA TRANSIT

Greater Portland Metro Bus Route #8 provides bus service to the West End neighborhood. There are stops at the intersection of Congress and State Streets (approximately 1/10 of a mile from the corner of Pine and Brackett Streets) and at the intersection of Pine and West Streets (approximately 400 feet from the corner of Pine and Brackett Streets). These bus stops, as well as the others along the #8 route, are denoted by yellow signs. Due to the extremely close proximity of this site to the established bus route and identified bus stops, we feel public transit is readily accessible from the proposed site. Therefore, no new transit facilities are provided.

BICYCLE PARKING

Bicycle parking is provided, consistent with the City's Technical Standards, for both the residential and retail uses proposed on-site. The 14 bicycle spaces required for 39 residential units are located behind the parking lot. Access will be through the building or overhead garage door. Parking for an additional 4 bicycles is provided in the sidewalk, near the largest proposed retail space. Because the garage will be access-controlled, we feel sidewalk bicycle parking would be most convenient for retail customers.

Service Changes: Effective week of May 13, 2012

8 Peninsula Loop M8

Casco Bay Ferry Terminal

OUTBOUND Departs		INBOUND				Arrives	
Casco Bay Ferry Terminal	Franklin Towers	Whole Foods	Hannaford Plaza	Congress Forest	Maine Medical Center	Congress Forest / Pennington's	Casco Bay Ferry Terminal
6:42	6:48	6:54	7:04	6:46	6:52	7:02	7:12
7:12	7:18	7:24	7:34	7:12	7:19	7:31	7:42
7:42	7:48	7:54	8:04	7:42	7:49	8:01	8:12
8:12	8:18	8:24	8:34	8:12	8:19	8:31	8:42
8:42	8:48	8:54	9:04	8:42	8:49	9:01	9:12
9:12	9:18	9:24	9:34	9:12	9:19	9:31	9:42
9:42	9:48	9:54	10:04	9:42	9:49	10:01	10:12
10:12	10:18	10:24	10:34	10:12	10:19	10:31	10:42
10:42	10:48	10:54	11:04	10:42	10:49	11:01	11:12
11:12	11:18	11:24	11:34	11:12	11:19	11:31	11:42
11:42	11:48	11:54	12:04	11:42	11:49	12:01	12:12
12:12	12:18	12:24	12:34	12:12	12:19	12:31	12:42
12:42	12:48	12:54	1:04	1:12	1:21	1:35	1:47
1:12	1:18	1:24	1:34	1:42	1:51	2:05	2:17
1:47	1:53	1:59	2:09	2:17	2:26	2:40	2:52
2:17	2:23	2:29	2:39	2:47	2:56	3:10	3:22
2:52	2:58	3:04	3:14	3:22	3:31	3:45	3:57
3:22	3:28	3:34	3:44	3:52	4:01	4:15	4:27
3:57	4:03	4:09	4:19	4:27	4:36	4:50	5:05
4:27	4:33	4:39	4:49	4:57	5:06	5:20	5:35
5:05	5:11	5:17	5:27	5:35	5:46	6:00	6:10
5:35	5:41	5:47	5:55	6:00	ends at Forest/Congress		
6:10	6:14	ends at Franklin Towers					
8:00	8:05			8:13	8:20	8:33	8:42
8:42	8:49		8:55	9:02	9:09	9:22	9:32
9:32	9:39		9:45	9:52	9:59	10:12	10:22
10:22	10:29		10:35	10:42	10:49	11:02	11:15
11:15	11:22		11:28	11:35	11:42	11:55	12:05
12:05	12:12		12:18	12:25	12:32	12:45	12:55
12:55	1:02		1:08	1:15	1:23	1:37	1:48
1:48	1:55		2:01	2:08	2:15	2:29	2:40
2:40	2:46		2:52	2:58	3:07	3:22	3:33
3:33	3:40		3:48	3:54	4:03	4:18	4:29
4:29	4:36		4:42	4:50	4:59	5:14	5:25
5:25	5:32		5:40	5:46	5:54	6:08	6:19
6:19	6:25	ends at Franklin Towers					

NO SUNDAY SERVICE

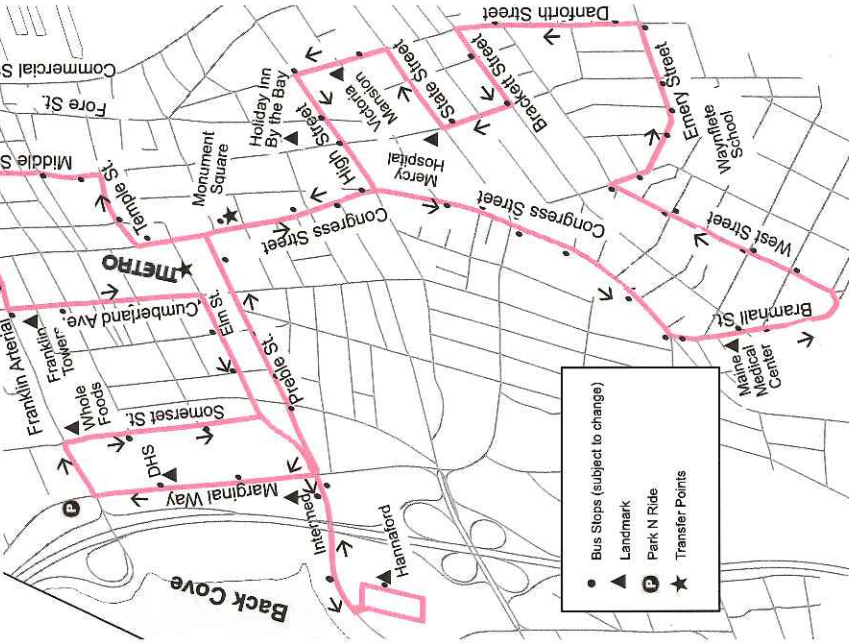
METRO bus travels throughout Portland, Westbrook, Falmouth and the Maine Mall area of South Portland. Connect to Amtrak/DownEaster, Concord Coach & Portland Jetport on METRO Route #5.

Regional Monthly Passes (for travel on METRO and South Portland Bus Service) & METRO TenRide Tickets available along this route at: METRO PULSE, Casco Bay Ferry Terminal (day passes also available) and Hannaford supermarket.

May 13, 2012 - Subject to change.

METRO Route #8
For more info:
gpmetrobus.com
207-774-0351

Transfer to METRO Routes #2-#7 at METRO PULSE at Elm St. Transfer to METRO Route #1, South Portland City Bus and Intercity and ZOOM Bus at Monument Square.



- Bus Stops (subject to change)
- ▲ Landmark
- Ⓟ Park N Ride
- ★ Transfer Points

A Quick Glimpse at METRO Route #8

Outbound Route #8 leaves Casco Bay Ferry Terminal and travels to Marginal Way and Hannaford Supermarket with several stops along India Street, Cumberland Avenue and Elm Street.

Inbound Route #8 travels to the West End of Portland, Maine Medical Center and Mercy Hospital before heading back to Congress Street via Danforth, State and High Streets.

Jennifer Williams

From: Tom Ridge
Sent: Monday, October 01, 2012 3:42 PM
To: Jennifer Williams
Subject: Re: Bus stop near Pine & Brackett Streets?

In your area, there are yellow signs signifying bus stop locations every few blocks.

Tom Ridge
Asst. Transportation Mgr./Safety Officer
Greater Portland Transit District
207-774-0351
207-310-1889
tridge@gpmetrobus.com

----- Original Message -----

From: [Jennifer Williams](mailto:Jennifer.Williams@metrobus.com)
To: [Tom Ridge](mailto:Tom.Ridge@metrobus.com)
Sent: Monday, October 01, 2012 3:13 PM
Subject: RE: Bus stop near Pine & Brackett Streets?

Thank you, that is very helpful. Are the bus stops in this area are noted with signs or do they have shelters?

Thanks again.

From: Tom Ridge [mailto:tridge@gpmetrobus.com]
Sent: Monday, October 01, 2012 3:06 PM
To: Jennifer Williams
Subject: Re: Bus stop near Pine & Brackett Streets?

Hi Jennifer,

If you are headed to Maine Medical you would need to wait in front of Local 188 at Congress St. and State St.. Heading in the direction of downtown, the nearest stop is at Pine St. and West St. at what is known as the old Butler School. The timepoint on the schedule to follow is the Maine Medical column.

Thank you,

Tom Ridge
Asst. Transportation Mgr./Safety Officer
Greater Portland Transit District
207-774-0351
207-310-1889
tridge@gpmetrobus.com

----- Original Message -----

From: [Jennifer Williams](mailto:Jennifer.Williams@metrobus.com)
To: tridge@gpmetrobus.com
Sent: Monday, October 01, 2012 2:44 PM
Subject: Bus stop near Pine & Brackett Streets?

Tom –

Could you tell me where the closest bus stop is to the intersection of Pine Street and Brackett Street in the West End? I believe it is bus #8 that goes through that area, but couldn't tell from the map on your website where the closest stop is to that intersection.

Thanks,
Jen

Jennifer R. Williams, EIT
Blais Civil Engineers, PA
207-767-7300
www.BLAISce.com

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PRELIMINARY STORMWATER MANAGEMENT REPORT
WEST END PLACE
PORTLAND, MAINE
October 9, 2012

INTRODUCTION

The subject property (the Site) is located at 183-189 Brackett Street in Portland, Maine. This report discusses the Site's existing and proposed hydrologic conditions and the stormwater quality treatment measures that will be implemented to mitigate stormwater impacts from the project. Prior to submitting this report, we met with the City of Portland Engineering Department to discuss the project and approach for stormwater management.

The Site is approximately 17,388± square feet and is currently paved and gravel parking lots accessed by three separate brick driveways from Brackett Street. There are two existing structures: one 1-story building and one 1.5-story building. The owner proposes to construct a 4-story, mixed-use building on the property. The building will consist of retail space and surface parking on the ground floor and 39 residential units on the floors above. This report discusses the Site's hydrological conditions and compares stormwater runoff between existing and proposed conditions.

EXISTING SITE CONDITIONS

The existing structures on Site have a footprint of 2,389± square feet. The remaining 14,999± square feet include a concrete pad, brick driveways and asphalt, and gravel parking areas. Topography is relatively flat in the northeast corner of the Site and then generally slopes southwest toward Brackett Street.

Currently, there is no closed drainage on this property, and runoff typically sheet flows to Brackett Street where it continues along the gutter line to a catch basin at the northeast corner of the Pine and Brackett Street intersection. This catch basin is connected to the City's combined sewer system, which at this location, is a 15" vitrified clay pipe.

PROPOSED SITE CONDITIONS

Redevelopment of the Site includes a new 10,927± square foot parking lot with a closed drainage system of catch basins and pipes connected to the City's combined sewer system through a new drain manhole in Brackett Street. Area between the proposed parking lot and the property line will be landscaped with trees, shrubs and groundcover. In addition to the proposed work on Site, the brick sidewalk adjacent to the property on Pine and Brackett Streets will be reconstructed with Pine Hall Pathway pavers, new bicycle racks, and street trees consistent with City of Portland standards. The existing brick driveways will be replaced by a single site entrance for vehicles.

Roof runoff will be collected through two separate roof drains and directed into catch basins. A roof leader will be added between the western corner of the building and the existing catch basin at the corner of Pine and Brackett Streets. A second roof leader will be added at the northern corner of the building and will be connected into a proposed catch basin in the parking lot.

These proposed changes to the site will result in approximately 2,185± square feet of pervious area equaling 12.5% of the Site. The quantity of stormwater runoff will be reduced due to the overall reduction in impervious area.

WATER QUALITY

The Site currently has no apparent stormwater mitigation. All construction will be in accordance with the most current Maine Erosion and Sedimentation Control Best Management Practices. These measures will include as necessary temporary and permanent seeding, temporary sediment barriers, drainage inlet and outlet protection, and a construction entrance. Proposed catch basins will be equipped with hoods to help separate possible oil and debris from parking lot runoff and 3-foot deep sumps to trap heavier sediment

CONCLUSIONS

This project will use long-term and short-term erosion control measures as well as stormwater quality treatment measures that will mitigate environmental impacts from stormwater. This project will have no significant adverse impacts on downstream properties as a result of stormwater.

This report was prepared as part of the overall West End Place Preliminary Site Plan submission to the City of Portland's Planning Board. Final plans and more detailed stormwater information will be included with the Final planning board submission.

BLAIS CIVIL ENGINEERS

Steve G. Blais, PE

William J. Bray, P.E.
235 Bancroft Street
Portland, Maine 04102
Phone (207) 774-3603
trafficsolutions@maine.rr.com

October 6, 2012

Preliminary Traffic Assessment Proposed West End Place

INTRODUCTION

Redfern LWS, LLC is proposing development of a multi-use project on Brackett Street at the intersection of Pine Street. Present uses on the proposed site include 45 to 50 surface parking spaces and two small vacant buildings. The proposed multi-use project will include 39 residential apartment units (24 one-bedroom and 15 two-bedroom units) and approximately 1,990 square feet of retail space. A total of 34 parking spaces are provided on-site, which includes a mix of full and compact car spaces.

The proposed site design consolidates the three existing driveway openings to a single opening located approximately 125' from the Pine Street intersection.

This document, which responds to direction received from the City's Traffic Consultant, estimates the peak hour trip generation of the proposed project during typical weekday AM and PM peak travel times, reviews existing roadway safety conditions adjacent to the site, and provides an assessment of vehicle sight distance at the proposed driveway intersection with Brackett Street.

A finalized traffic assessment, which will include peak hour traffic data for the Pine Street/Brackett Street intersection, will accompany the final project submission.

SITE TRAFFIC

The eighth edition of the Institute of Transportation Engineers (ITE) "TRIP GENERATION" manual was used to determine the volume of site trips generated by the proposed multi-use project. The ITE publication provides numerous Land-Use categories and the average volume of trips generated by each category. The following Land-Use categories and trip rates were used in that effort:

Land-Use Code 220 – APARTMENT

Weekday Street Peak Hour – AM Peak	= 0.51 trips/dwelling unit
Weekday Street Peak Hour – PM Peak	= 0.62 trips/dwelling unit
Weekday AM Peak Hour – Generator	= 0.55 trips/dwelling unit
Weekday PM Peak Hour – Generator	= 0.67 trips/dwelling unit

Land-Use Code 814 – SPECIALITY RETAIL CENTER

Weekday Street Peak Hour – AM Peak	= Retail sites typically closed during this period
Weekday Street Peak Hour – PM Peak	= 2.71 trips/1,000sf area
Weekday AM Peak Hour - Generator	= 6.84 trips/1,000sf area
Weekday PM Peak Hour – Generator	= 5.02 trips/1,000sf area

Table 1 provides a summary of trip generation for the proposed project:

Table 1

TOTAL TRIPS GENERATED BY PROPOSED SITE USES

<u>Time Period</u>	<u>Apartment Units</u>	<u>Retail Area</u>	<u>Total Trips</u>
AM Street Peak	20	0	20
PM Street Peak	24	5	29
AM Peak Generator	21	14	35
PM Peak Generator	26	10	36

Accordingly, the proposed project can be expected to generate a low of 20 vehicle trips during the morning peak commuter hour and a high of 36 trips in the PM peak hour of the site, which likely occurs in early afternoon.

EXISTING SAFETY CONDITIONS

The Maine Department of Transportation's (MaineDOT) Accident Records Section provided the latest three-year (2009 through 2011) crash data for the portion of Brackett Street between Spring Street and Carleton Street and the section of Pine Street from Winter Street to West Street. MaineDOT's report follows:

2009 through 2011 Accident Records

<u>Location</u>	<u>Total Accidents</u>	<u>Critical Rate Factor</u>
1. Brackett Street @ Spring Street	2	1.08
2. Brackett Street @ Pine Street	5	2.31
3. Brackett Street @ Walker Street	1	0.00
4. Brackett Street btw. Spring Street and Spruce Street	2	1.69
5. Brackett Street btw. Gray Street and Pine Street	3	1.24
6. Brackett Street btw. Dow Street and Walker Street	3	1.74
7. Pine Street @ West Street	1	0.94
8. Pine Street btw. Winter Street and Brackett Street	3	2.45
9. Pine Street btw. Brackett Street and West Street	3	1.97

The MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- *8 or more accidents*
- *A Critical Rate Factor greater than 1.00*

As the data presented in the table shows, the incidence of traffic crashes for the noted sections of both Pine and Brackett Streets are well below MaineDOT's criteria for identification of a high crash location.

VEHICLE SIGHT DISTANCE

The City of Portland's Technical Standards require, where driveways enter an existing street, that vehicle sight distance conform to standards established by the Maine Department of Transportation as contained in their publication, **Chapter 299, Highway Driveway and Entrance Rules**. The stated standards are as follows:

Sight Distance Standards

Speed Limit	Sight Distance
25 mph	200 feet
30	250
35	305
40	360
45	425
50	495
55	570

Vehicle sight distance was carefully considered in the design of the project's driveway entrance onto Brackett Street. The proposed design recommends that public on-street parking be prohibited within 25-feet of the proposed driveway entrance to ensure that vehicles exiting the parking garage can safely observe vehicles approaching in either direction along Brackett Street (The City's general standard maintains a minimum parking restriction of 5-feet - *Ord. 28-53b*). The proposed parking restrictions provide acceptable sightlines for vehicles exiting the proposed garage onto Brackett Street, based upon a roadway travel speed of 25mph, the assumed speed limit on Brackett Street.

SUMMARY

1. The proposed multi-use project site can be expected to generate a range of 20 to 29 vehicle trips during the identified peak travel periods of a typical weekday.
2. MaineDOT's most recent traffic crash report (2009 through 2011) for the section of Brackett Street between Carleton and Spring Streets and the portion of Pine Street from Winter Street to West Street indicates the frequency of crashes is considerably below MaineDOT's criteria for identification of a high crash location.
3. The proposed site design incorporates special parking restrictions on Brackett Street adjacent to the access driveway to ensure that acceptable vehicle sightlines are provided for vehicle operators exiting the proposed on-site parking garage.

RYAN SENATORE ARCHITECTURE

07.30.12



VIEW LOOKING NORTH FROM REICHE SCHOOL



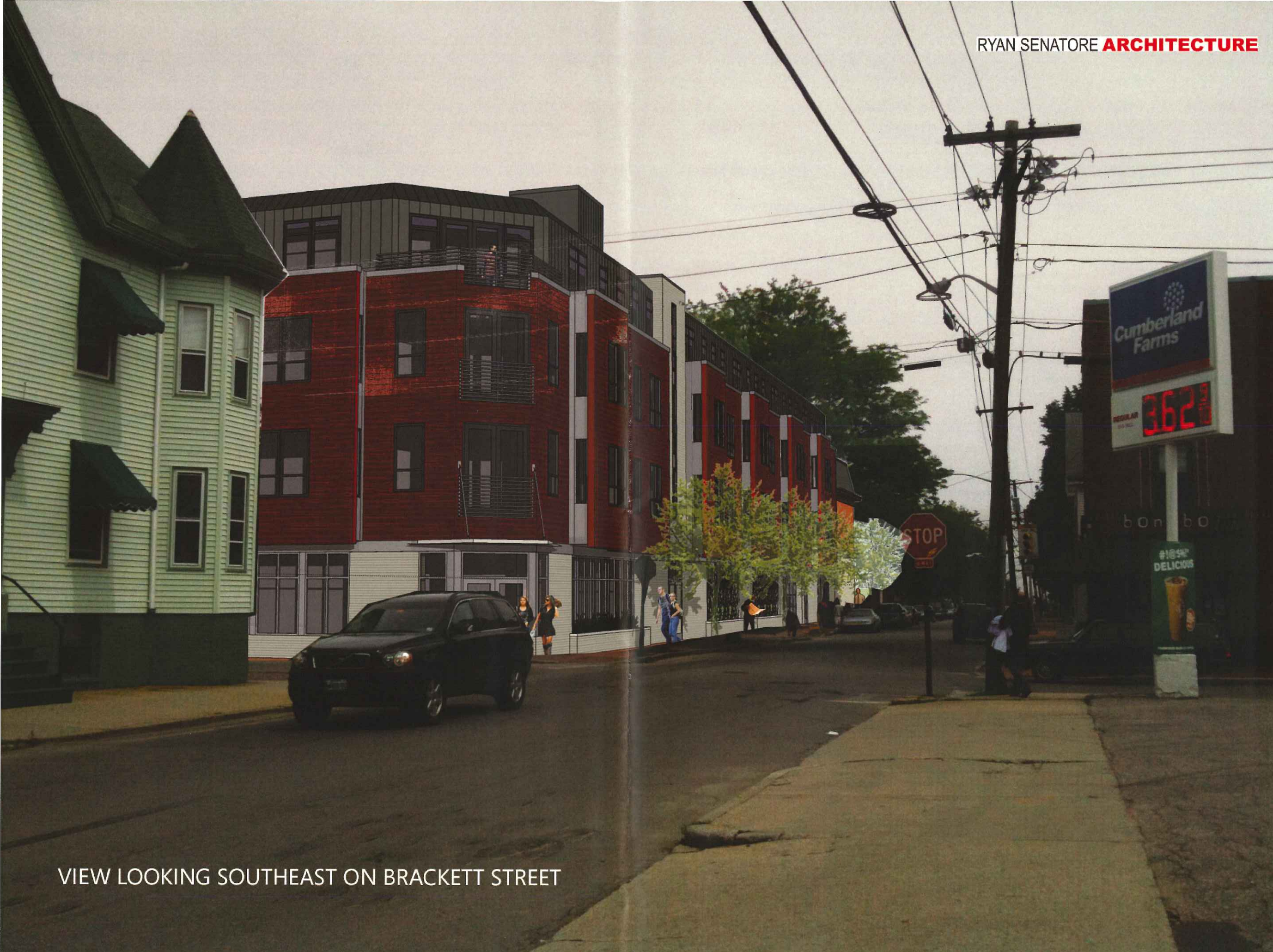
VIEW LOOKING NORTHWEST ON BRACKETT STREET



VIEW LOOKING SOUTHWEST ON PINE STREET



VIEW LOOKING NORTHEAST ON PINE STREET

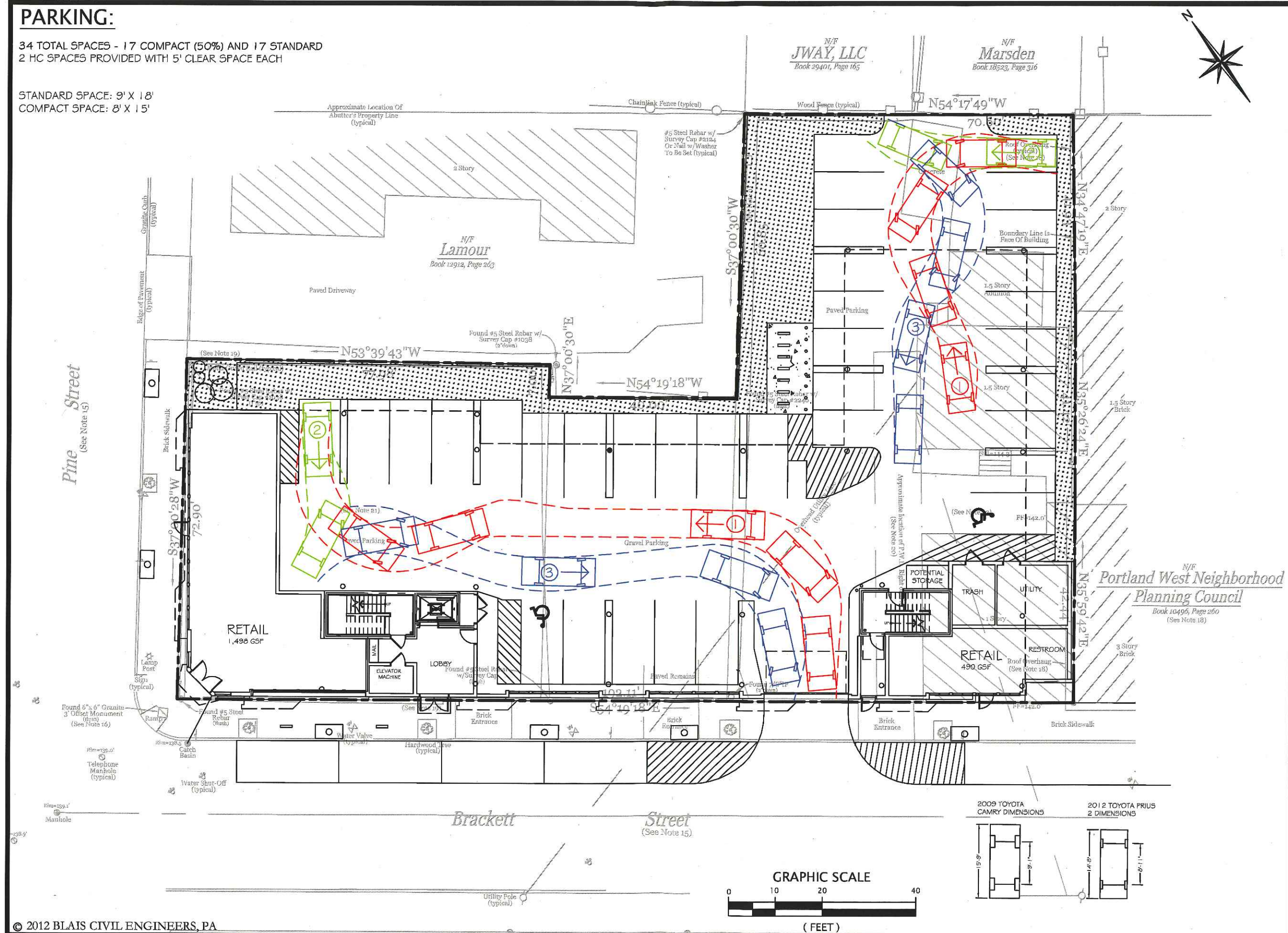


VIEW LOOKING SOUTHEAST ON BRACKETT STREET

PARKING:

34 TOTAL SPACES - 17 COMPACT (50%) AND 17 STANDARD
 2 HC SPACES PROVIDED WITH 5' CLEAR SPACE EACH

STANDARD SPACE: 9' X 18'
 COMPACT SPACE: 8' X 15'



PARKING CONCEPT D

**WEST END PLACE
 BRACKETT STREET, PORTLAND, MAINE**

PREPARED FOR:
 REDFERN LWS, LLC
 P.O. BOX 8816
 PORTLAND, MAINE 04101

DESIGNED/DRAWN BY: JW/MV CHECKED BY: SB

DATE: 9/20/12

780 BROADWAY, SO. PORTLAND, ME 04106 (207) 767-7300



SK-D

BCE 12137



P.O. Box 8816
Portland, ME 04104
Office: 207-221-5746
Fax: 207-221-2822

October 31, 2012

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans to build a new mixed-use building at the corner of Pine and Brackett Streets (183-189 Brackett and 40 Pine). The building consists of 39 residential apartments and 2 retail spaces.

Meeting Location: Reiche Comm. Center (Downstairs), 166 Brackett Street
Meeting Date: Thursday, November 15
Meeting Time: 7:00pm

The City Code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please contact me at 207-221-5746 or jonathan@redfernproperties.com. I hope to see you at the meeting.

Sincerely,


Jonathan Culley
Redfern LWS LLC

West End Place

Neighborhood Meeting

November 15, 2012 7pm

Reiche School, Portland, Maine

Sign In Sheet

Name

Address

Judy West

18 Pine Street, Portland, ME

Tom MacMillan

17 May St, Portland

Peter West

18 Pine Street Portland, ME

DAVID HALL

64 CARLETON ST

Van Marston

112 Winter St.

Kevin B. Gillespie

35-37 Pine St. - 415-6003

Paul R. Davis

31 Pine St

Cheryl Quimby

232 Spring St.

Shukria Wiar - 40-44 Pine Street

From: Tom Errico <thomas.errico@tylin.com>
To: Shukria Wiar <SHUKRIAW@portlandmaine.gov>
Date: 11/1/2012 6:45 PM
Subject: 40-44 Pine Street
CC: "DMP@portlandmaine.gov" <DMP@portlandmaine.gov>, Katherine Earley <KAS@p...>

Shukria – The following presents my preliminary comments for the project.

- I concur with the trip generation estimate and that there are no High Crash Locations in the study area. The applicant will be providing an evaluation of the Brackett Street/Pine Street intersection and I will provide comments upon receipt of the analysis.
- The applicant has indicated a TDM Plan is being prepared and I will review the plan when it is submitted.
- The proposed driveway will have a minimum width of 18 feet and therefore does not meet City standards. I support a waiver from the technical standards given low traffic volumes. I will continue to review the design of the garage door system and sight distance issues between vehicles exiting the garage and pedestrians on the sidewalk.
- A portion of the sidewalk appears to be in the right-of-way at the corner of Brackett Street and Pine Street. A pedestrian easement should be provided.
- The sidewalk ramp illustrated on the plan at the corner of Brackett Street and Pine Street has an apex alignment. The City standard is to provide perpendicular alignment. The applicant should provide justification for the apex configuration.
- The pavement markings delineating the no-parking areas at the driveway shall be removed.
- The parking lot layout does not meet City design standards for aisle width and the number of compact parking spaces. The applicant has provided vehicle turning templates that illustrates maneuvers into and out of parking spaces is possible. Given that the traffic volumes will be low and the applicant has provided evidence of a functioning garage, I support a waiver from the City's technical standards.
- The applicant is proposing both 15-minute on-street parking spaces and U-Share parking. I need to continue to review this and what type of parking regulation to implement.
- The applicant shall document who currently parks on the existing site so that the City can assess whether there are any prior site plan approvals that were based on use of the site.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL
12 Northbrook Drive
Falmouth, ME 04105
207.347.4354 direct
207.400.0719 mobile
207.781.4753 fax
thomas.errico@tylin.com
Visit us online at www.tylin.com

"One Vision, One Company"
Please consider the environment before printing.

Shukria Wiar - 40-44 Pine Street

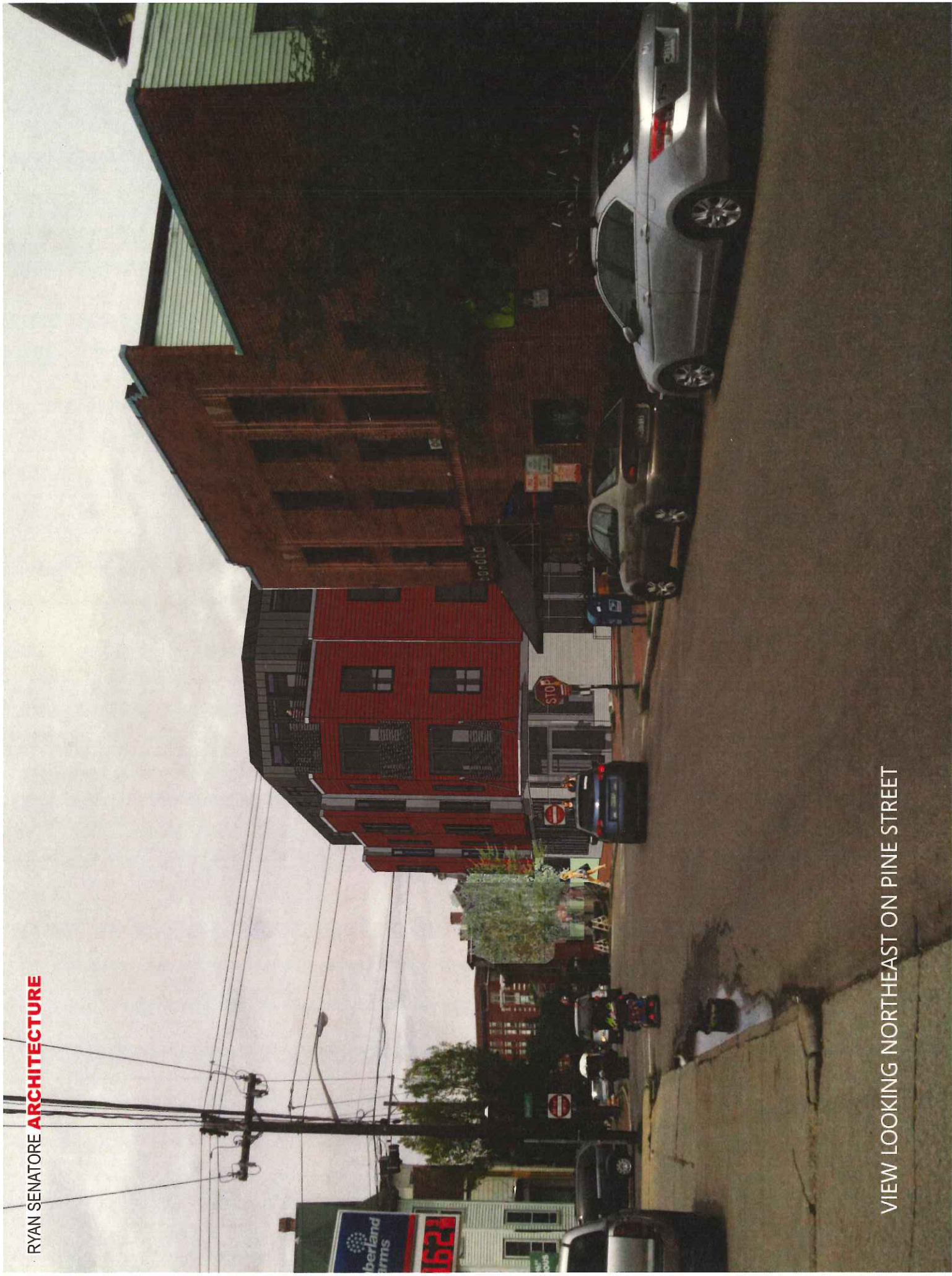
From: Tom Errico <thomas.errico@tylin.com>
To: Shukria Wiar <SHUKRIAW@portlandmaine.gov>
Date: 2/14/2013 1:06 PM
Subject: 40-44 Pine Street
CC: 'David Margolis-Pineo' <DMP@portlandmaine.gov>, Jeremiah Bartlett <JBart...

Shukria – The following presents my final comments and reflects a status update from my November 1, 2012 comments email for the project.

- I concur with the trip generation estimate and that there are no High Crash Locations in the study area. The applicant will be providing an evaluation of the Brackett Street/Pine Street intersection and I will provide comments upon receipt of the analysis.
Status: The applicant conducted AM and PM peak period traffic volume counts at the Pine Street/Brackett Street intersection. I have reviewed the traffic volume information and based upon an analysis of traffic operating conditions, the intersection will operate at an acceptable level of service following project completion. Accordingly, the project will not have a significant impact to traffic conditions in the vicinity of the site.
- The applicant has indicated a TDM Plan is being prepared and I will review the plan when it is submitted.
Status: The applicant has submitted a TDM Plan and I find it to be acceptable.
- The proposed driveway will have a minimum width of 18 feet and therefore does not meet City standards. I support a waiver from the technical standards given low traffic volumes. I will continue to review the design of the garage door system and sight distance issues between vehicles exiting the garage and pedestrians on the sidewalk.
Status: The current design is acceptable and I have no further comment. I support a waiver from the City's technical standards.
- A portion of the sidewalk appears to be in the right-of-way at the corner of Brackett Street and Pine Street. A pedestrian easement should be provided.
Status: The applicant has indicated that an easement is included.
- The sidewalk ramp illustrated on the plan at the corner of Brackett Street and Pine Street has an apex alignment. The City standard is to provide perpendicular alignment. The applicant should provide justification for the apex configuration.
Status: It is my understanding that DPS is supportive of an apex ramp configuration. I have no further comment.
- The pavement markings delineating the no-parking areas at the driveway shall be removed.
Status: The plans have been revised and I have no further comment.
- The parking lot layout does not meet City design standards for aisle width and the number of compact parking spaces. The applicant has provided vehicle turning templates that illustrates maneuvers into and out of parking spaces is possible. Given that the traffic volumes will be low and the applicant has provided evidence of a functioning garage, I support a waiver from the City's technical standards.
Status: No comment is necessary.
- The applicant is proposing both 15-minute on-street parking spaces and U-Share parking. I need to continue to review this and what type of parking regulation to implement.



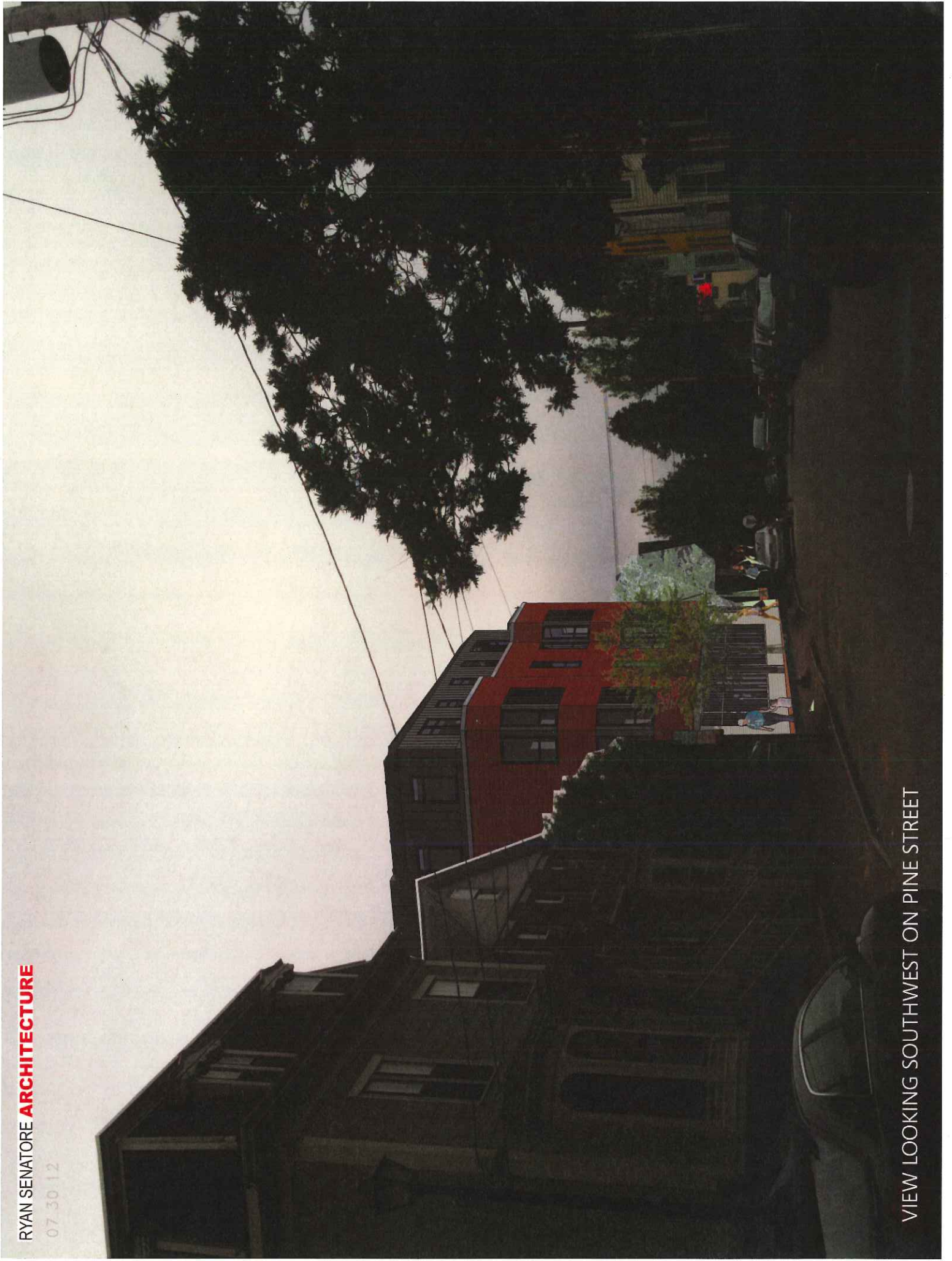
VIEW LOOKING SOUTHEAST ON BRACKETT STREET



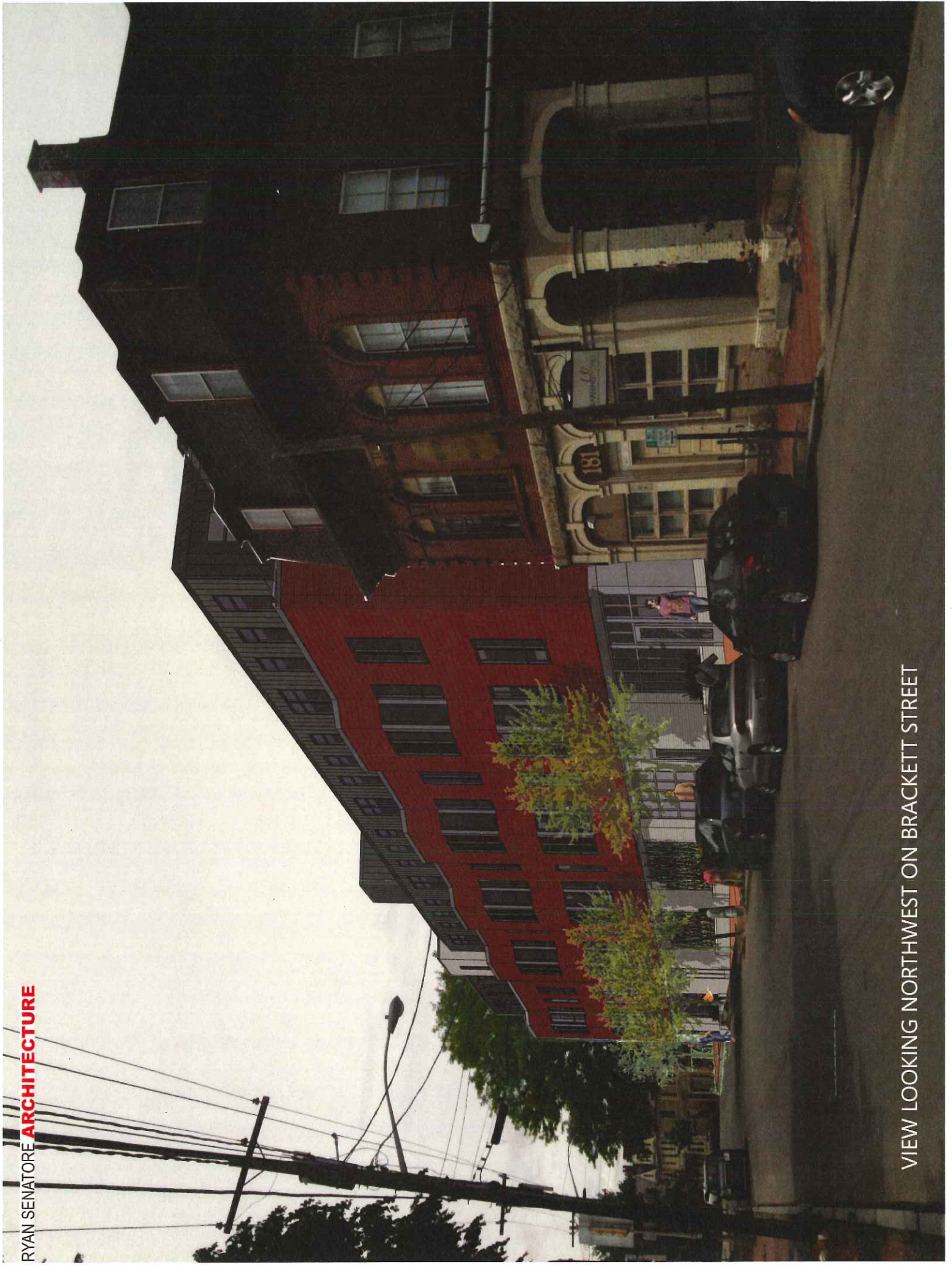
VIEW LOOKING NORTHEAST ON PINE STREET

RYAN SENATORE **ARCHITECTURE**

07.30.12



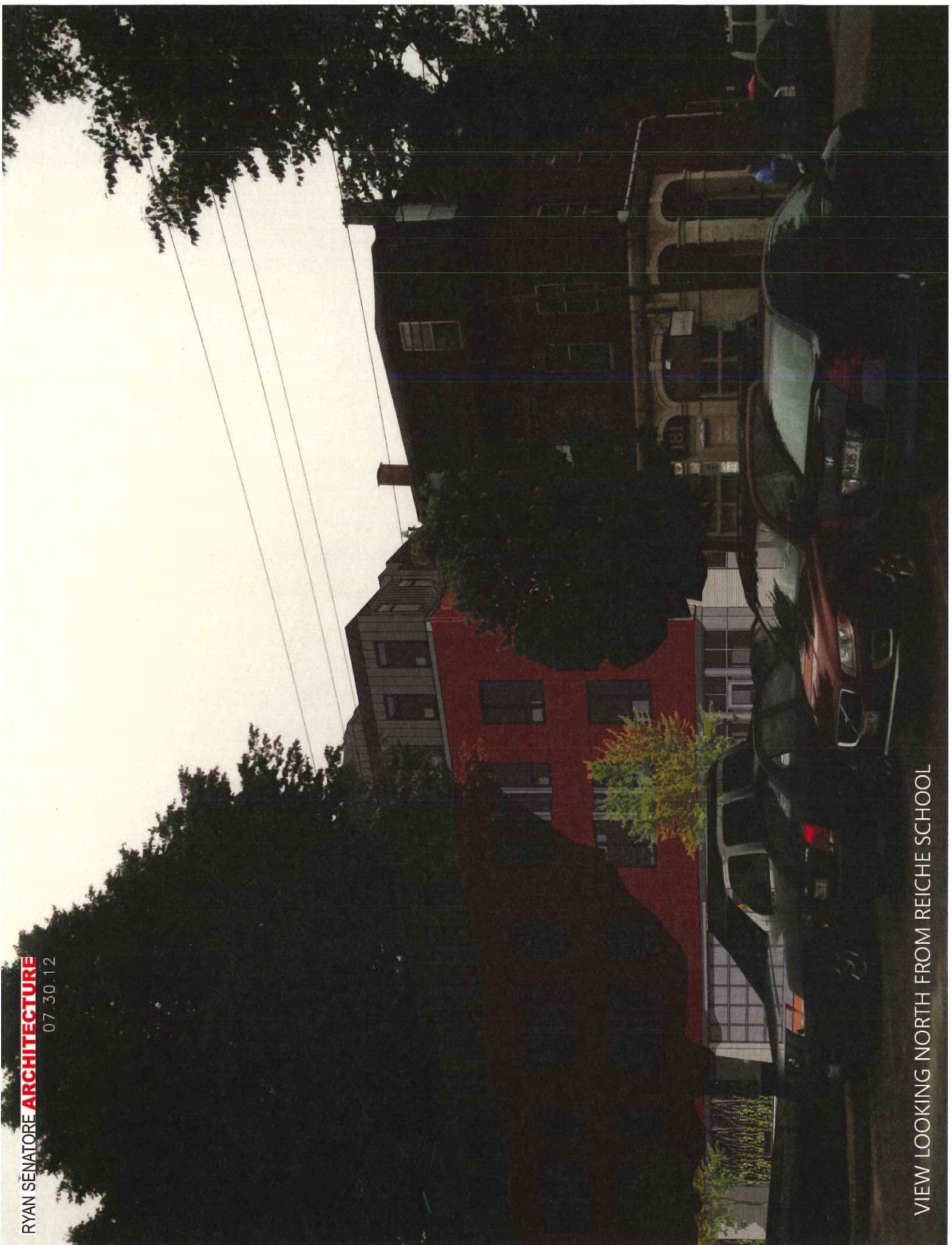
VIEW LOOKING SOUTHWEST ON PINE STREET



VIEW LOOKING NORTHWEST ON BRACKETT STREET

RYAN SENATORE **ARCHITECTURE**

07.30.12



VIEW LOOKING NORTH FROM REICHE SCHOOL

NO.	DATE	DESCRIPTION

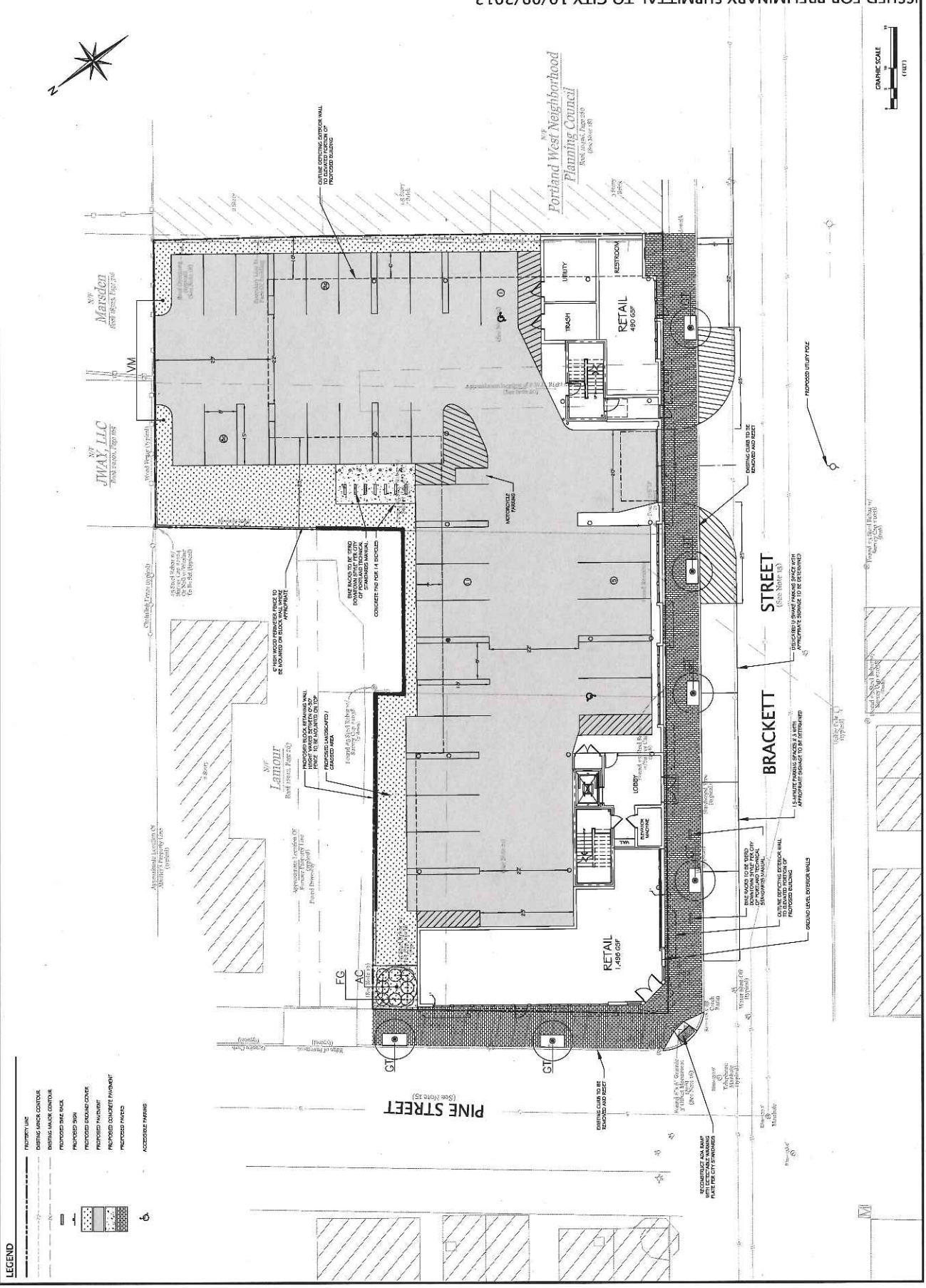
Blais
civil engineers
780 BROADWAY, 501 PORTLAND, ME 04106
(207) 857-7300

LAYOUT & MATERIALS PLAN
WEST END PLACE
BRACKET STREET PORTLAND, MAINE
P.O. BOX 8816
REDFERN LWS, LLC
REDESIGNED FOR
PORTLAND, MAINE 04101

ISSUED FOR PRELIMINARY SUBMITTAL TO CITY 10/09/2012

DATE: OCTOBER 09, 2012
DRAWN BY: JMW
CHECKED BY: SB
PROJECT NO: 121127

C-101



LEGEND

	EXISTING BRICK CONTOUR
	EXISTING WALK CONTOUR
	PROPOSED BRICK FACE
	PROPOSED STONE
	PROPOSED GROUND CONCRETE
	PROPOSED PAVEMENT
	PROPOSED CONCRETE PAVEMENT
	PROPOSED PAVED
	ACCESSIBLE PARKING



EROSION CONTROL NOTES

1. EROSION CONTROL MEASURES SHALL BE INSTALLED WITHIN 14 DAYS OF THE START OF CONSTRUCTION AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
2. THE CONSTRUCTION SHALL PROVIDE THE PROPOSED CONSTRUCTION AND DRAINAGE. ANY CORRECTIONS TO THESE SHALL BE APPROVED BY THE ENGINEER.
3. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION OF EXPOSED SOILS. ALL EXPOSED SOILS SHALL BE PROTECTED BY EROSION CONTROL MEASURES.
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WINTER CONSTRUCTION NOTES

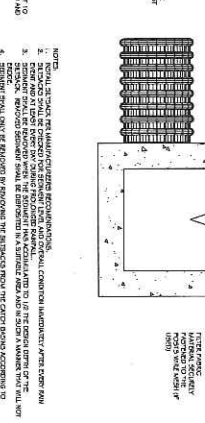
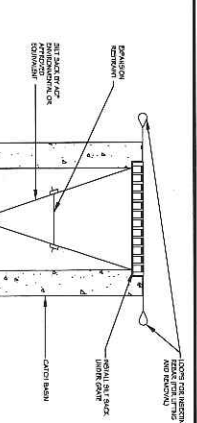
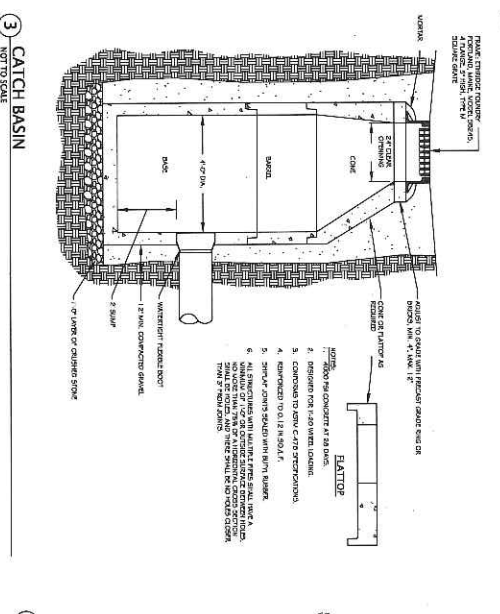
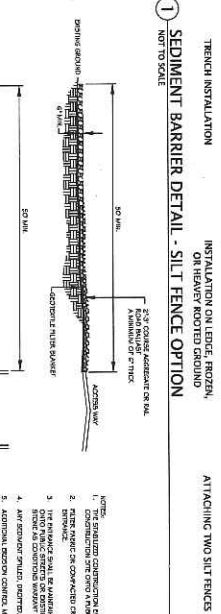
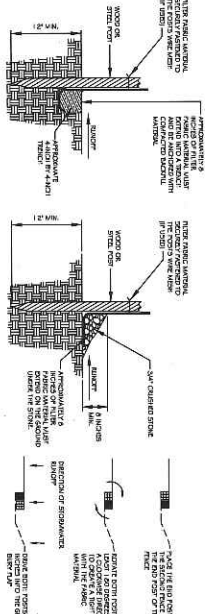
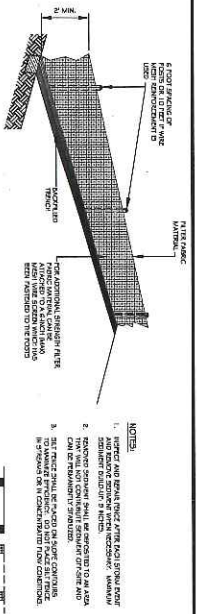
1. WINTER CONSTRUCTION SHALL BE INSTALLED WITHIN 14 DAYS OF THE START OF CONSTRUCTION AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
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STANDARDS FOR TIMELY STABILIZATION OF SITES DURING WINTER CONSTRUCTION:

1. STABILIZATION OF EXPOSED SOILS SHALL BE INSTALLED WITHIN 14 DAYS OF THE START OF CONSTRUCTION AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
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EROSION CONTROL SEEDING NOTES

1. EROSION CONTROL SEEDING SHALL BE INSTALLED WITHIN 14 DAYS OF THE START OF CONSTRUCTION AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
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SIZE	A	B	C	D	E	F	G	H
1/2"	1.18"	1.18"	1.18"	1.18"	1.18"	1.18"	1.18"	1.18"
3/4"	1.77"	1.77"	1.77"	1.77"	1.77"	1.77"	1.77"	1.77"
1"	2.36"	2.36"	2.36"	2.36"	2.36"	2.36"	2.36"	2.36"
1 1/2"	3.54"	3.54"	3.54"	3.54"	3.54"	3.54"	3.54"	3.54"
2"	4.72"	4.72"	4.72"	4.72"	4.72"	4.72"	4.72"	4.72"
3"	7.08"	7.08"	7.08"	7.08"	7.08"	7.08"	7.08"	7.08"
4"	9.44"	9.44"	9.44"	9.44"	9.44"	9.44"	9.44"	9.44"
6"	14.16"	14.16"	14.16"	14.16"	14.16"	14.16"	14.16"	14.16"
8"	18.88"	18.88"	18.88"	18.88"	18.88"	18.88"	18.88"	18.88"
10"	23.60"	23.60"	23.60"	23.60"	23.60"	23.60"	23.60"	23.60"
12"	28.32"	28.32"	28.32"	28.32"	28.32"	28.32"	28.32"	28.32"
14"	33.04"	33.04"	33.04"	33.04"	33.04"	33.04"	33.04"	33.04"
16"	37.76"	37.76"	37.76"	37.76"	37.76"	37.76"	37.76"	37.76"
18"	42.48"	42.48"	42.48"	42.48"	42.48"	42.48"	42.48"	42.48"
20"	47.20"	47.20"	47.20"	47.20"	47.20"	47.20"	47.20"	47.20"
22"	51.92"	51.92"	51.92"	51.92"	51.92"	51.92"	51.92"	51.92"
24"	56.64"	56.64"	56.64"	56.64"	56.64"	56.64"	56.64"	56.64"
26"	61.36"	61.36"	61.36"	61.36"	61.36"	61.36"	61.36"	61.36"
28"	66.08"	66.08"	66.08"	66.08"	66.08"	66.08"	66.08"	66.08"
30"	70.80"	70.80"	70.80"	70.80"	70.80"	70.80"	70.80"	70.80"
32"	75.52"	75.52"	75.52"	75.52"	75.52"	75.52"	75.52"	75.52"
34"	80.24"	80.24"	80.24"	80.24"	80.24"	80.24"	80.24"	80.24"
36"	84.96"	84.96"	84.96"	84.96"	84.96"	84.96"	84.96"	84.96"
38"	89.68"	89.68"	89.68"	89.68"	89.68"	89.68"	89.68"	89.68"
40"	94.40"	94.40"	94.40"	94.40"	94.40"	94.40"	94.40"	94.40"
42"	99.12"	99.12"	99.12"	99.12"	99.12"	99.12"	99.12"	99.12"
44"	103.84"	103.84"	103.84"	103.84"	103.84"	103.84"	103.84"	103.84"
46"	108.56"	108.56"	108.56"	108.56"	108.56"	108.56"	108.56"	108.56"
48"	113.28"	113.28"	113.28"	113.28"	113.28"	113.28"	113.28"	113.28"
50"	118.00"	118.00"	118.00"	118.00"	118.00"	118.00"	118.00"	118.00"
52"	122.72"	122.72"	122.72"	122.72"	122.72"	122.72"	122.72"	122.72"
54"	127.44"	127.44"	127.44"	127.44"	127.44"	127.44"	127.44"	127.44"
56"	132.16"	132.16"	132.16"	132.16"	132.16"	132.16"	132.16"	132.16"
58"	136.88"	136.88"	136.88"	136.88"	136.88"	136.88"	136.88"	136.88"
60"	141.60"	141.60"	141.60"	141.60"	141.60"	141.60"	141.60"	141.60"
62"	146.32"	146.32"	146.32"	146.32"	146.32"	146.32"	146.32"	146.32"
64"	151.04"	151.04"	151.04"	151.04"	151.04"	151.04"	151.04"	151.04"
66"	155.76"	155.76"	155.76"	155.76"	155.76"	155.76"	155.76"	155.76"
68"	160.48"	160.48"	160.48"	160.48"	160.48"	160.48"	160.48"	160.48"
70"	165.20"	165.20"	165.20"	165.20"	165.20"	165.20"	165.20"	165.20"
72"	169.92"	169.92"	169.92"	169.92"	169.92"	169.92"	169.92"	169.92"
74"	174.64"	174.64"	174.64"	174.64"	174.64"	174.64"	174.64"	174.64"
76"	179.36"	179.36"	179.36"	179.36"	179.36"	179.36"	179.36"	179.36"
78"	184.08"	184.08"	184.08"	184.08"	184.08"	184.08"	184.08"	184.08"
80"	188.80"	188.80"	188.80"	188.80"	188.80"	188.80"	188.80"	188.80"
82"	193.52"	193.52"	193.52"	193.52"	193.52"	193.52"	193.52"	193.52"
84"	198.24"	198.24"	198.24"	198.24"	198.24"	198.24"	198.24"	198.24"
86"	202.96"	202.96"	202.96"	202.96"	202.96"	202.96"	202.96"	202.96"
88"	207.68"	207.68"	207.68"	207.68"	207.68"	207.68"	207.68"	207.68"
90"	212.40"	212.40"	212.40"	212.40"	212.40"	212.40"	212.40"	212.40"
92"	217.12"	217.12"	217.12"	217.12"	217.12"	217.12"	217.12"	217.12"
94"	221.84"	221.84"	221.84"	221.84"	221.84"	221.84"	221.84"	221.84"
96"	226.56"	226.56"	226.56"	226.56"	226.56"	226.56"	226.56"	226.56"
98"	231.28"	231.28"	231.28"	231.28"	231.28"	231.28"	231.28"	231.28"
100"	236.00"	236.00"	236.00"	236.00"	236.00"	236.00"	236.00"	236.00"

ISSUED FOR PRELIMINARY SUBMITTAL TO CITY 10/09/2012

REVISIONS	No.	DATE	DESCRIPTION

DETAILS
WEST END PLACE
BRACKETT STREET PORTLAND, MAINE
REDFERN LWS, LLC
P.O. BOX 8816
PORTLAND, MAINE 04101

Blais
 civil engineers
 780 BROADWAY, SO. PORTLAND, ME 04106 (207) 767-7300
 9 2012 BLAIS CIVIL ENGINEERS, PA

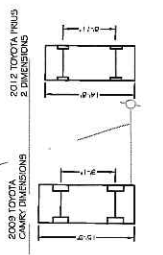
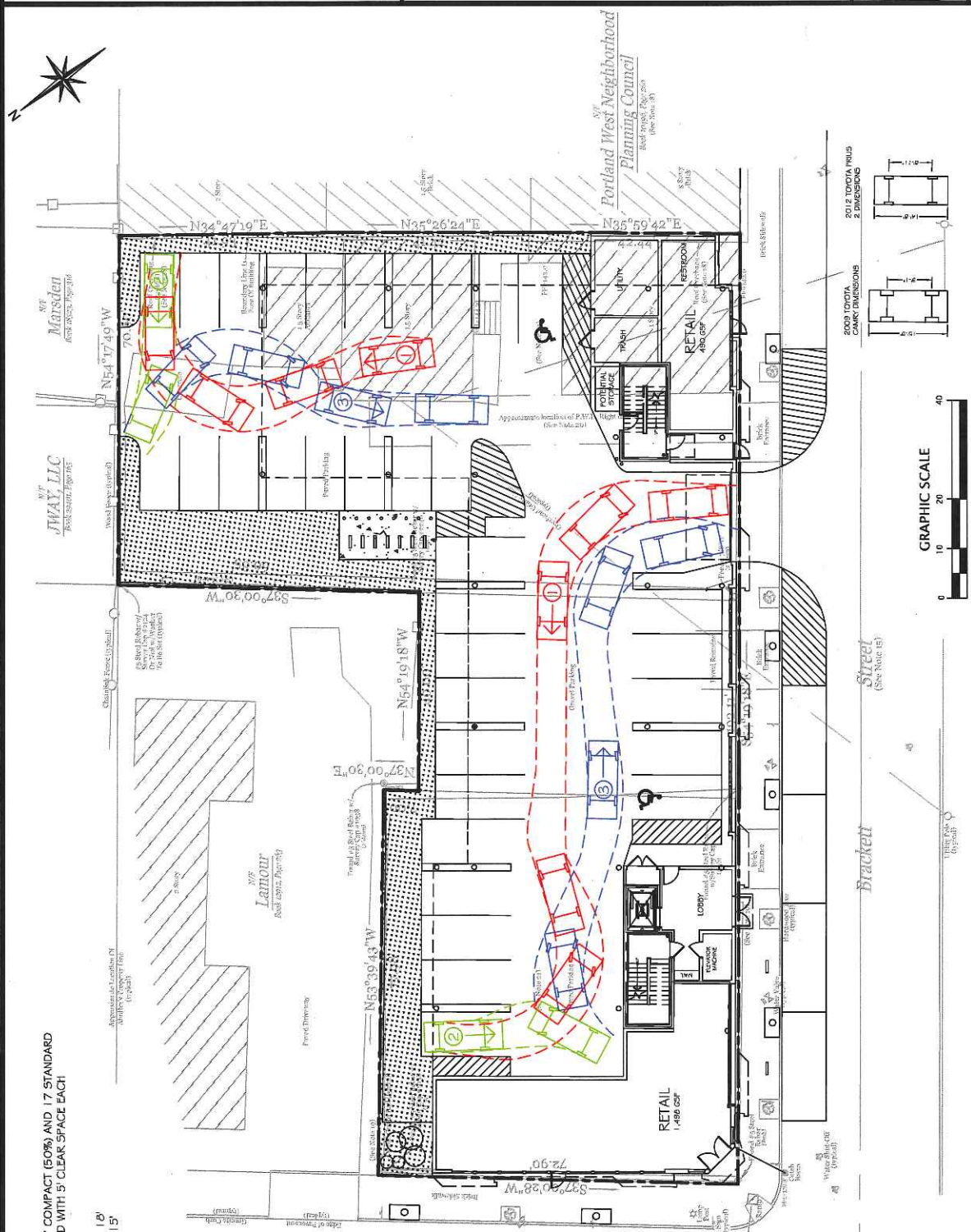
C-300

LATEST REVISION: 08/09/2012
 DATE: OCTOBER 09, 2012
 DESIGNED BY: JW
 DRAWN BY: MV
 CHECKED BY: SB
 RCF PROJECT NO: 12137

PARKING:

34 TOTAL SPACES - 17 COMPACT (50%) AND 17 STANDARD
 2 HC SPACES PROVIDED WITH 5' CLEAR SPACE EACH

STANDARD SPACE: 9' X 18'
 COMPACT SPACE: 8' X 15'



PARKING CONCEPT D

WEST END PLACE
 BRACKETT STREET, PORTLAND, MAINE
 PREPARED FOR:
 REDFERN LWS, LLC
 P.O. BOX 6816
 PORTLAND, MAINE 04101



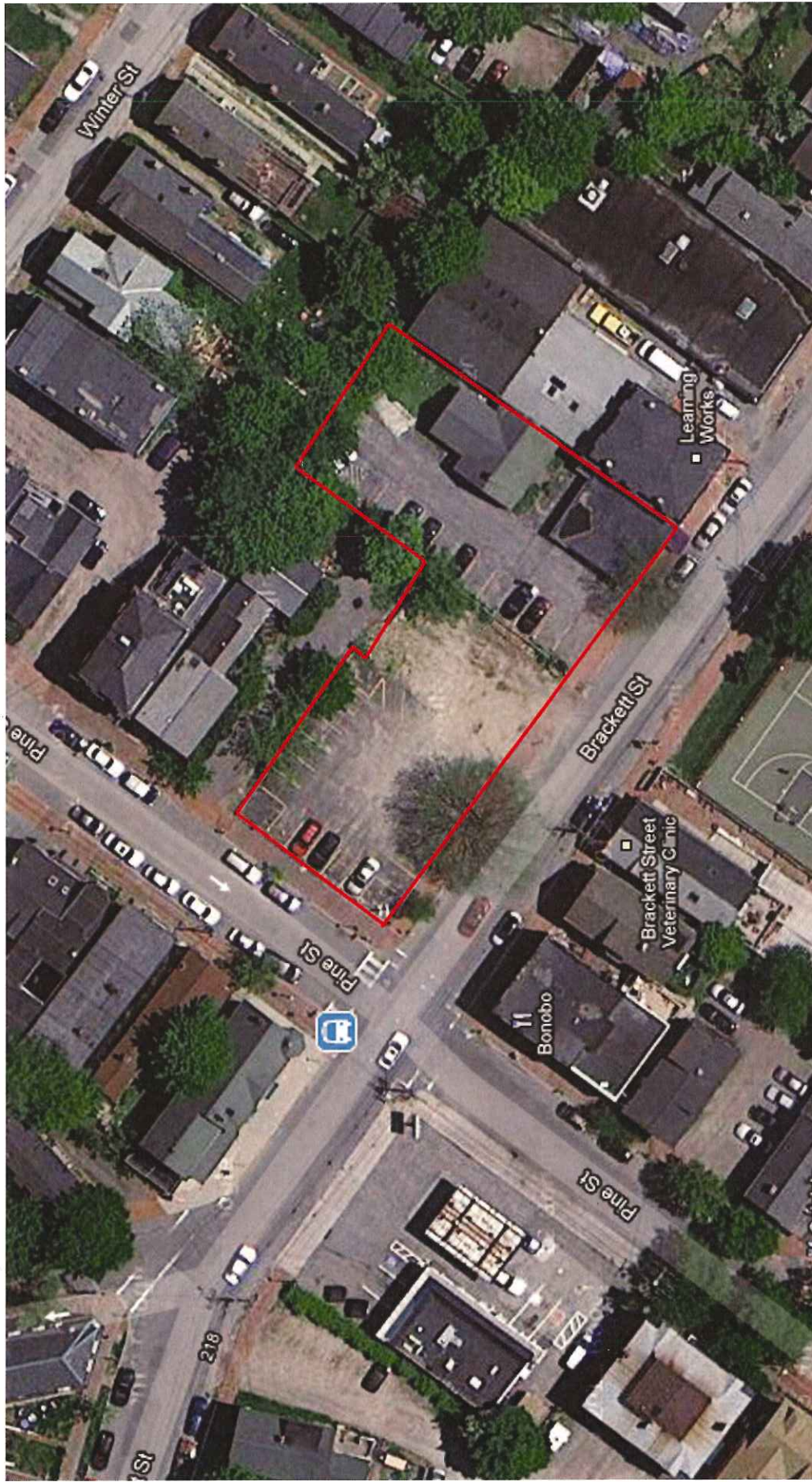
DESIGNED/DRAWN BY: JWM/VY CHECKED BY: SB
 DATE: 9/20/12
 780 BROADWAY, 50, PORTLAND, ME 04106 (207) 767-7300

SK-D

BCE 12137

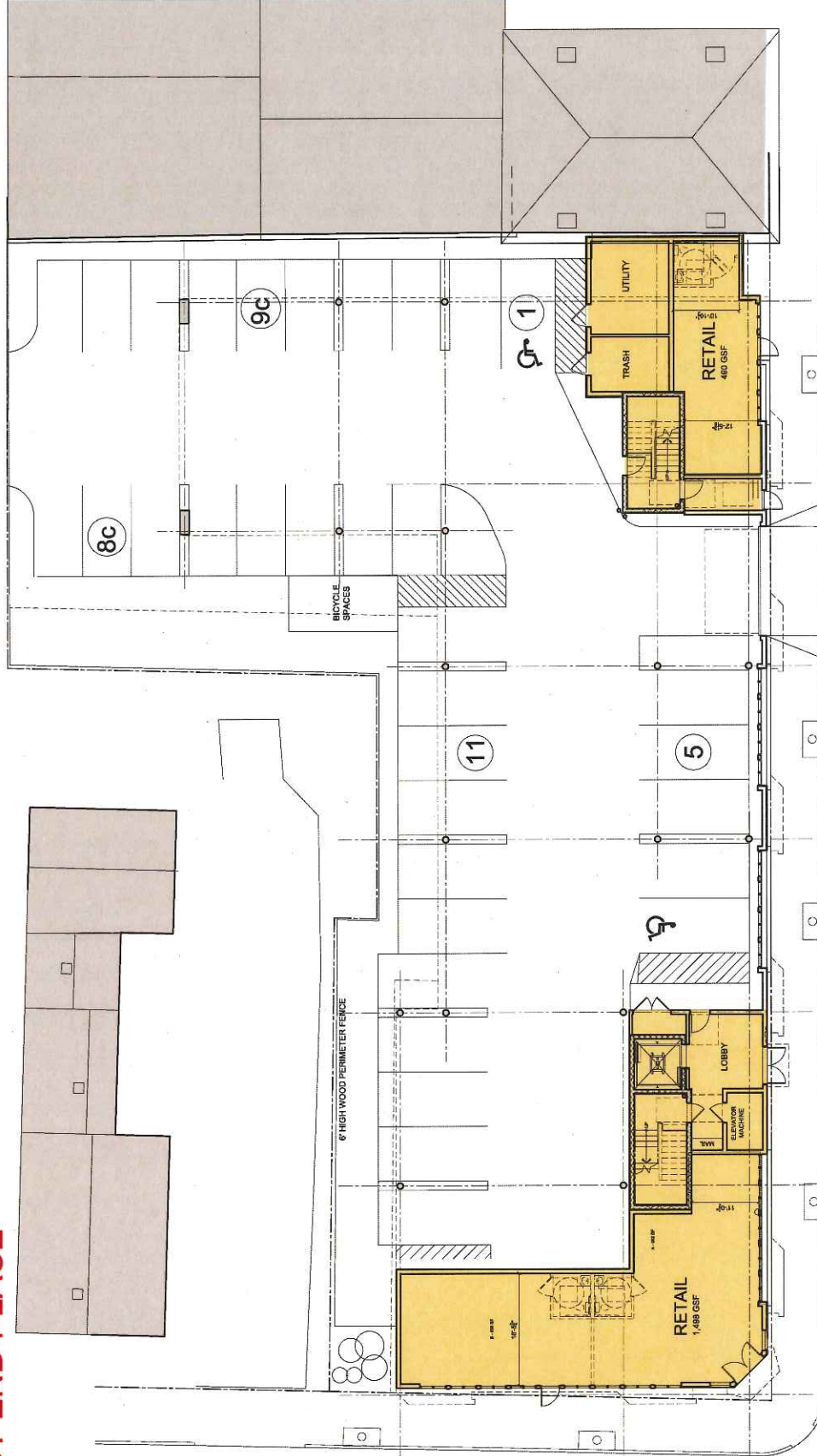
© 2012 BLAIS CIVIL ENGINEERS, PA

WEST END PLACE



OCTOBER 9, 2012

WEST END PLACE



PROPOSED SIGNAGE
NOT FOR CONSTRUCTION



BRACKETT STREET

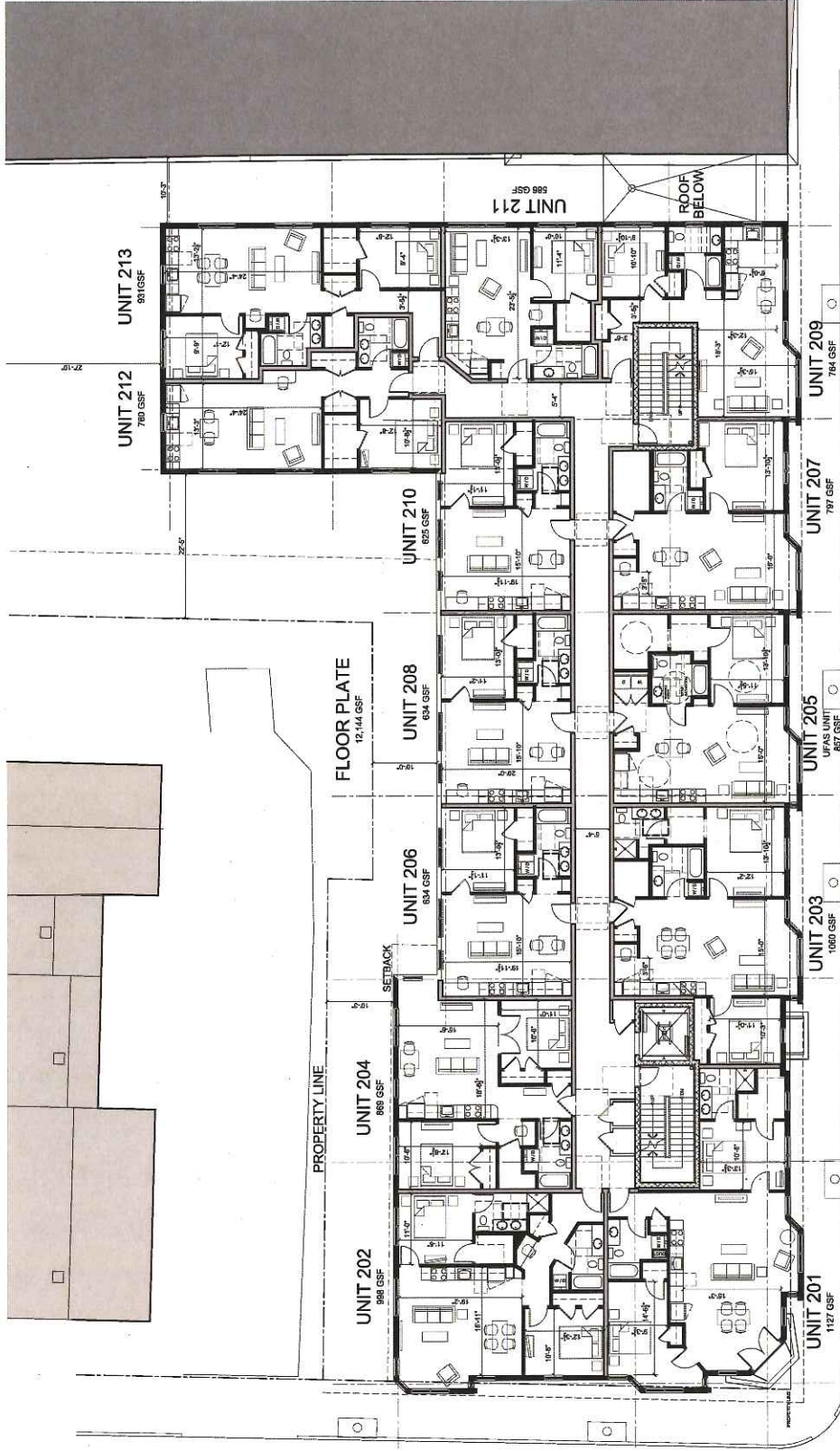
FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"



RYAN SENATORE ARCHITECTURE

OCTOBER 9, 2012

WEST END PLACE



PINE STREET
(ONE WAY) →



BRACKETT STREET

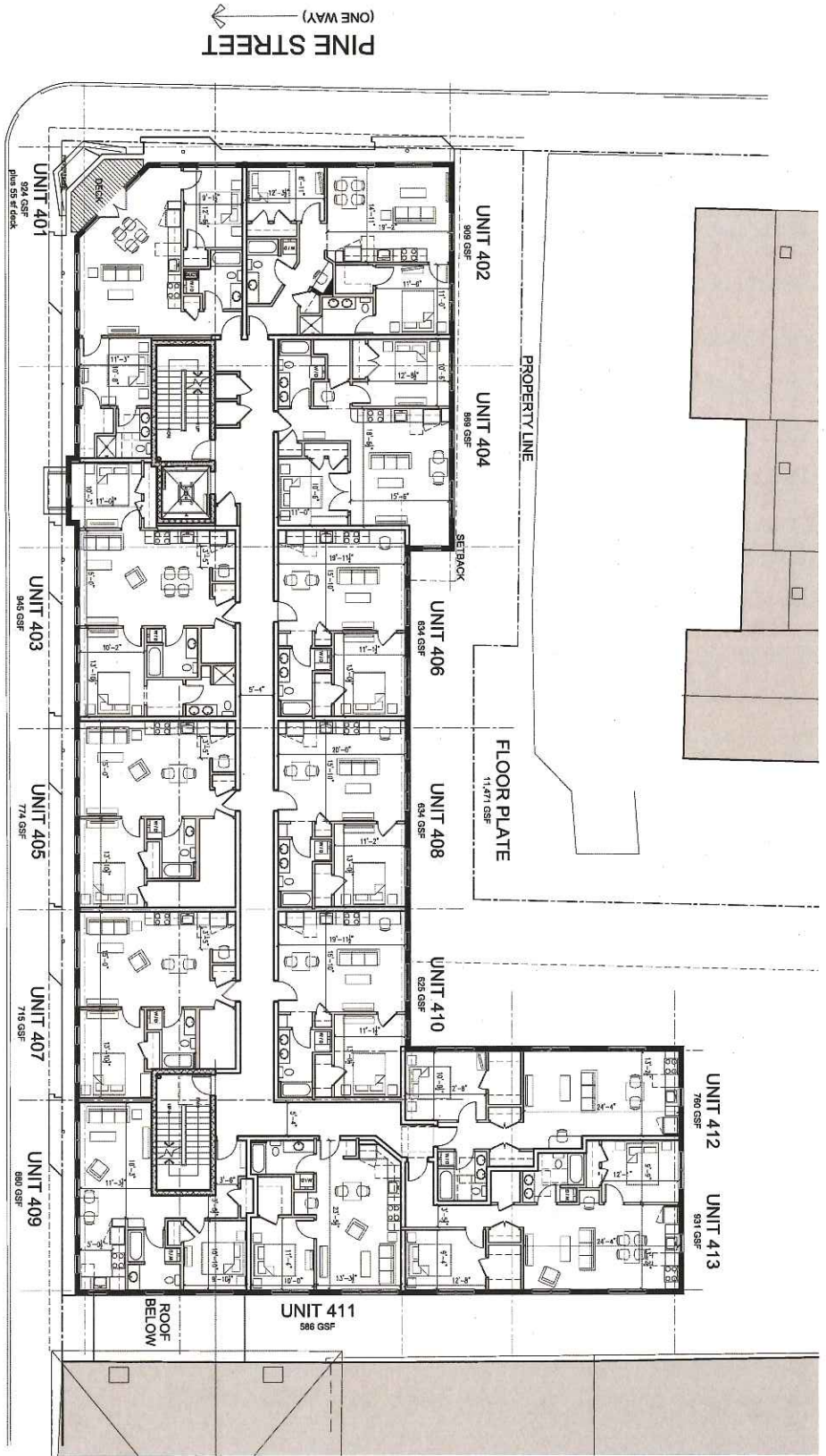
SECOND FLOOR PLAN (THIRD FLOOR SIMILAR)
SCALE 1/8" = 1'-0"

RYAN SENATORE ARCHITECTURE



WEST END PLACE

OCTOBER 9, 2012



PINE STREET
(ONE WAY)

BRACKETT STREET

FOURTH FLOOR PLAN
SCALE 1/8" = 1'-0"

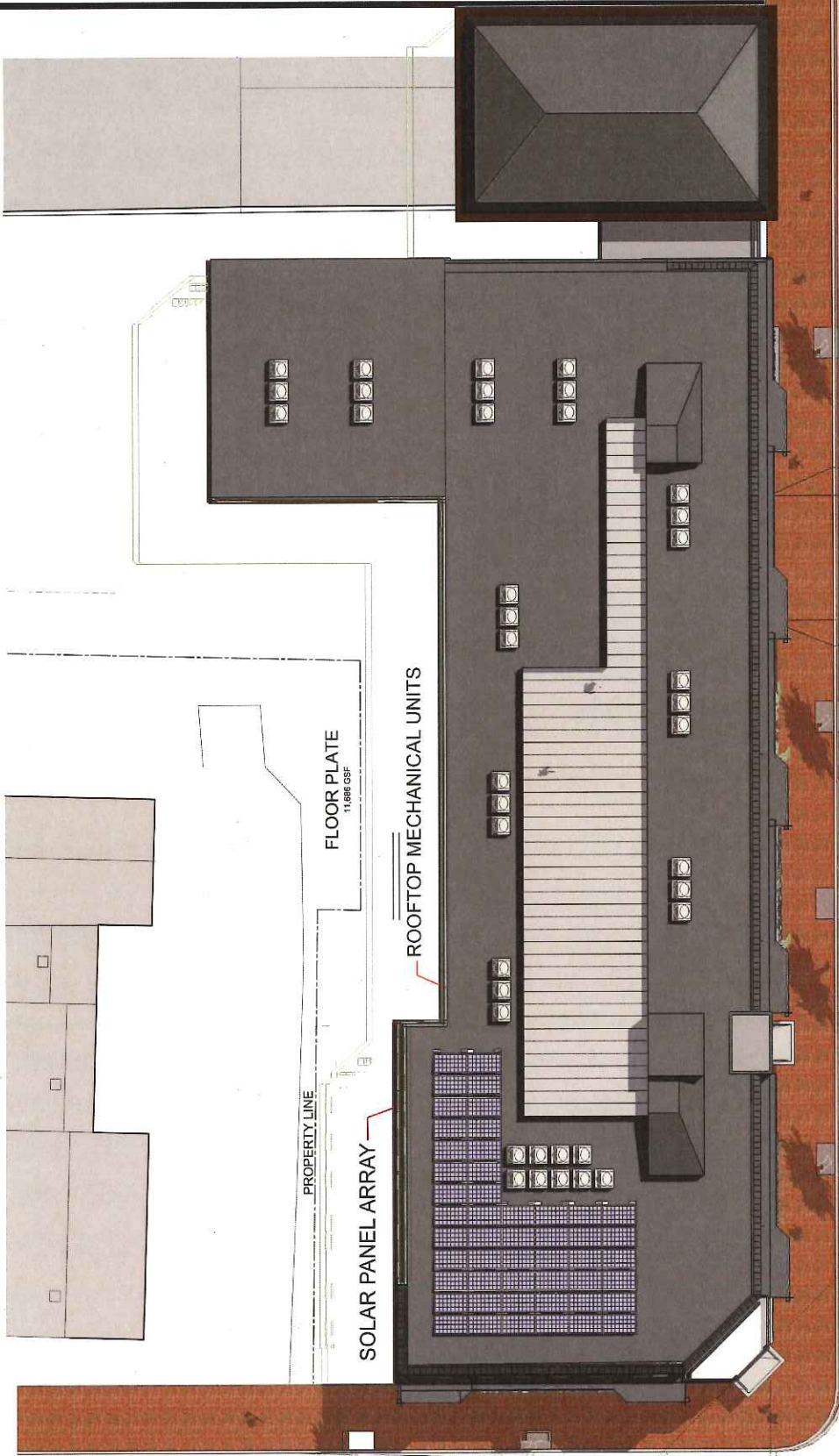


RYAN SENATORE ARCHITECTURE

PROGRESS PRINT
NOT FOR CONSTRUCTION

WEST END PLACE

AUGUST 20, 2012



ROOF PLAN
SCALE 1/8" = 1'-0"

BRACKETT STREET

PINE STREET
(ONE WAY)

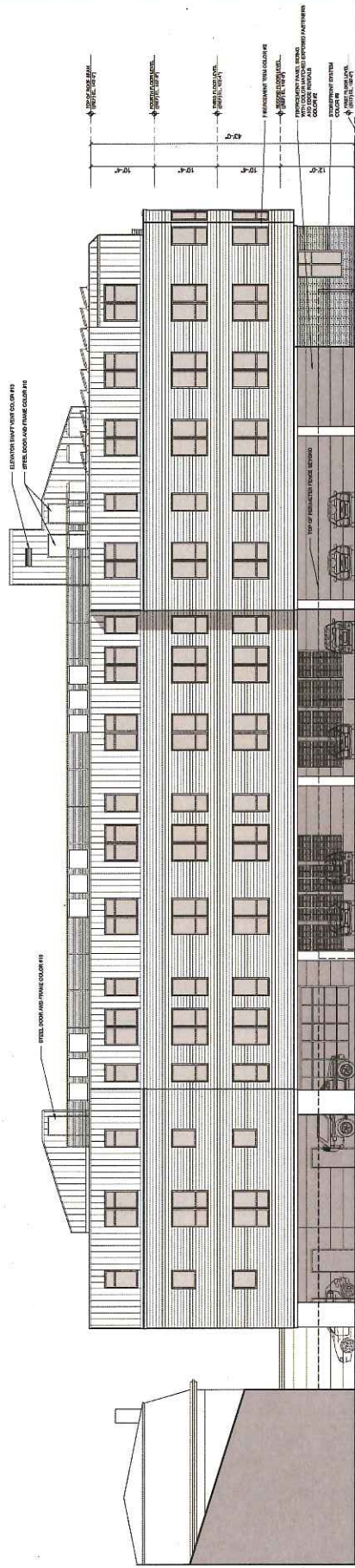


RYAN SENATORE ARCHITECTURE

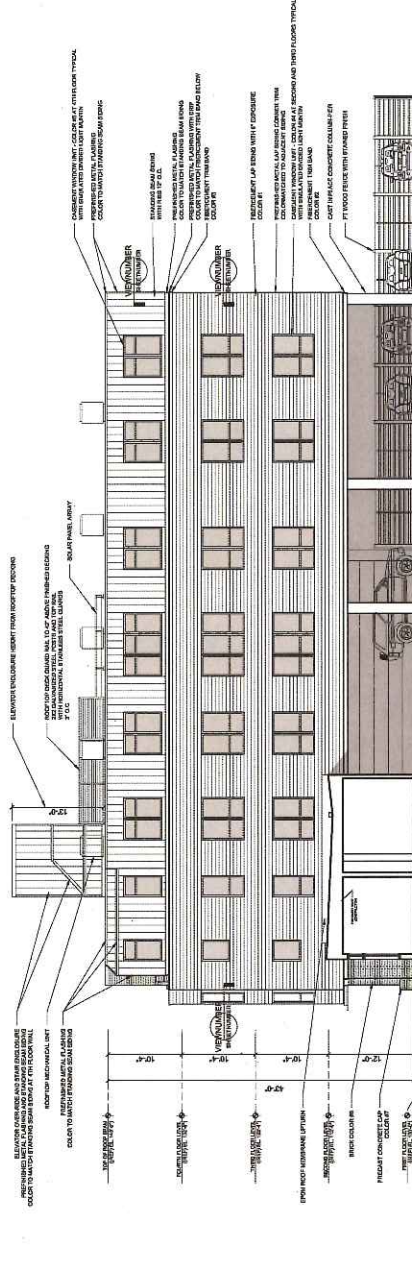


WEST END PLACE

OCTOBER 9, 2012



NORTH ELEVATION
SCALE 1/8" = 1'-0"



EAST ELEVATION
SCALE 1/8" = 1'-0"

NOT FOR CONSTRUCTION
PROJECT PRINT

RYAN SENATORE ARCHITECTURE





Ranor Mechanical

Commitment – Experience – Performance - Quality

West End Place Mechanical Equipment Noise Data:

Below is the list of equipment on the sound data on the equipment as well as the calculated sound level at the boundary line.

Mini Split Outdoor Units											
QTY	Tag #	Manufacturer	Model	Cooling Capacity BTUH	Heating Capacity BTUH	SEER	V/φ	MCA	MROPD	Sound Level Dba	Areas Served
16	COND. A	DAIKEN	2MXS18GVJU	17000	22000	16.3	208/1	11.1	20	51	APARTMENT
21	COND. B	DAIKEN	3MXS24JVJU	23600	29400	14.8	208/1	17.8	20	52	APARTMENT
2	COND. C	DAIKEN	4MXS32GVJU	29800	31200	15.25	208/1	18.0	20	54	APARTMENT

RTU SCHEDULE														
TAG	SERVICE	MFR	MODEL	OUTDOOR R AIR	SUPPLY CFM	HP	V/P/C	FLA	MCA	MOP	FUSE	COOLING CAPACITY	HEATING CAPACITY	Sound Data Dba
RTU-1	CORIDORS	Goodman	GPG13480	200	1550	3/4	208-230/1	5.8	27.1	32.1	50	4	69000	80 520

The mini split outdoor units are all below the 55db sound level. The assumption is that the sound level is measured at 3' from the unit or noise source.

To calculate the RTU sound level at the boundary the formula below is used.

$$Lp(R2) = Lp(R1) - 20 \log_{10} (R2/R1) \text{ [dB]}$$

Where:

Lp (R1) = Sound Pressure Level at the initial location

Lp (R2) = Sound Pressure Level at the new location

R1 = distance from the noise source to the initial location

R2 = distance from the noise source to the new location

So, in this case, $Lp(R1) = 80 \text{ db}$, $R1=3'$, $R2=70'$ (The 70' was calculated by looking at the 43' vertical distance from the boundary line to the roof and the worst case of 27' from the boundary to the RTU)

$$Lp(R2) = 80\text{dba} - 20 \log_{10} (70/3)$$

$$Lp(R2) = 52.6\text{dba}$$

The above information is based on the equipment data and above assumptions.

Redfern LWS, LLC
P.O. Box 8816
Portland, Maine 04104
221-5746

January 13, 2014

Barbara Barhydt
City of Portland
Planning Board Division
389 Congress Street, 4th Fl.
Portland, ME 04101

Alexander Jaegerman
City of Portland
Planning Board Division
389 Congress Street 4th Fl.
Portland, ME 04101

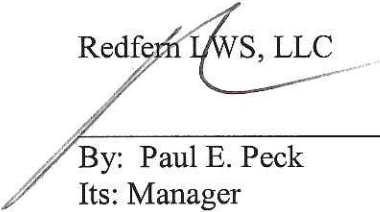
RE: West End Place – Corner of Pine Street and Brackett St.
Project ID #2012-612

Dear Alex and Barbara:

The Planning Board approved our project back on February 26, 2013. We are requesting a 12 month extension of the approval. We have been slowed by financing related delays. We hope to break ground within the next 3-4 months.

Thank you for your help. Please contact me with any questions.

Redfern LWS, LLC



By: Paul E. Peck
Its: Manager

NOTICE OF WAIVERS AS PART OF SUBDIVISION APPROVAL

On February 26, 2013, the **City of Portland Planning Board** considered and approved a proposal to create thirty-nine (39) residential apartments (twenty-four (24) one-bedroom and fifteen (15) two-bedroom units) and approximately 1,990 square feet of retail space at 40-44 Pine Street (183-189 Brackett Street), Cumberland County, Maine, on property owned or under contract to Redfern LWS, LLC, and being more particularly described in deeds recorded in the Cumberland County Registry of Deeds in Book 30511, Page 333; Book 30511, Page 335; and Book 12401, Page 1. The Planning Board reviewed the proposal for conformance with the standards of the City of Portland Subdivision Ordinance. Among other things, the Planning Board voted to approve the following Waivers:

Waivers

1. The Planning Board voted 5-0 (O'Brien, Silk absent) to waive the requirement of Section 1.7.2.3 of the City's Technical Manual that any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress, with a preferred width of 24 feet, to allow the driveway width to be 18 feet.

2. The Planning Board vote 5-0 (O'Brien, Silk absent) to waive the requirement of Section 1.14 of the City's Technical Manual that show a 24 ft. wide drive aisle is required for perpendicular parking, to allow a reduction to 22 foot aisle width for the parking garage.


3. The Planning Board voted 5-0 (O'Brien, Silk absent) to waive the requirement of Section 1.14 of the City's Technical Manual that parking lots with greater than 10 spaces may be comprised of up to 20% compact parking spaces, to allow 17 compact spaces which is 50% of the total number.

4. The Planning Board voted 5-0 (O'Brien, Silk absent) to waive the requirement of Section 14-526 (b) (2) (b) (iii) Street Trees which requires that multi-family residential developments shall provide a minimum of one tree per unit, to allow the applicant to contribute \$6,600 to the City of Portland Tree Fund for the cost of required street.

5. The Planning Board voted 5-0 (O'Brien, Silk absent) to waive the Technical Standard, Sections 12.2.3 Illumination Levels and 12.2.5 Light Trespass, to allow the locations near the building where maximum light levels are exceeded by up to 4 foot candles, and to allow some minor trespass at the property boundaries that benefit the pedestrian areas.

This certificate is being recorded pursuant to 30-A M.R.S.A. § 4406, but in advance of the recording of the subdivision plat in order to ensure that a public record is made and recorded within 90 days from the granting of the waiver or variance from such subdivision standard. The fact of the granting of the within waivers will also appear on the subdivision plat, when recorded.

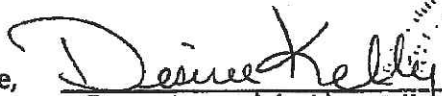
Dated this 20th day of May, 2013.



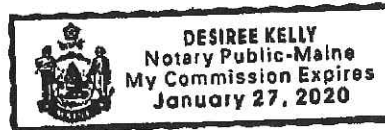
Jeff Levine
City of Portland

STATE OF MAINE
COUNTY OF CUMBERLAND, ss. _____, 2013

Then personally appeared the above named Jeff Levine and acknowledged the foregoing instrument to be his/her free act and deed in his/her said capacity and the free act and deed of the said Portland Planning Board.

Before me, 
Printed Name: Desiree Kelly
Notary Public/Maine Attorney at Law
My Commission Expires: 1/27/2020

SEAL



Received
Recorded Register of Deeds
May 21, 2013 09:56:43A
Cumberland County
Pamela E. Lovley

Shukria Wiar - Waivers

From: Shukria Wiar
To: jonathan@redfernproperties.com
Date: 3/20/2013 11:33 AM
Subject: Waivers

Hello:

I just want to remind you that the waivers passed by the Planning Board on Feb. 26th, 2013 for the West Place will need to be recorded within 90 days of approval. The following are the approved waivers:

WAIVERS

1. The Planning Board voted 5-0 (O'Brien, Silk absent) to waive the requirement of Section 1.7.2.3 of the City's Technical Manual that any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress, with a preferred width of 24 feet, to allow the driveway width to be 18 feet.
2. The Planning Board voted 5-0 (O'Brien, Silk absent) to waive the requirement of Section 1.14 of the City's Technical Manual that show a 24 ft. wide drive aisle is required for perpendicular parking, to allow a reduction to 22 foot aisle width for the parking garage.
3. The Planning Board voted 5-0 (O'Brien, Silk absent) to waive the requirement of Section 1.14 of the City's Technical Manual that parking lots with greater than 10 spaces may be comprised of up to 20% compact parking spaces, to allow 17 compact spaces which is 50% of the total number.
4. The Planning Board voted 5-0 (O'Brien, Silk absent) to waive the requirement of Section 14-526 (b) (2) (b) (iii) Street Trees which requires that multi-family residential developments shall provide a minimum of one tree per unit, to allow the applicant to contribute \$6,600 to the City of Portland Tree Fund for the cost of required street.
5. The Planning Board voted 5-0 (O'Brien, Silk absent) to waive the Technical Standard, Sections 12.2.3 Illumination Levels and 12.2.5 Light Trespass, to allow the locations near the building where maximum light levels are exceeded by up to 4 foot candles, and to allow some minor trespass at the property boundaries that benefit the pedestrian areas.

If you have any questions, please let me know.

Thank you.

Shukria

*Shukria Wiar, Planner
Planning Division, City of Portland
389 Congress Street
Portland, ME 04101
Ph: 207-756-8083
Fax: 207-756-8258*

Shukria Wiar - Re: West end place

From: Shukria Wiar
To: Paul Peck
Date: 3/21/2013 9:24 AM
Subject: Re: West end place
CC: jonathan@redfernproperties.com

Good Morning:

This is not a waiver and is a condition of approval as part of the site plan. The conditons for site plan do not need to be on the subdivision plat but this specific condition and the conditions of approval for the subdivision should be on the Mylar:

That the parking required for the proposed development has been determined by the Planning Board to be 34 spaces for the proposed uses within the mixed use building, which include 39 residential units and less than 2,000 square feet of retail space. This determination is based upon the on-going implementation and annual monitoring as provided in the Transportation Demand Management Plan for the West End Place project.

That the Subdivision Plat shall be finalized to the satisfaction of the Planning Authority, Department of Public Services and Corporation Counsel;

That the following shall be finalized to the satisfaction of the Corporation Counsel prior to the issuance of a Certificate of Occupancy:

- a. Pedestrian access easement for the areas of the sidewalk that are not in the right of way;
- b. Stormwater management agreement;
- c. License for the overhang of the bay on to the City right-of-way.

That the applicant shall submit a Stormwater Management and Stormwater Pollution Prevention Plan in accordance with Chapter 32 of the City's Code for review and approval by the Planning Authority and Department of Public Services prior to the recording of the subdivision plat. The applicant and all assigns shall comply with the conditions of Chapter 32 Stormwater including Article III, Post-Construction Storm Water Management, which specifies the annual inspections and reporting requirements. The developer/contractor/subcontractor must comply with conditions of the final approved Stormwater Management and Stormwater Pollution Prevention Plans and the approved plans, and meet City standards and State guidelines.

Please let me know if you have any questions.

Thank you.

Shukria

>>> Paul Peck <ppeck34@yahoo.com> 3/20/2013 5:58 PM >>>

Hi Shukria. The planning board also waived the parking requirements to allow 35 spots. Should that also be on the Mylar?

Sent from my iPhone

Shukria Wiar - Re: Fwd: West End Place Bay Window License Agreement

From: Danielle West-Chuhta (Danielle West-Chuhta)
To: Shukria Wiar
Date: 12/12/2012 1:45 PM
Subject: Re: Fwd: West End Place Bay Window License Agreement

I am ok with leaving out the revocability for any reason, but the other items should be addressed.

>>> Shukria Wiar 12/12/2012 11:10 AM >>>
Hello:

I got a call from Paul Peck (he has a call into Jeff Levine and Greg Mitchell as well). He stated that the license agreement language he submitted is the exact language used in other projects that got approvals. He mentioned that Barbara has provided some examples of the language, David LLOYD's project on Waterville Street and Peter Bass's project on Chestnut Street.

Mr. Peck claims that language "the license has to also be revokable for any reason" will hurt this project since lenders will not lend money.

Please advise as to how to proceed.

Thanks.

Shukria

>>> Paul Peck <ppeck34@yahoo.com> 12/12/2012 9:45 AM >>>

Good morning. I have a call into you. The license agreement was drafted using a form provided by Barbara that the city has entered into for other properties. The license can not be revocable for any reason since then no lender would lend on the bld and we would not build it. Please give me a call when you can 712-5891. Thank you.

From: Shukria Wiar <SHUKRIAW@portlandmaine.gov>
To: jonathan@redfernproperties.com; Paul Peck <ppeck34@yahoo.com>
Cc: Barbara Barhydt <BAB@portlandmaine.gov>
Sent: Wednesday, December 12, 2012 9:30 AM
Subject: Re: Fwd: West End Place Bay Window License Agreement

Good Morning:

Danielle West-Chuhta, Corporate Counsel, has reviewed the license agreement language and offers the following comments:

- a. The insurance certificate of coverage needs to be submitted for review; we need to see if applicant has sufficient coverage.
- b. The language of the license needs to be amended in several regards: 1) the indemnification paragraph has to indicate that they will defend and indemnify the City - not just indemnify the City; 2) paragraph 3 should be removed; and 3) the license has to also be revokable for any reason (not just the two reasons listed).

If you have any questions, please do not hesitate to contact me.

REVOCABLE
LICENSE AGREEMENT

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which is hereby acknowledged, the CITY OF PORTLAND, a Maine body corporate and politic, with a mailing address of City Hall, 389 Congress Street, Portland, Maine 04101 (the "City"), hereby GRANTS to Redfern LWS, LLC, a Maine limited liability company with a place of business in Portland, Maine and mailing address of P.O. Box 8816, Portland, Maine 04104 (hereinafter "Licensee"), a revocable license to occupy land and air areas on or over land owned by the City on Brackett Street and Pine Street, in Portland, Cumberland County, Maine, which land abuts the property of Redfern LWS, LLC for the purpose of allowing encroachments by certain bay windows of the buildings and improvements constructed by Redfern LWS, LLC over the City's land, as shown on Exhibit A attached hereto and made a part hereof. The license granted in this agreement is subject to the following conditions:

1. Redfern LWS, LLC, its successors and assigns, shall indemnify the City, its officers, agents and employees from any and all claims which arise out of its use, or the use of others, of the City's property encroached upon as described above.
2. Licensee shall procure and maintain liability insurance in an amount of not less than Four Hundred Thousand Dollars (\$400,000) combined single limit, (or any amount noted in the Maine Tort Claims Act, as may be amended from time to time), covering claims for bodily injury, death and property damage and shall either name the City of Portland as an additional insured with respect to such coverage or shall obtain a contractual liability endorsement covering the obligations of Licensee under the terms of this license.
3. This license is assignable without notice or consent of the City to any subsequent owners of the buildings located on the land described on the approved site plan for West End Place Apartments, Portland, Maine and depicted on Exhibit B attached hereto.
4. This license may be revoked upon six (6) months written notice by the City in the event that: 1) the buildings shown on the attached plans (Exhibits A and B) fail to be constructed substantially in accordance with such plans or amendments thereto; 2) the buildings shown on such plans or any amendments thereto are destroyed, removed or otherwise thereafter cease to exist on the site at Pine Street and Brackett Street, for a period of two years or more.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed this ___ day of _____.

CITY OF PORTLAND

By: _____
Mark Rees
City Manager

STATE OF MAINE
CUMBERLAD, SS.

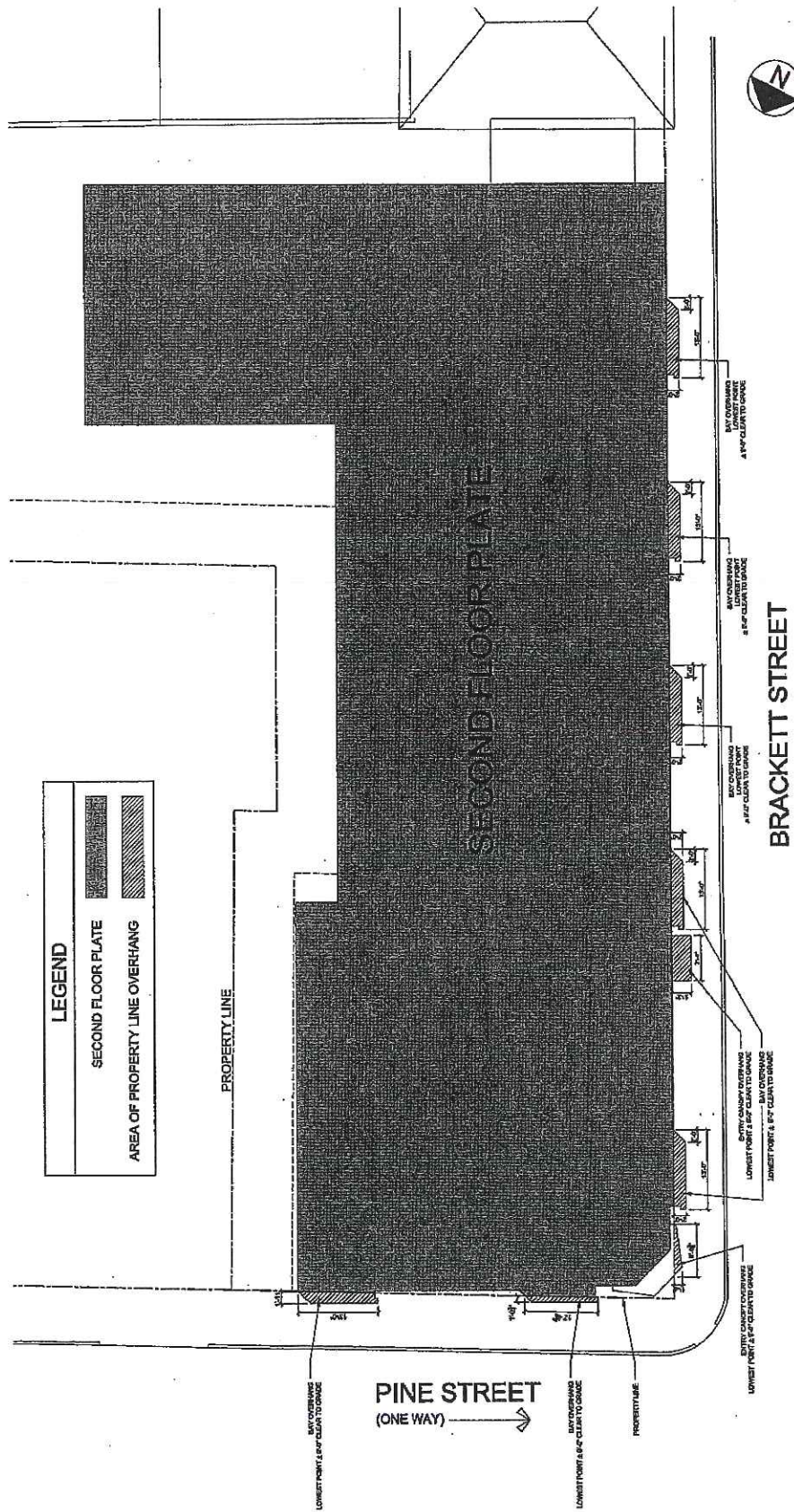
_____, 2012

PERSONALLY APPEARED, the above named Mark Rees, City Manager of the City of Portland as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of the City of Portland.

Notary Public
Printed name: _____
My Commission Expires: _____

DECEMBER 3, 2012

WEST END PLACE



LEGEND

	SECOND FLOOR PLATE
	AREA OF PROPERTY LINE OVERHANG

PROPERTY LINE OVERHANG PLAN
SCALE: 1/8" = 1'-0"



RYAN SENATORE ARCHITECTURE

MEMORANDUM



TO: Shukria Wiar, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: February 7, 2013
RE: West End Place, Final Level III Site Plan Application

Woodard & Curran has reviewed the Response to Comments on the Final Level III Site Plan Application for West End Place at 40 Pine Street and 183-189 Brackett Street in Portland, Maine. The project proposes to construct a mixed-use building containing two ground floor retail suites and 39 residential apartments on floors 2-4, with ground level parking.

Documents Reviewed by W&C

- Final Level III Site Plan Application, dated January 30, 2013, prepared by Redfern LWS, LLC.
- Engineering Plans, Sheets C1-1 through C1-3, & C3-1 through C3-3, revised January 18, 2013, prepared by Blais Civil Engineers, on behalf of Redfern LWS, LLC.
- Stormwater Management Report, revised January 18, 2013, prepared by Blais Civil Engineers, on behalf of Redfern LWS, LLC.

Comments

- 1) The Applicant's response to comments and the proposed use of a below-grade stormwater detention/infiltration system adequately addresses the comments contained in the review memorandum from Woodard & Curran dated October 30, 2012.
- 2) The Applicant proposes to use a StormTank system to help detain and infiltrate stormwater below the parking lot of the proposed building structure. The location of these tanks is depicted on the Utilities, Grading, and Landscaping Plan. A cross section detail and a tank observation port detail is depicted on the project detail sheets. The Applicant should clarify how the below grade tank space can be accessed for inspection and maintenance, and should identify the procedures for inspecting and cleaning the system. Access locations should be noted on the project plans and procedures for inspecting and cleaning the system should be included in the Inspection and Maintenance Report.
- 3) The Applicant proposes a new manhole along the 15" VC combined sewer pipe within Brackett Street to connect the project's storm drain system. A City of Portland standard precast concrete manhole detail should be included within the project plans.

Shukria Wiar - 40-44 Pine Street Project

From: Jeff Tarling
To: Shukria Wiar
Date: 2/13/2013 2:59 PM
Subject: 40-44 Pine Street Project
CC: Barbara Barhydt ; David Margolis-Pineo
Attachments: ChectnutPlanter.JPG

Hi Checkrow -

I have reviewed the recent site plan proposed for the 40 - 44 Pine Street project and offer the following comments and conditions:

The proposed 40-44 Pine Street project seems to have less 'green space' or landscape treatment than similar recently approved residential projects such as Walker Terrace, projects on Danforth Street, State Street, Pearl Street. This is partially due to the limited lot size and the proposed build out of this particular site. The project does include street trees along the frontage on Pine and Brackett Streets. Recommendations to include 'green walls' or adequately screen the parking section of ground level with vines / plant material were not clear in the final design. Condition of approval would be to include landscape treatment along with the structural screening for the parking section of the project. This planting could include vines, herbaceous or woody plants along the wall frontage. Due to limited space a curbed edge along the sidewalk similar to the one used at the Chestnut Street lofts should be considered. (see attached photo)

Jeff Tarling
City Arborist



PORTLAND MAINE

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Public Services Department
Michael J. Bobinsky, Director

20 February 2013

Mr. Jonathan Culley,
Redfern LWS LLC
P.O. Box 8816,
Portland, Maine 04104

RE: The Capacity to Handle Wastewater Flows, from "West End Place," a Proposed Apartment-Retail Building, at the Northeast Corner, of the Brackett and Pine Street Intersection.

Dear Mr. Culley:

The existing fifteen inch vitrified clay sewer pipe, located in Brackett Street, and the existing eighteen inch vitrified clay sewer pipe, located in Pine Street, have adequate capacity to **transport**, while The Portland Water District sewage treatment facility, located off Marginal Way, has adequate capacity to **treat**, the total anticipated increase in wastewater flows of **7,279 GPD**, from the proposed apartment-retail building.

The City combined sewer overflow (C.S.O.) abatement consent agreement (with the U.S.E.P.A., and with the Maine D.E.P.) requires C.S.O. abatement, as well as storm water mitigation, in order to offset any increase in sanitary flows, from all projects.

If the City can be of further assistance, please call 874-8832.

Sincerely,
CITY OF PORTLAND

Frank J. Brancely, B.A., M.A.
Senior Engineering Technician

FJB

Anticipated Increase in Wastewater Flows from the Proposed Apartment-Retail Building:

The Proposed Apartments:

24 Proposed One Bedroom Units @ 180 GPD/Unit	=	4,320 GPD
15 Proposed Two Bedroom Units @ 180 GPD/Unit	=	<u>2,700 GPD</u>
	=	7,020 GPD

The Proposed Retail Outlets:

1,990 Proposed Square Feet @ 0.1 GPD/Square Foot	=	199 GPD
4 Assumed Employees @ 12 GPD/Employee	=	<u>48 GPD</u>
	=	247 GPD

Total Wastewater Design Flow, from the Proposed Mixed Use Project: = 7,267GPD

Total Anticipated Increase in Wastewater Flows for this Project = 7,267 GPD

CC: Jeffrey Levine, Director, Department of Planning, and Urban Development, City of Portland
Barbara Barhydt, Development Review Services Manager, Department of Planning, and Urban Development, City of Portland
Shukria Wiar, City Planner, Department of Planning, and Urban Development, City of Portland
David Margolis-Pineo, Deputy City Engineer, City of Portland
Michael Farmer, P.E., Project Engineer, City of Portland
Bradley A. Roland, P.E., Environmental Projects Engineer, City of Portland
John Emerson, Wastewater Coordinator, City of Portland
Rhonda Zazzara, Field Inspection Coordinator, City of Portland
Harold Downs, Senior Wastewater Technician, City of Portland
Jane Ward, Administrative Assistant, City of Portland

MEMORANDUM

To: FILE

From: Shukria Wiar

Subject: Application ID: 2012-612

Date: 2/26/2013

Comments Submitted by: Marge Schmuckal/Zoning on 2/22/2013

I have updated my review based on the most current information submitted. The applicant submitted information showing that the maximum height requirement is being met.

The Planning Board is allowed to approve parking spaces off-site as stated under 14-334. Thirty-nine parking spaces are required for the 39 dwelling units. Thirty-four parking spaces are shown on-site with the balance being shown off-site.

All other B-1 zone requirements are being met at this time. The conditions that were outlined in my memo dated 11/1/2012 are still in force.

Marge Schmuckal
Zoning Administrator