**MMC ONGOING ITEMS**

|  |  |  |  |
| --- | --- | --- | --- |
| **Investment Genesis**  | **Investment** | **Amount** | **Staff** |
| Institutional Overlay Zoning[[1]](#footnote-1)  | Healthy Neighborhoods Program aka MOU | TBD anticipated total $500-800 k investment over x years to start-up of Healthy Neighborhoods partnership. Programs for MMC area neighborhoods for housing creation, housing rehab, job training and/or community health. | Housing replacement ($50+K/unit x 18 units = $900K) to HNHF |
| Institutional Overlay Zoning[[2]](#footnote-2) | Caring Community Grants aka Grants | $30,000 per year to Neighborhood Assoc or related entity working in the five neighborhoods. Distributed by Neighborhood Advisory Committee (allowable uses enumerated in ch.14) |  |
| Current Expansion Project Community Benefit Agreement (related to Expansion Project)  | St. John Valley St Playground/Basketball Courts aka CBA | $100,000 | Ethan (following on CDBG application) |
| Current Expansion Project Community Benefit Agreement (same) | Western Prom Infrastructure aka CBA | $100,000 | Deb, Ethan (through Master Plan) |
| Current Expansion Project Community Benefit Agreement (same) | Bramhall Square Rebuild aka CBA | $100,000 | Ethan, Deb, Spencer |
| Current Expansion Project (St. John garage condition of approval) | Western Promenade trail improvements | $50,000 | Ethan, Deb (following on Western Prom plan) |
| Current Expansion Project Community Benefit (completed not part of CBA) | Bramhall Square Holiday Lights (installed) | $6,000 |  |

**MMC Community Investment Approach related to IOZ adoption and Expansion Project**

Items in Red- Are requirements of the IOZ Zoning change/ Items in Blue- are tied to the current Expansion Project commitments between City, Neighborhood Assoc. and MMC

**West End Traffic Work (tied to IDP[[3]](#footnote-3))(with follow-up scope coordination through DPW via email)**

- Submit to city ASAP

- Debrief February NAC

- Public meeting post-NAC (hosted by city w/ MMC)

- [Stairs on Congress?]

**RTI**

**Signal Work (tied to site plan)**

**1 St. John/D Street -**

(STJ) Prior to issuance of a CO for St. John garage, the applicant shall provide design plans and equipment specifications for the D Street signal for review and approval by the Department of Public Works.  Within one week of certificate of occupancy and six months thereafter if necessary, the applicant shall provide an assessment of the operation of the D Street intersection for review by the Department of Public Works.  Should such an assessment show that the signal at this intersection is warranted, the applicant shall submit a plan for activation of the signal for review and approval by the Department of Public Works. Following such approval, the applicant shall activate the D Street signal under the supervision of the Department of Public Works;

**2 Congress/St John –**

(STJ) Prior to issuance of a demolition permit for the Gilman Garage, the applicant shall submit a plan for traffic signal changes at Congress Street/St. John Street that would allow for concurrent pedestrian phasing for review and approval by the Department of Public Works.  The applicant shall implement such a plan following approval;

**3 Congress/Valley -**

(STJ) Prior to issuance of a demolition permit for the Gilman Garage, the applicant shall submit a plan for the Congress Street/Valley Street intersection under a traffic signal removal scenario, including recommendations that provide for safe pedestrian movements, for review and approval by the Department of Public Works, and coordinate with MaineDOT on traffic signal removal.  The applicant shall implement such a plan following approval. If MaineDOT does not approve of the removal, the applicant shall submit a plan for traffic signal equipment modifications at the Congress Street/Valley Street intersection to allow for concurrent pedestrian phasing at Congress Street/St. John Street for review and approval by the Department of Public Works.  The applicant shall implement such a plan following approval;

(CST) Within three months of the removal of the traffic signal at Valley Street and full occupancy of the Employee Garage at St. John Street, the applicant shall conduct a monitoring study of the Congress Street/Gilman Street intersection, with methods and scope to be approved by the Department of Public Works.  Should the monitoring study show that safety-related improvements as discussed in the Traffic Impact Study are necessary, the applicant shall design and implement such improvements with the review and approval of the Department of Public Works and Planning Authority;

**4 Park/Valley –**

(CST) Within three months following full occupancy of the Employee Parking Garage on St. John Street and the completion of the St. John Street improvements as required by Dunkin’ Donuts, the applicant shall conduct a monitoring study of the Park Avenue/Valley Street intersection, with methods and scope to be approved by the Department of Public Works.  Should the monitoring study show that safety-related improvements as discussed in the Traffic Impact Study are necessary, the applicant shall design and implement such improvements with the review and approval of the Department of Public Works and Planning Authority;

**5 St. John/A-**

(CST) Within three months following full occupancy of the Employee Garage on St. John Street, the applicant shall conduct a monitoring study of the St. John Street/A Street intersection, with methods and scope to be approved by the Department of Public Works.  Should the monitoring study show that safety-related improvements as discussed in the Traffic Impact Study are necessary, the applicant shall design and implement such improvements with the review and approval of the Department of Public Works and Planning Authority;

1. *14-282(l)3(b)- Healthy Neighborhoods Program- MMC shall initiate and adopt a memorandum of understanding (MOU) by and between the MMC, the City of Portland, an identified Community Housing Development Organization and any other community partners that may be identified later establishing a Healthy Neighborhoods program. Such a program shall be designed to fund and execute housing and community improvement and development programs in St. John Valley and the other neighborhoods surrounding MMC’s Bramhall Campus.* [↑](#footnote-ref-1)
2. *14-282 (l)3(a)-Caring Community Grants- MMC shall develop an annual grant program with available funds of up to $30,000. Goals, priorities, eligibility requirements, program guidelines and allocation approach will be developed by the MMC Neighborhood Council, as described in Chapter 6 of the IDP approved on September 26, 2017. Neighborhood associations or other entities located or operating in the St. John Valley, Parkside, West End, Western Promenade and Libbytown neighborhoods may apply for grant funding relating to the following initiatives* [↑](#footnote-ref-2)
3. *(p. 73) FUTURE TRANSPORTATION PLANNING CONSIDERATIONS*

*MMC continues to solicit input from its neighbors to identify transportation-related issues and possible improvements that should receive additional consideration during the planning and design of future projects by MMC and the City. Key issues identified in this process to date include the following:*

*• Chadwick Street: A portion of Chadwick Street is one-way. The conversion to two-way could reduce the amount of traffic going further into the West-end neighborhood and help slow vehicular speeds to levels that are safer for pedestrians and bicyclists.*

*• Chadwick Street at West Street: Neighbors have observed low compliance with stop-signs and two-way travel on one-way streets.*

*• Vaughan Street at Bramhall Street: This*

*is a difficult intersection geometry for pedestrians, cyclists and vehicles.* [↑](#footnote-ref-3)