

67-K-19

2006-0021

63 Frederic St.

Amendment - Fore River Apts.

Avesta Fore River Housing

**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
DRC Copy**

2006-0021

Application I. D. Number

1/26/2006

Application Date

Amendment to Plan - Fore River Apart

Project Name/Description

Avesta Fore River Housing Lp

Applicant

307 Cumberland Ave , Portland, ME 04101

Applicant's Mailing Address

63 - 63 Frederic St, Portland, Maine

Address of Proposed Site

067 K019001

Assessor's Reference: Chart-Block-Lot

Consultant/Agent

Agent Ph: _____ **Agent Fax:** _____

Applicant or Agent Daytime Telephone, Fax

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Parking Lot Other (specify) **Amendment to Plan**

Proposed Building square Feet or # of Units _____

Acreeage of Site _____

Zoning _____

Check Review Required:

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Site Plan
(major/minor) | <input type="checkbox"/> Subdivision
of lots _____ | <input type="checkbox"/> PAD Review | <input type="checkbox"/> 14-403 Streets Review |
| <input type="checkbox"/> Flood Hazard | <input type="checkbox"/> Shoreland | <input type="checkbox"/> Historic Preservation | <input type="checkbox"/> DEP Local Certification |
| <input type="checkbox"/> Zoning Conditional
Use (ZBA/PB) | <input type="checkbox"/> Zoning Variance | | <input type="checkbox"/> Other _____ |

Fees Paid: Site Pla _____ Subdivision _____ Engineer Review _____ Date _____

DRC Approval Status:

Reviewer _____

- Approved Approved w/Conditions
See Attached Denied

Approval Date _____ Approval Expiration _____ Extension to _____ Additional Sheets
Attached

Condition Compliance _____
signature date

Performance Guarantee Required* Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

- | | | | |
|---|----------------|--|-----------------|
| <input type="checkbox"/> Performance Guarantee Accepted | _____ | _____ | _____ |
| | date | amount | expiration date |
| <input type="checkbox"/> Inspection Fee Paid | _____ | _____ | |
| | date | amount | |
| <input type="checkbox"/> Building Permit Issue | _____ | | |
| | date | | |
| <input type="checkbox"/> Performance Guarantee Reduced | _____ | _____ | _____ |
| | date | remaining balance | signature |
| <input type="checkbox"/> Temporary Certificate of Occupancy | _____ | <input type="checkbox"/> Conditions (See Attached) | _____ |
| | date | | expiration date |
| <input type="checkbox"/> Final Inspection | _____ | _____ | |
| | date | signature | |
| <input type="checkbox"/> Certificate Of Occupancy | _____ | | |
| | date | | |
| <input type="checkbox"/> Performance Guarantee Released | _____ | _____ | |
| | date | signature | |
| <input type="checkbox"/> Defect Guarantee Submitted | _____ | _____ | _____ |
| | submitted date | amount | expiration date |
| <input type="checkbox"/> Defect Guarantee Released | _____ | _____ | |
| | date | signature | |

MITCHELL & ASSOCIATES

LANDSCAPE ARCHITECTS

January 26, 2006

Ms. Barbara Barhydt
Department of Planning and Development
City of Portland
389 Congress Street
Portland, Maine 04101

**RE: Amended Site Plan
Fore River Apartments
63 Frederic Street, Portland**

Dear Barbara:

On behalf of Avesta Fore River Housing LP, we are pleased to submit this Amended Site Plan for Fore River Apartments.

The applicant is proposing to reduce the size of the radius curb at the intersection of the handicap ramp and the City dedicated turn-around. When Central Maine Power installed the new utility pole at this location, it was not located exactly where it was shown on the approval drawings. The pole had to be installed slightly in a northwest direction, so that the new electrical service could be run to #53 Frederic Street. Locating the new utility pole in this location meant the guy wire will run parallel to Frederic Street to the northwest, terminating within the turnaround. The applicant has approached CMP about relocating the pole or guy wire and they are not able to adjust either.

We have proposed reducing the size of the radius curb from a 15 foot radius to a five foot radius and replacing the proposed tip down curb with vertical granite curbing. This will allow the guy wire to terminate within the sidewalk esplanade, remaining out of the turnaround and will be protected from vehicles by the vertical granite curb. The ability for city vehicles to access the turn-around will not be effected by this change as the turnaround is 20 feet wide. The described section of Frederic Street is 32 feet wide and is more than sufficient to accommodate city vehicles to make the necessary turning movements to access the turn-around.

Since this section of sidewalk is also a handicap ramp, the vertical granite radius curbing will end at the intersection with the ramp. At this point, a section of tip-down curb, running parallel with the sidewalk, will be installed to maintain the slope of the ramp.

Ms. Barbara Barhydt
Page 2

Submission

This request for Administrative Review includes the following information:

1. Cover letter, dated January 26, 2006
2. Seven copies of the Revised Site Plan area (8.5" x 11")

We trust that the planning staff will consider this a complete request for Administrative Review. If you desire any additional information, please do not hesitate to call.

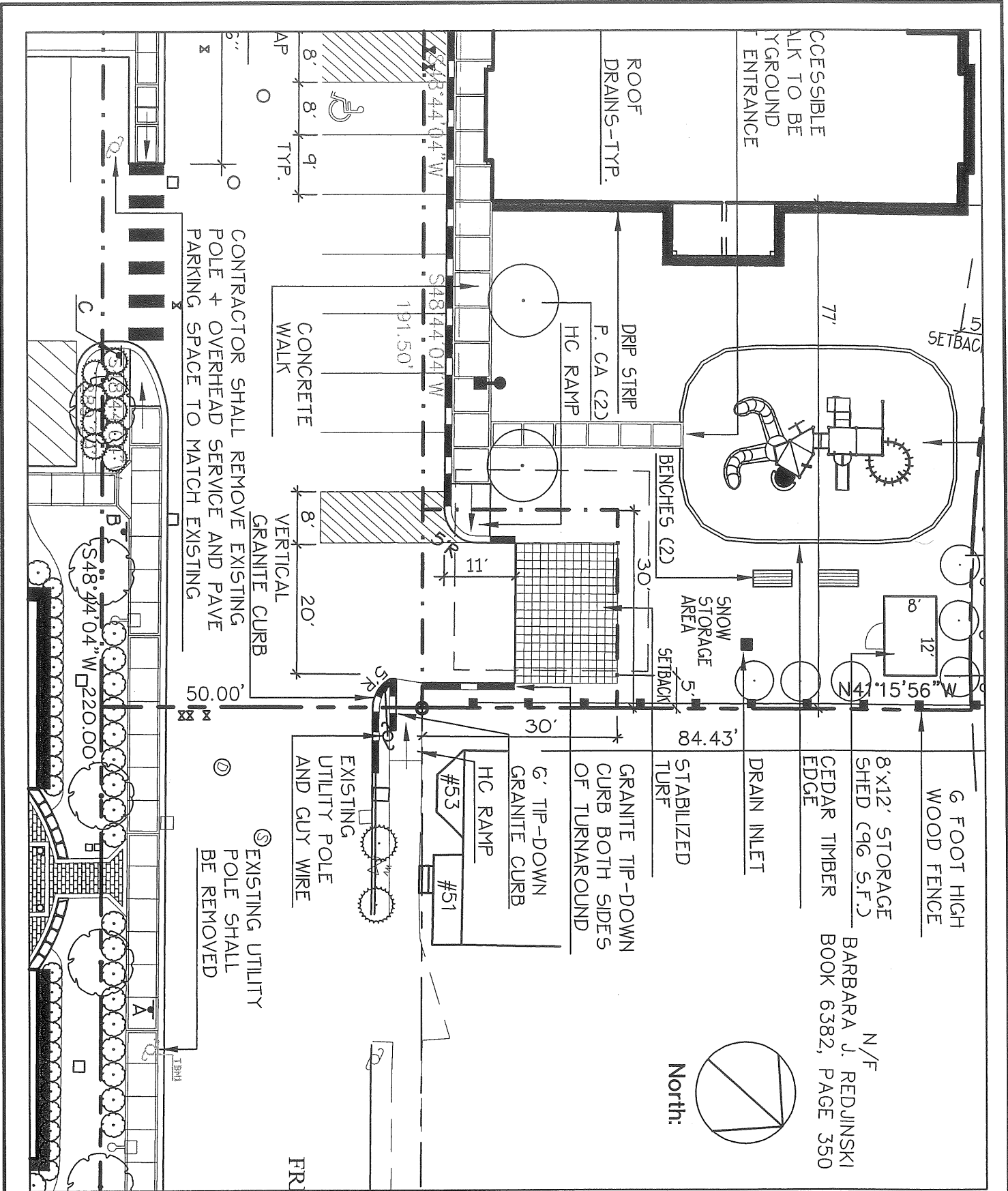
Sincerely,
Mitchell & Associates



Matthew A. Phillips

Enclosure

cc: Jay Waterman
Ben Walter



Mitchell & Associates
Landscape Architects
70 Center Street
Portland, Maine 04101
(207) 774-4427

Title: REVISED RADIUS CURB AT TURN AROUND

Date: JANUARY 26, 2006

Scale: 1"=20'-0"

Project: FORE RIVER APTS

DIVISION 1.5. CONDITIONAL OR CONTRACT ZONING

Sec. 14-60. Authority and purpose.

Pursuant to 30-A M.R.S.A. Section 4503(9)^{*}, conditional or contract zoning is hereby authorized for rezoning of property where, for reasons such as the unusual nature or unique location of the development proposed, the city council finds it necessary or appropriate to impose, by agreement with the property owner or otherwise, certain conditions or restrictions in order to ensure that the rezoning is consistent with the city's comprehensive plan. Conditional or contract zoning shall be limited to where a rezoning is requested by the owner of the property to be rezoned. Nothing in this division shall authorize either an agreement to change or retain a zone or a rezoning which is inconsistent with the city's comprehensive plan.

(Ord. No. 31-85, 7-15-85; Ord. No. 88-88, 7-19-88; Ord. No. 62-89, 7-17-89)

Sec. 14-61. Notice and hearing.

The Planning Board shall conduct a public hearing prior to any property being rezoned under this division. Notice of this hearing shall be posted in the city clerk's office at least fourteen (14) days prior to the public hearing and shall be published in a newspaper of general circulation within the city at least two (2) times, the date of the first publication to be at least seven (7) days prior to the hearing. Notice shall also be sent to the owners of all property abutting the property to be rezoned at their last known address. This notice shall contain a copy of the proposed conditions and restrictions, with a map indicating the property to be rezoned.

(Ord. No. 31-85, 7-15-85)

Sec. 14-62. Conditions and restrictions.

Conditions and restrictions imposed under the authority of this division shall relate only to the physical development and operation of the property and may include, by way of example:

- (a) Limitations on the number and types of uses permitted;
- (b) Restrictions on the scale and density of development;
- (c) Specifications for the design and layout of buildings and other improvements;
- (d) Schedules for commencement and completion of construction;

** repealed + replaced with 4352, attached.*

- (e) Performance guarantees securing completion and maintenance of improvements, and guarantees against defects;
- (f) Preservation of open space and buffers, and protection of natural areas and historic sites;
- (g) Contributions toward the provision of municipal services required by the development; and
- (h) Provisions for enforcement and remedies for breach of any condition or restriction.

(Ord. No. 31-85, 7-15-85)

Sec. 14-63. Amendments.

Except as expressly modified in any contract or conditional rezoning agreement, the use and occupancy of any property within the City of Portland used or occupied pursuant to a contract or conditional rezoning agreement otherwise shall be governed by and comply with the provisions of the Land Use Code of the City of Portland and any applicable amendments thereto or replacement thereof.

(Ord. No. 96-04/05, 11-29-04)

Sec. 14-64. Reserved.

Sec. 14-65. Enforcement.

Notwithstanding language in any contract or conditional zoning to the contrary, any violation of a conditional or contract zone shall be enforced pursuant to 30-A M.R.S.A. §4452, as may be amended from time to time, or in any other manner available by law. No alleged violation of a contract or conditional rezoning may be prosecuted until the City has delivered written notice of the alleged violation(s) to the owner or operator of the property that is subject to the contract or conditional rezoning and given the owner or operator an opportunity to cure the violation(s) within thirty (30) days of receipt of the notice.

In addition, if such an enforcement action should result in a finding that the terms of the conditional or contract zone have been violated, then the City may act to modify or rescind the conditional or contract zone and to rezone the property.

(Ord. No. 96-04/05, 11-29-04)

Section
4358-A. Source water protection area.
4360. Rate of growth ordinances.

§ 4352. Zoning ordinances

A municipal zoning ordinance may provide for any form of zoning consistent with this chapter, subject to the following provisions.

1. **Public participation required.** The public shall be given an adequate opportunity to be heard in the preparation of a zoning ordinance.
2. **Relation to comprehensive plan.** A zoning ordinance must be pursuant to and consistent with a comprehensive plan adopted by the municipal legislative body, except that adoption of an adult entertainment establishment ordinance does not necessitate adoption of a comprehensive plan by a municipality that has no such comprehensive plan. As used in this section, "adult entertainment establishment ordinance" means an ordinance that regulates the operation of adult amusement stores, adult video stores, adult bookstores, adult novelty stores, adult motion picture theaters, on-site video screening establishments, adult arcades, adult entertainment nightclubs or bars, adult spas, establishments featuring strippers or erotic dancers, escort agencies or other sexually oriented businesses.
3. **Zoning map required.** A zoning map describing each zone established or modified must be adopted as part of the zoning ordinance or incorporated in the ordinance. Any conflict between the zoning map and a description by metes and bounds shall be resolved in favor of the description by metes and bounds.
4. **Exemption for public service corporations.** Real estate used or to be used by a public service corporation is wholly or partially exempt from an ordinance only when on petition, notice and public hearing the Public Utilities Commission determines that the exemption is reasonably necessary for public welfare and convenience.
5. **Effect on local governments.** County and municipal governments and districts are subject to any zoning ordinance.
6. **Effect on State.** A zoning ordinance that is not consistent with a comprehensive plan that is consistent with the provisions of section 4326 is advisory with respect to the State. Except as provided in this section, a state agency shall comply with a zoning ordinance consistent with a comprehensive plan that is consistent with the provisions of section 4326 in seeking to develop any building, parking facility or other publicly owned structure. The Governor or the Governor's designee may, after public notice and opportunity for public comment, including written notice to the municipal officers, waive any use restrictions in those ordinances upon finding that:
 - A. The proposed use is not allowed anywhere in the municipality;
 - B. There are no reasonable alternative sites for or configurations of the project within the municipality that would achieve the necessary public purposes;
 - C. There are no reasonable alternatives to the project, including sites in other municipalities, that would achieve the necessary public purposes;
 - D. The project will result in public benefits beyond the limits of the municipality, including without limitation, access to public waters or publicly owned lands; and
 - E. The project is necessary to protect the public health, welfare or environment.
 A decision to waive a restriction under this section may be appealed by the municipality or any aggrieved party to Superior Court.
7. **Petition for rezoning; bond.** Any zoning ordinance may provide that if a person petitions for rezoning of an area for the purpose of development in accordance with an architect's plan the area may not be rezoned unless the petitioner posts a performance bond equal to at least 25% of the estimated cost of the development. The bond shall become payable to the municipality if the petitioner fails to begin construction in a substantial manner and in accordance with the plan within one year of the effective date of the rezoning.

8. **Conditional and contract rezoning.** A zoning ordinance may include provisions for conditional or contract zoning. All rezoning under this subsection must:

- A. Be consistent with the growth management program adopted under this chapter;
- B. Establish rezoned areas that are consistent with the existing and permitted uses within the original zones; and
- C. Only include conditions and restrictions that relate to the physical development or operation of the property.

The municipal reviewing authority shall conduct a public hearing before any property is rezoned under this subsection. Notice of this hearing must be posted in the municipal office at least 13 days before the public hearing. Notice must also be published at least 2 times in a newspaper having general circulation in the municipality. The date of the first publication must be at least 7 days before the hearing. Notice must also be sent to the owner or owners of the property to be rezoned and to the owners of all property abutting the property to be rezoned at the owners' last known addresses. Notice also must be sent to a public drinking water supplier if the area to be rezoned is within its source water protection area. This notice must contain a copy of the proposed conditions and restrictions with a map indicating the property to be rezoned.

9. **Notice; general requirements.** Before adopting a new zoning ordinance or map or amending an existing zoning ordinance or map, including ordinances or amendments adopted under the laws governing growth management contained in chapter 187, subchapter II¹ or the laws governing shoreland zoning contained in Title 38, chapter 3, subchapter 1, article 2-B², the municipal reviewing authority must post and publish notice of the public hearing required under subsection 1 in accordance with the following provisions.

- A. The notice must be posted in the municipal office at least 13 days before the public hearing.
- B. The notice must be published at least 2 times in a newspaper that complies with Title 1, section 601 and that has a general circulation in the municipality. The date of the first publication must be at least 12 days before the hearing and the date of the 2nd publication must be at least 7 days before the hearing. That notice must be written in plain English, understandable by the average citizen.
- C, D. Repealed. Laws 1993, c. 374, § 3.
- E. Notice must be sent by regular mail to a public drinking water supplier if the area to be rezoned contains its source water protection area.

10. **Additional notice; limited areas.** Notice must be given in accordance with this subsection and subsection 9 when a municipality has proposed an amendment to an existing zoning ordinance or map that, within a geographically specific portion of the municipality, has the effect of either prohibiting all industrial, commercial or retail uses where any of these uses is permitted or permitting any industrial, commercial or retail uses where any of these uses is prohibited.

- A. The notice must contain a copy of a map indicating the portion of the municipality affected by the proposed amendment.
- B. For each parcel within the municipality that is in or abutting the portion of the municipality affected by the proposed amendment, the notice must be mailed by first class mail at least 13 days before the public hearing to the last known address of the person to whom property tax on each parcel is assessed. Notice also must be sent to a public drinking water supplier if the area to be rezoned is within its source water protection area. The municipal officers shall prepare and file with the municipal clerk a written certificate indicating those persons to whom the notice was mailed and at what addresses, when it was mailed, by whom it was mailed and from what location it was mailed. This certificate constitutes prima facie evidence that notice was sent to those persons named in the certificate. Notice is not required under this paragraph for any type of zoning ordinance adopted under the laws governing growth management contained in chapter 187, subchapter II or the laws governing shoreland zoning contained in Title 38, chapter 3, subchapter 1, article 2-B.

Any action challenging the validity of an amendment to a zoning ordinance or map based on a municipality's failure to comply with paragraph B must be brought in Superior Court within

**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
Planning Copy**

2006-0021

Application I. D. Number

1/26/2006

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Amendment to Plan - Fore River Apart
Project Name/Description

Avesta Fore River Housing Lp

Applicant

307 Cumberland Ave , Portland, ME 04101

Applicant's Mailing Address

Consultant/Agent

Agent Ph: _____ **Agent Fax:** _____

Applicant or Agent Daytime Telephone, Fax

63 - 63 Frederic St, Portland, Maine

Address of Proposed Site

067 K019001

Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Parking Lot Other (specify) **Amendment to Plan**

Proposed Building square Feet or # of Units _____ Acreage of Site _____ Zoning _____

Check Review Required:

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Site Plan (major/minor) | <input type="checkbox"/> Subdivision # of lots _____ | <input type="checkbox"/> PAD Review | <input type="checkbox"/> 14-403 Streets Review |
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Fees Paid: Site Pla _____ Subdivision _____ Engineer Review _____ Date _____

Planning Approval Status:

Reviewer Barbara Berlydt

- Approved** *Plan dated 2/2/06* **Approved w/Conditions** See Attached **Denied**
- Approval Date 2/2/06 Approval Expiration _____ Extension to _____ Additional Sheets Attached
- OK to Issue Building Permit** _____ signature _____ date _____

Performance Guarantee **Required*** **Not Required**

* No building permit may be issued until a performance guarantee has been submitted as indicated below

- | | | | |
|---|----------------------|--|-----------------------|
| <input type="checkbox"/> Performance Guarantee Accepted | _____ date | _____ amount | _____ expiration date |
| <input type="checkbox"/> Inspection Fee Paid | _____ date | _____ amount | |
| <input type="checkbox"/> Building Permit Issue | _____ date | | |
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| <input type="checkbox"/> Certificate Of Occupancy | _____ date | | |
| <input type="checkbox"/> Performance Guarantee Released | _____ date | _____ signature | |
| <input type="checkbox"/> Defect Guarantee Submitted | _____ submitted date | _____ amount | _____ expiration date |
| <input type="checkbox"/> Defect Guarantee Released | _____ date | _____ signature | |

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

January 26, 2006

Ms. Barbara Barhydt
Department of Planning and Development
City of Portland
389 Congress Street
Portland, Maine 04101

**RE: Amended Site Plan
Fore River Apartments
63 Frederic Street, Portland**

Dear Barbara:

On behalf of Avesta Fore River Housing LP, we are pleased to submit this Amended Site Plan for Fore River Apartments.

The applicant is proposing to reduce the size of the radius curb at the intersection of the handicap ramp and the City dedicated turn-around. When Central Maine Power installed the new utility pole at this location, it was not located exactly where it was shown on the approval drawings. The pole had to be installed slightly in a northwest direction, so that the new electrical service could be run to #53 Frederic Street. Locating the new utility pole in this location meant the guy wire will run parallel to Frederic Street to the northwest, terminating within the turnaround. The applicant has approached CMP about relocating the pole or guy wire and they are not able to adjust either.

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Ms. Barbara Barhydt
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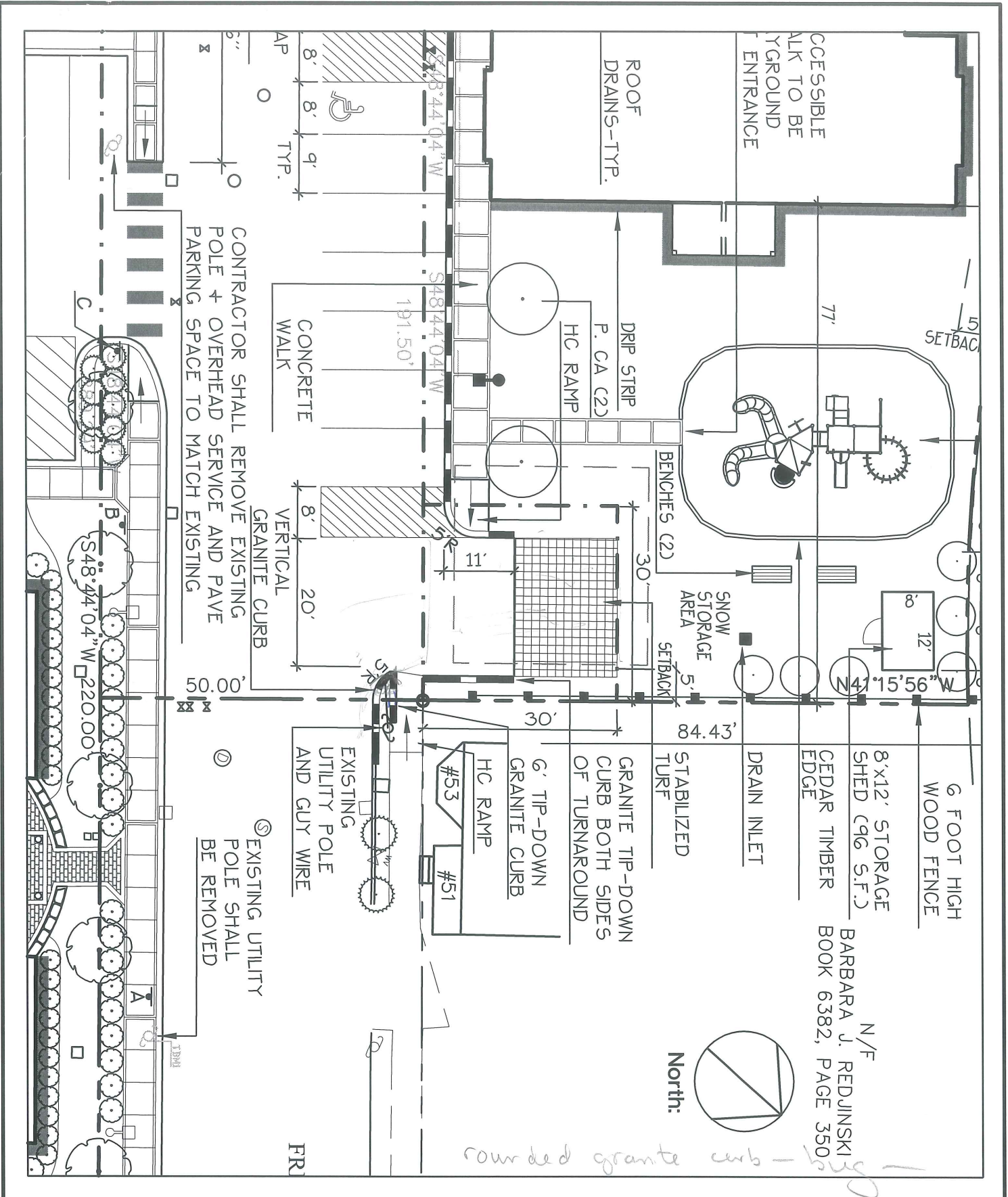
Sincerely,
Mitchell & Associates



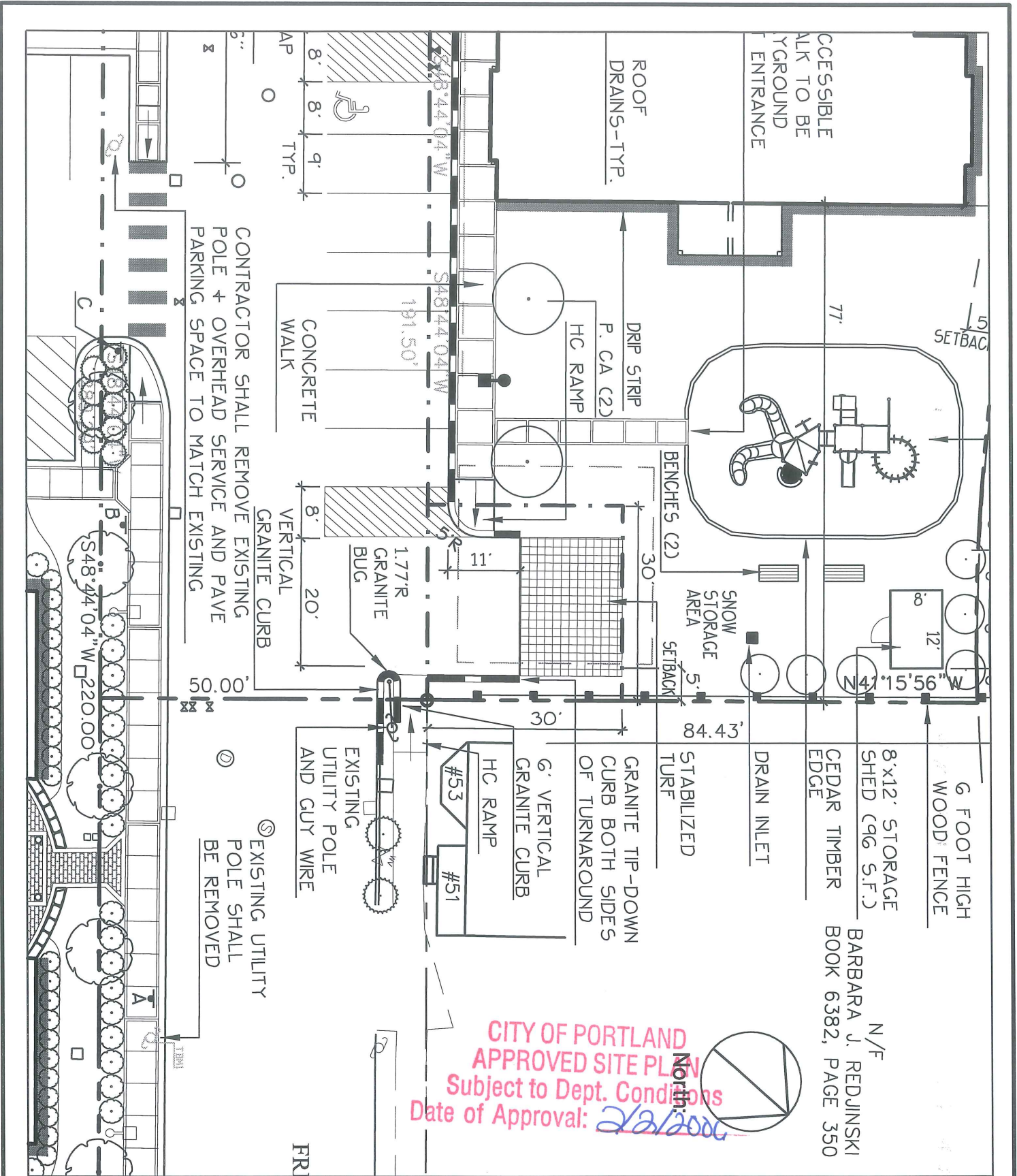
Matthew A. Phillips

Enclosure

cc: Jay Waterman
Ben Walter



Mitchell & Associates Landscape Architects 70 Center Street Portland, Maine 04101 (207) 774-4427	Title: REVISED RADIUS CURB AT TURN AROUND		2
	Date: JANUARY 26, 2006	Scale: 1"=20'-0"	
	Project: FORE RIVER APTS		



CITY OF PORTLAND
 APPROVED SITE PLAN
 Subject to Dept. Conditions
 Date of Approval: 2/2/2006

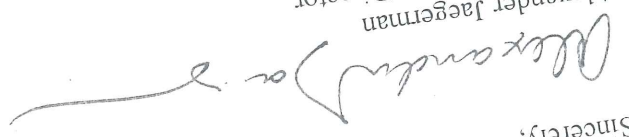
Mitchell & Associates
 Landscape Architects
 70 Center Street
 Portland, Maine 04101
 (207) 774-4427

Title: REVISED RADIUS CURB AT TURN AROUND

Date: REVISED FEBRUARY 2, 2006 Scale: 1"=20'-0"

Project: FORE RIVER APTS

Attachment: Revised Radius Curb at Turn Around, Sheet 2, Mitchell & Associates
A.
Lee D. Urban, Planning and Development Department Director
Sarah Hopkins, Development Review Services Manager
Barbara Barhydt, Senior Planner
Jay Reynolds, Zoning Administrator
Marge Schmuckal, Zoning Administrator
Inspections Division
Michael Bobinsky, Public Works Director


Alexander Jaegerman
Planning Division Director

Sincerely,

874-8699.

If you have any questions regarding the revision please contact Barbara Barhydt, Senior Planner at 874-8699.
On February 2, 2006, the Portland Planning Authority approved the revision to the site plan for Fore River Apartments as shown on the plan titled, "Revised Radius Curb at Turn Around", dated February 2, 2006 (Attachment A). The approval is based on the City Engineer's approval of the revision shown on the submitted site plan.

Dear Jay and Matt:

RE: 63 Frederic Street
CBL: 067-K-19
Jay Waterman
Avesta Fore River Housing, LP
307 Cumberland Avenue
Portland, ME 04101

Matthew Phillips
Mitchell & Associates
The Staples School
70 Center Street
Portland, ME 04101

February 2, 2006

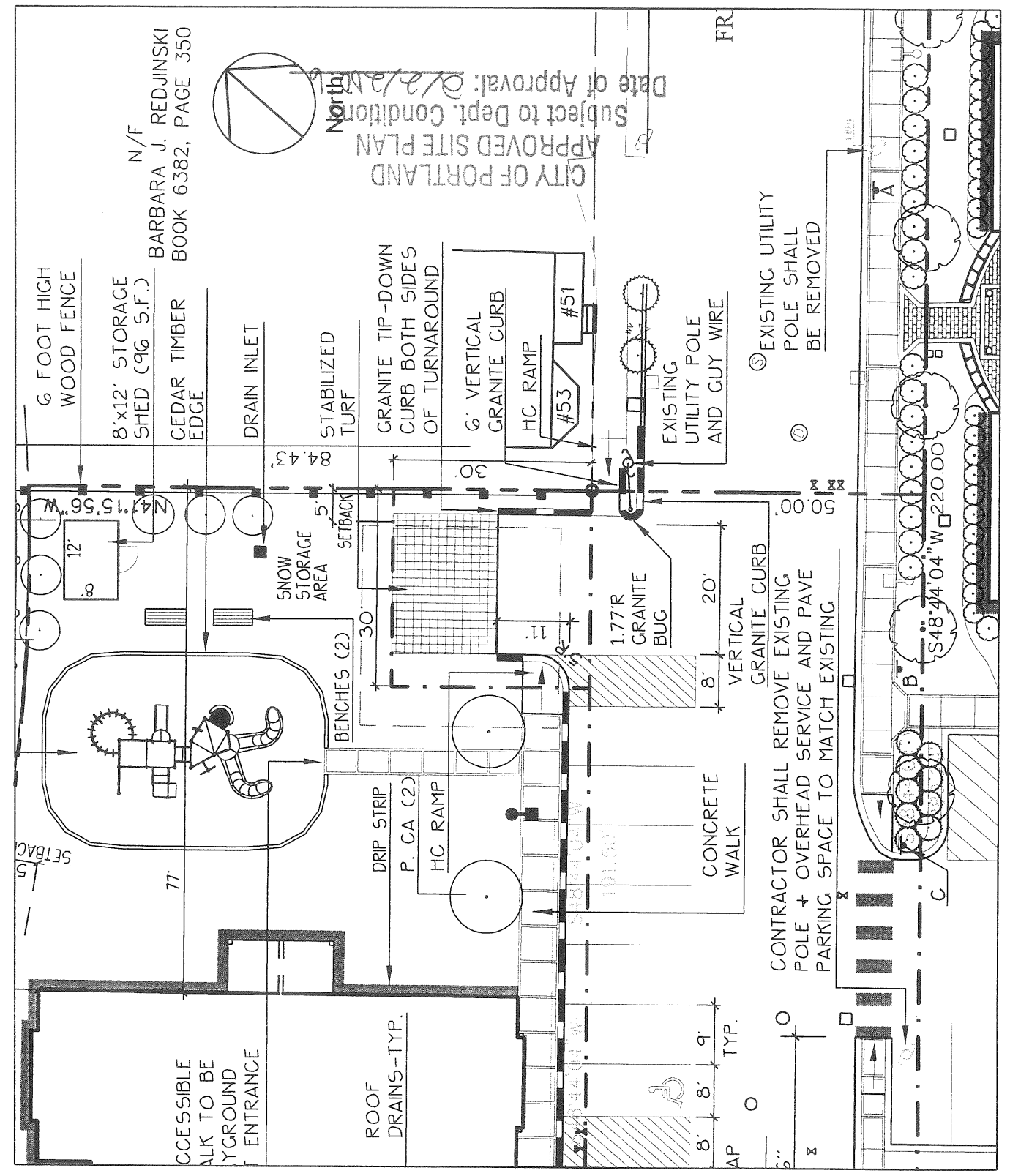
Development Department
Director
egerman, Director

Traffic Division
Eric Labelle, City Engineer
Bill Scott, Public Works
Todd Merkle, Public Works
Jeff Tarling, City Arborist
Penny Littell, Associate Corporation Counsel
Fire Prevention
Assessor's Office
Approval Letter File

Traffic Division
Eric Labelle, City Engineer
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Penny Littell, Associate Corporation Counsel
Fire Prevention
Assessor's Office
Approval Letter File

Title: REVISED RADIUS CURB AT TURN AROUND
 Date: REVISED FEBRUARY 2, 2006 Scale: 1"=20'-0"
 Project: FORE RIVER APTS

Mitchell & Associates
 Landscape Architects
 70 Center Street
 Portland, Maine 04101
 (207) 774-4427



N/F
 BARBARA J. REDJINSKI
 BOOK 6382, PAGE 350

CITY OF PORTLAND
 APPROVED SITE PLAN
 Subject to Dept. Conditions
 Date of Approval: 2/2/06

Memorandum
Department of Planning and Development
Planning Division



To: Chair Delogu and Members of the Portland Planning Board
From: Barbara Barhydt, Senior Planner
Date: November 18, 2004
Re: Fore River Apartments, 63 Frederic Street
Applicant: Avesta Fore River Housing

Introduction

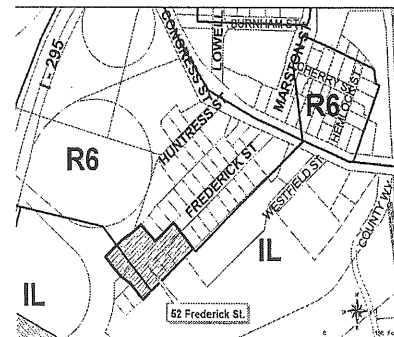
Avesta Fore River Housing LP is proposing to construct 20 apartments in a three-story building at 63 Frederic Street. The project will consist of twelve (12) two-bedroom and eight (8) one-bedroom units. The applicant's submittal is included as Attachment A in the packet.

Background: Contract Zone and Logan Place

The proposed Fore River Apartments project is the second phase of Logan Place located on Frederic Street. On November 3, 2003, the City Council vacated the dead-end portion of Frederic Street (Attachment B, Council Order 91) and adopted a contract zone for 52 Frederic Street (Attachment C, Council Order 92). The contract zone is for a two-phased residential project with 30 single room occupancy (SRO) units in Phase I and the second phase is for twenty (20) one- and two-bedroom apartments. The Planning Board approved the site plan and subdivision plan for Phase I on November 23, 2003. Logan Place is under construction.

Fore River Apartment Findings:

Site: The Fore River Apartment site is at 63 Frederic Street, which is on the northwest side of the street. Phase I, Logan Place, is on the southwest side of the street (vicinity map).
Tax Map: Chart 67, Block K, lot 19
Lot Size: 34,651 square feet
Footprint: 6,992 square feet
Total Area: 20,629 square feet
Zoning: Contract Zone



Vicinity Map

- Proposal:** A total of twenty apartments are proposed consisting of twelve (12) two-bedroom and eight (8) one-bedroom units. The units will be available to households earning a maximum of 60% and 40% of the area median income. Each unit will consist of a living area, bedrooms, a full bathroom and full kitchen. The building will include a community meeting space, community kitchen and laundry facilities. All of the units will be handicapped adaptable and two units will be handicapped accessible.
- Building Height:** Three stories, maximum height allowed in contract zone is 45 feet
- Parking:** Total of 48 parking spaces for Phase I and Phase II.
- Existing Land Use:** An existing 4,550 square foot garage housing a landscape construction company and an adjoining maintenance lot. The lease ends on June 2006.
- Start Date:** While a lease for the landscaping business exists, Avesta Housing anticipates that the business will move soon. Construction could begin in the summer of 2005.

Site Plan and Subdivision Considerations

1. **Traffic Submitted information: Attachment A, Exhibit 11, Traffic Impact Study**

The applicant has submitted the March 2003 traffic study by Gorrill Palmer Consulting Engineers, Inc. that was done for Logan Place and Fore River Apartments. The Planning Board placed the following condition of approval on the site plan for Logan Place (Phase I) pertaining to traffic concerns:

As part of Phase I of the project, crosswalks will be installed by the applicant on both Congress Street and Park Avenue prior to occupancy. Supplemental advance warning devices and other strategies shall be determined following a review of conditions by the applicant's engineer in consultations with City's Crosswalk Committee. All work deemed necessary shall be the responsibility of the applicant.

The contractor for Logan Place was prepared to paint the crosswalks recently, but the City's Crosswalk Committee has requested that the applicant submit a plan for warning devices or other strategies to create safe pedestrian crosswalks across Congress Street and Park Avenue prior to installing any crosswalks. The applicant is preparing a response to this request.

Thomas Errico, Portland's Traffic Engineer Consultant, has reviewed the October 26, 2004 submittal for the Fore River Apartments and his comments of 11/12/04 are as follows:

1. As noted previously, a detailed improvement plan for pedestrian facilities on Congress Street at Frederic Street and at Park Avenue needs to be provided.
2. Pedestrian ramps should be provided at the proposed snow storage drive on the north side of the proposed building. At all locations where the sidewalk meets curb, pedestrian ramps should be provided.
3. A plan that provides recommendations for on-street parking regulatory signage should be provided.

Mr. Errico's comments were forwarded to the applicant and they are addressing his concerns.

2. **Parking Submitted information: Attachment A, Cover Letter, Project Description**

The contract zone requires eight parking spaces for the SRO and 40 spaces for Phase II, Fore River Apartments. The total number of parking spaces has not changed since the contract zone. John Peverada, Parking Manager, asked to have his August 5, 2003 memorandum included in this review (see Attachment D), particularly his suggestion that the applicant agree to add additional off-street parking if deemed necessary and that the approval of Phase II be contingent on correcting any parking deficiencies. There are no new parking demand figures since Logan Place is not completed and occupied yet.

3. **Utilities - Submitted information: Attachment A, Exhibit 9 and Attachment E, Sheets 3 and 4.**

As approved for Logan Place, the following utilities are available for Fore River Apartments:

- An eight-inch water main in Frederic Street with both a two and six-inch stub available for the apartment building domestic and fire suppression use;
- A twelve-inch sanitary sewer line is located in Frederic Street with a new manhole and six-inch connection for the building;
- A natural gas line is located in Frederic Street and there is a stub to serve the apartment building; and
- Underground electric, telephone and cable lines will serve the building.

The capacity letters from the utility companies are included in Exhibit 9 of Attachment A.

4. **Stormwater - Submitted information: Attachment A, Exhibit 10 and Attachment E, Sheets No. 3 through No. 7**

James Seymour, Development Review Engineer, has the following preliminary comments regarding the Fore River Apartments:

1. The curb at the end of the parking lot within the vacated portion of Frederic Street should be a mountable curb, since vehicle access may be needed to reach the underground utilities. The exterior light located at that point should be moved. It blocks access and would certainly be damaged with snow removal. The detail of the mountable curb must be submitted for review by public works and the fire department.
2. The snow dump area near the playground does not have any drainage structures proposed. Mr. Seymour feels something is probably needed there and would like the applicant consider the drainage in that area.
3. The parking lot has over 25 spaces, so storm water treatment is required according to EPA and DEP regulations. An Engineer's stamp is needed on the plan for the stormwater design and treatment plan.

5. **Solid Waste Disposal - Submitted information: Attachment A, Exhibit 12**

One dumpster is proposed to serve both Logan Place and Fore River Apartments to serve the estimated 250 cubic yards of waste per year from the total development. A private hauler will service the dumpster two times per week. The dumpster location is shown on Attachment E, Sheet No. 2.

6. **Scenic Beauty - Submitted information: Attachment A, Exhibit 5**

Several easements were granted as part of the contract zone for Logan Place. A public recreation easement was granted which provides a pedestrian connection to the trail that is being constructed along the I-295 Connector. The easement is 6 feet in width and runs the length of the applicant's property. It provides access for pedestrians, bicyclists and other non-motorized transport (other than wheelchair and emergency vehicles, which are permitted).

7. **Financial Capability - Submitted information: Attachment A, Exhibit 14**

The Avesta Housing Development Corporation is proposing to provide workforce housing for families earning a maximum of 60% and 40% of the area median income. There are no market rate units proposed, which had been discussed at the contract zone. The financing for this project is shown in Attachment A, Exhibit 14a and includes the following:

Predevelopment Source of Funds	\$60,000
▪ MSHA Pre-Development Loan	
Construction Sources of Funds	\$3,395,000
▪ City of Portland –HCD Funds	
▪ Loan from People Bank	
▪ FHLB Boston	
Permanent Sources of Funds	\$3,640,785
▪ MSHA Subsidy	
▪ Bangor Savings Debt	
▪ Capital Contribution, NNEHIF	
▪ City of Portland	
▪ FHLB AHP	
▪ Developer Fee Loan	
▪ Avesta Loan	

8. **Bulk, Location, Height of Proposed Buildings - Submitted information: Attachment A, Cover Letter and Attachment E, Sheet No. A3.1, Building Elevations**

The elevations of the proposed building are shown on (Attachment E, Sheet No. A3.1). The building façade is divided into three sections, which are defined with recessed areas and two projecting bays on either end of the structure. The building has a peaked roof with gables facing the front. The exterior siding includes both vinyl clapboard siding and vinyl shingles. Double-hung and casement windows are used for the building. The units have individual balconies.

9. **Landscaping - Submitted information: Attachment, Exhibit E, Sheet No. 2**

A six foot high wooden fence is proposed along the property line abutting 51 and 53 Frederic Street with a chain link fence installed along the remainder of the property line (I-295 Connector installation). A playground is proposed alongside the building. Canadian Hemlocks are proposed along the rear property line, six Serviceberry trees are proposed alongside the wooden fence, and ornamental pears and crabapples are located around the parking lot. Jeff Tarling, City Arborist, finds the landscape plan to be acceptable, however he recommends that proposed trees be increased in size to 2 to 2.5 inch caliper for the deciduous trees and 5 to 6 feet for the Canadian Hemlock.

10. **Exterior Lighting - Submitted information: Attachment A, Exhibit 16 and Attachment E, Sheet 2**

The catalog cuts and typical photometric information for the proposed exterior lights are submitted in Exhibit 16. The planning staff recommends that the applicant prepare a photometric plan of the property in order to determine specific light levels and any spillover effects prior to a public hearing.

11. **Fire**

Lt. McDougall, Portland Fire Department, has reviewed and approved the site plan for Fore River Apartments.

Next Steps

1. This item is tentatively scheduled for a public hearing on January 11, 2004.

Attachments:

- Attachment A: Submittal for Fore River Apartments, Exhibits 1 through 16, separate document in Planning Board packet
- Attachment B: Council Order 91, Vacating Portion of Frederic Street
- Attachment C: Council Order 92, Contract Zone
- Attachment D: John Peverada, Parking Manager, August 5, 2003 memorandum
- Attachment E: Plans, Sheet No. 1 through 7, Recording Plat, Sheet 2 (E.8) and Building Elevations, Sheet A3.1

Order 91 – 03/04
Postponed on 10/20/03
Passage: 11/03/08 8-0 (At Large Vacant)

JAMES F. CLOUTIER (MAYOR) (A/L)
PETER E. O'DONNELL (1)
KAREN A. GERAGHTY (2)
NATHAN H. SMITH (3)
CHERYL A. LEEMAN (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

JAMES I. COHEN (5)
VACANT (A/L)
JILL C. DUSON (A/L)
NICHOLAS M. MAVODONES (A/L)

ORDER VACATING FREDERICK STREET

ORDERED, that Frederick Street, as described on the attached Attachment A, is hereby vacated pursuant to 23 MRSA §3027, reserving to the City of Portland a utility easement, an access easement for City vehicles, and a public recreational easement across said portion of Frederick Street;

BE IT FURTHER ORDERED, that no damages shall be awarded.

Order 9d-03/04
Tab 27 10-20-03
Att. C

JAMES F. CLOUTIER (MAYOR) (A/L)
PETER E. O'DONNELL (1)
KAREN A. GERAGHTY (2)
NATHAN H. SMITH (3)
CHERYL A. LEEMAN (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

JAMES I. COHEN (5)
VACANT (A/L)
JILL C. DUSON (A/L)
NICHOLAS M. MAVODONES (A/L)

**ORDER AUTHORIZING AMENDMENT TO CITY CODE
SEC. 14-49 (ZONING MAP AMENDMENT)
RE: CONTRACT FOR REZONING FOR FREDERIC STREET**

ORDERED, that the Zoning Map of the City of Portland, dated December 2000, as amended and on file in the Department of Planning & Development, and incorporated by reference into the Zoning Ordinance by Sec. 14-49 of the Portland City Code, is hereby amended to reflect a contract zone as detailed in the attached Contract Zone Agreement with Avesta Housing Development Corporation, formerly known as York-Cumberland Housing Development Corporation, and YC Portland LP.

A True Copy
Attest Brandi L. Maxwell
Brandi L. Maxwell
Asst. City Clerk
12/02/2003

Given first reading: 10/20/03
Public Hearing, Amended & Passed: 11/03/03 8-0 (At Large Vacant)

Orders:\Rezoning\Contract zone Frederick St.doc
10.14.2003

ATTACHMENT 1

12/3/03 @ 1:58:56
CCRD
BK 20632 PG 331
AHC-i

CONTRACT ZONE AGREEMENT

YC PORTLAND, LP AND
AVESTA HOUSING DEVELOPMENT CORPORATION

AGREEMENT made this 1st day of December, 2003 by YC PORTLAND, LP, a
Maine limited partnership with a place of business in Portland, Maine and AVESTA HOUSING
DEVELOPMENT CORPORATION, formerly known as York-Cumberland Housing
Development Corporation, a nonprofit corporation with a place of business in Portland, Maine,
and each of their successors and assigns (hereinafter collectively "OWNER").

WITNESSETH

WHEREAS, AVESTA Housing Development Corporation owns a parcel of land located
at 49-69 Frederic Street in Portland, consisting of parcels shown on City of Portland Tax Map
76, Block A, Lots 3 through 8 and Map 67, Block K, Lot 19, and more particularly described in
a deed from Ralph Romano III to AVESTA Housing Development Corporation dated March 18,
2003 and recorded in the Cumberland County Registry of Deeds in Book 19064, Page 96
(collectively the "PROPERTY"); and

WHEREAS, OWNER has requested a rezoning of the PROPERTY in order to permit
the development of a two-phase housing project, the first phase to consist of up to thirty (30)
low-income efficiency apartment units with related social services, and the second phase to
consist of up to twenty (20) units of one- and two- bedroom mixed-income family apartments;
and

WHEREAS, OWNER's funding sources require that each of the two phases be held in
separate ownership; and

Att. C.2

WHEREAS, the parcels comprising Chart 76 Block A Lot 5 through 8 and a portion of Lot 4 are owned by YC Portland LP (Phase I); and

WHEREAS, the parcels comprising Chart 67 Block K Lot 19, Chart 75 Block A Lot 3 and a portion of Lot 4 are owned by York-Cumberland Housing Development Corporation (Phase II); and

WHEREAS, the present use (2003) of that portion of the **PROPERTY** comprising the proposed second phase, namely a commercial landscaping business with internal office and garage and outside storage and a small building for general office use, will continue until commencement of development of such second phase, which shall be not later than June 15, 2006; and

WHEREAS, the Portland Planning Board determined the rezoning and proposed development would provide needed housing in the City, both low income restricted (Phase I) and low/moderate income restricted (Phase II) as is consistent with the housing component of the Comprehensive Plan, and would not negatively impact the surrounding residential community; and

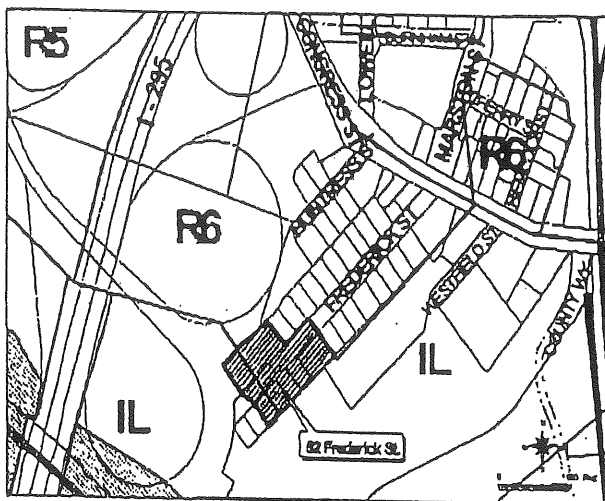
WHEREAS, the Planning Board of the City of Portland, pursuant to 30-A M.R.S.A. § 4352(8) and Portland City Land Use Code (the "Code") §§ 14-60 to 14-62 and 14-264, and after notice and hearing and due deliberation thereon, recommended the rezoning of the **PROPERTY** as aforesaid, subject, however, to certain conditions; and

WHEREAS, the **CITY** has determined that because of the unusual nature and unique location of the proposed development it is necessary and appropriate to impose by agreement the following conditions and restrictions in order to ensure that the rezoning is consistent with the **CITY'S** comprehensive land use plan; and

WHEREAS, the City Council of the CITY authorized the execution of this Agreement on November 3, 2003, by City Council Order No. 92, a true copy of which is attached hereto as Attachment 1;

NOW, THEREFORE, in consideration of the rezoning, OWNER covenants and agrees as follows:

1. Effective upon the recording of this Agreement at the Cumberland County Registry of Deeds, but no later than thirty (30) days after the date of Portland City Council approval, the CITY hereby amends the Zoning Map of the City of Portland, dated December, 2000 (as amended from time to time and on file in the Department of Planning and Urban Development, and incorporated by reference into the Zoning Ordinance by § 14-49 of the Code) by adopting the map change amendment shown below. If this Agreement is not recorded by said date, then the contract rezoning shall become null and void and the zoning of the PROPERTY shall revert to the pre-existing R-6 and I-L zones.



Proposed Zone Change
from R6, Residential, and IL, Industrial, to Contract Zone
for 52 Frederick Street

2. The PROPERTY is to be developed in two phases, Phase I to consist of up to thirty (30) efficiency apartments and Phase II to consist of up to twenty (20) apartments, all as more fully set forth below. (See Attachment 2 and Attachment 3)

Phase I shall be owned by YC Portland LP, or its successor, and shall consist of that portion of the PROPERTY shown on Attachment 4A and Attachment 5.

Phase II shall be owned by AVESTA Housing Development Corporation, or its successor, and shall consist of that portion of the PROPERTY shown on Attachment 2 and Attachment 3.

C-4

3. Execution of this Agreement binds both YC Portland LP and AVESTA Housing Development Corporation, and their successors and assigns, to the terms of Phase I and Phase II as set forth in this Agreement.
4. Any change in ownership of either Phase I or Phase II shall be brought to the Planning Board for its review and approval, but this requirement shall not apply to the granting of mortgages by **OWNER** or to the enforcement by the mortgagees of their rights under such mortgages. The Planning Board shall have a maximum of sixty (60) days from the City's receipt of a complete application for a change in ownership to act on the application. Should the Planning Board be unable to respond within such time frame, the application shall be deemed approved.
5. Permitted Uses. **OWNER** shall be authorized to establish and maintain the following uses on the **PROPERTY**:

a.

Within Phase I, up to thirty (30) efficiency apartments shall be constructed. For purposes of this Agreement, "efficiency apartment" is defined as a self-contained living unit of no less than two hundred and fifty (250) square feet of living space, with a kitchen (at minimum, a kitchen sink, stove and refrigerator), and a bathroom. Each efficiency apartment shall be occupied by no more than one (1) person.

Four (4) offices and a conference room within the Phase I building shall be allowed for use by the twenty four (24) hour on-site staff and related personnel, who may provide the following services to the residents:

- provision of case management;
- life skills training;
- mental health and substance abuse counseling;
- employment, educational and legal services.

In addition, one of the four offices noted above may be used by the **OWNER** for property management space for the **PROPERTY** only. Such space shall not constitute a property management office for any other property owned or operated by **OWNER** or its successors or assigns.

There shall be on site laundry facilities and a common meeting room on each floor of the building, all for use of residents and staff only.

Phase I shall have parking in an amount from eight (8) to twenty (20) spaces.

b.

Within Phase II, up to a total of twenty (20) apartment units, containing one and two bedroom dwelling units (or any combination thereof) shall be constructed, together with an office within the Phase II building for on-site property management for the **PROPERTY** only. Such space shall not constitute a

C.5

property management office for any other property owned or operated by **OWNER** or its successors or assigns.

Phase II shall have parking in an amount no less than 1.75 spaces per unit.

Phase II shall also be required to provide not less than 1200 square feet in playground area and equipment for use by residents of both Phase I and Phase II.

- c. Use of a portion of the Phase II site (identified as "existing garage – presently leased by LST Landscaping Co." on Attachment 4A) currently containing a landscape business, as well as a separate small office building (identified as "existing office" on Attachment 4A) to be used for general office purposes, may continue for a period ending on June 15, 2006.

The uses specified herein supersede the otherwise permitted uses contained within the underlying R-6 and I-L zones.

6. Separate performance guarantees shall be issued for Phases I and II. The amounts and terms of such performance guarantees shall be determined by the Planning Authority at the time of Site Plan and Subdivision approval for each Phase but each Phase must provide minimum financial guarantees such that each Phase constitutes a separate and complete project. Loaming and seeding the land area comprising a portion of Phase I and a portion of Phase II designated on Attachment 2, note 9, shall be accomplished prior to the issuance of a Certificate of Occupancy for Phase I, unless construction of Phase II has commenced. This condition ensures a complete site in the event Phase II is never built.

7. **OWNER** shall be responsible for ongoing maintenance of the **PROPERTY**, including snowplowing, salting, sanding, sweeping, lighting, trash pickup, playground maintenance, mowing, etc.

8. The **OWNER** shall grant to the City a fifty (50) foot easement in the vacated portion of Frederic Street as delineated by note 2 on Attachment 6. This easement shall be for purposes of locating, installing and maintaining utilities; vehicle ingress and egress of **CITY** vehicles (snowplows, trash trucks and other **CITY** vehicles).

In addition, the **OWNER** shall grant to the **CITY** a forty (40) by fifty (50) foot easement to allow for snowplows, trash trucks and other City vehicles to enter and turn around at the southwesterly corner of Phase I (See Attachment 7A), which easement shall be voluntarily extinguished by the **CITY** if and when the Turn Around Easement for Phase II is constructed (See Attachment 6 note 1 "Turn around Easement"). The **OWNER** shall not be required to pave the Phase I Turn Around Easement, provided (i) the same is built of compacted gravel, (ii) construction of Phase II Turn Around shall begin no later than June 15, 2006, at the conclusion of which the Phase II Turn Around Easement shall be paved according to City standards; and (iii) the **OWNER** escrows with the **CITY** an amount equal to the estimated cost of paving the Phase II Turn Around Easement, such escrow to be made at the same time as the establishment

C. 6

of the performance guarantees for Phase I. If the Phase II Turn Around should not be constructed as provided herein, then the owner will pave the Phase I Turn Around on or before December 31, 2006. If the Phase II Turn Around should not be constructed, then the City may apply the escrow to the costs of paving the Phase I Turn Around.

The OWNER shall also grant to the CITY a thirty (30) foot easement at the northwesterly corner of Phase II for snowplows, garbage trucks and other CITY vehicles to enter and turn (See Attachment 6, note 1. The OWNER shall pave this easement according to City standards. Such easements shall be granted prior to the development of Phase I. The form of such easements shall be reviewed and approved by Corporation Counsel in connection with the Site Plan approval process for Phase I and Phase II.

Finally, the OWNER shall grant to the CITY a recreational easement across its property in an area and width acceptable to the CITY for purposes of providing pedestrian, bicycle and similar non-motorized (other than wheelchair and emergency vehicles, which shall be permitted) as well as other pedestrian recreational uses by the public across its property to the I-295 connector roadway.

In addition, a general access/vehicular and pedestrian easement by and between YC Portland LP and AVESTA Housing Development Corporation shall be granted such that each Phase of the PROPERTY is able to access the sites as depicted on Attachment 3. YC Portland LP shall also grant a parking easement substantially in accordance with the site as depicted on the Master Plan, and as delineated on Attachment 3 for twelve (12) full and seven (7) partial motor vehicles to be parked within the confines of Phase I.

9. The PROPERTY will be developed substantially in accordance with the Site Plans and Elevations shown on Attachment 2 and 3, submitted by Mitchell and Associates dated July 25, 2003 and revised October 8, 2003.

10. The Planning Board shall review and approve the Phase I and Phase II according to the site plan and subdivision provisions of the Portland Land Use Code.

11. In addition to the space and bulk requirements of paragraph 12 below and the applicable provisions of article IV (subdivisions) and article V (site plan) of the Code, development proposals for both phases shall demonstrate a unified design of the site, including the architecture, the layout of the buildings, pedestrian and vehicular circulation plan, open space, drainage, and the topography, soil conditions, vegetation, and other natural features of the site.

12. *Space and Bulk Requirements.* The following space and bulk requirements shall apply to each lot comprising Phase I and Phase II:

- | | |
|---|----------------|
| a. Minimum lot size: | None. |
| b. Minimum area per dwelling (density): | 725 SF. |
| c. Minimum street frontage: | 50 feet. |
| d. Minimum front yard: | none required. |

C.7

- e. Minimum rear yard: Ten (10) feet between structures adjacent to abutting residence.
- f. Minimum side yard: Ten (10) feet between structures adjacent to abutting residence.
- g. Minimum lot width: 50 feet.
- h. Maximum lot coverage: Phase I : 80%.
Phase II: 80%.
- i. Maximum structure height: 45 feet.
- j. Open space ratio: Phase I: 20%.
Phase II: 20%.
- k. Parking requirements:
Phase I: 8 to 20 parking spaces.
Phase II: a minimum of 1.75 spaces per unit.

13. The provisions of this Agreement, including the permitted uses listed in paragraph 2, are intended to replace the uses and requirements of the underlying I-L and R-6 zones.

14. YC Portland LP agrees to maintain, in perpetuity, the rent levels and income requirements for Phase I as follows:

30% of units at 40% of Area Median Income

30% of units at 50% of Area Median Income

40% of units at 60% of Area Median Income

These affordability restrictions shall be secured by covenants and restrictions and conditions in any deeds conveyed out by **OWNER**.

15. AVESTA Housing Development Corporation agrees to maintain, in perpetuity, the rent levels and income requirements for Phase II as follows:

No less than 40% of the units shall remain affordable to residents whose income does not exceed 60% of the then current Area Median Income as published periodically by the Federal Housing and Urban Development (HUD) agency.

These affordability restrictions shall be secured by covenants and restrictions and conditions in any deeds conveyed out by **OWNER**.

16. In the event of a breach by **OWNER** or its successors or assigns of the zoning provisions contained herein (whether such breach is determined to have occurred by the Zoning Administrator, the Zoning Board of Appeals or a court), the Planning Board, after notice and hearing, may recommend to the City Council that the contract zone and this Agreement be amended, or be rescinded, such rescinding to result in the termination of this Agreement and a reversion of the **PROPERTY** to the R-6 and I-L zones in place before the execution of this

C-8

Agreement.

The above stated restrictions, provisions, and conditions are an essential part of the rezoning, shall run with the **PROPERTY**, shall bind and benefit **OWNER**, any entity affiliated with **OWNER** that takes title to the **PROPERTY**, their successors and assigns, and any party in possession or occupancy of said **PROPERTY** or any part thereof, and shall inure to the benefit of and be enforceable by the **CITY**, by and through its duly authorized representatives.

OWNER shall file a counterpart original of this Agreement in the Cumberland County Registry of Deeds.

If any of the restrictions, provisions, conditions, or portions thereof set forth herein is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such determination shall not affect the validity of the remaining portions hereof.

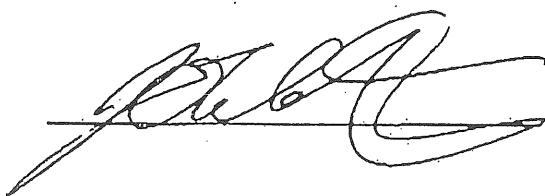
Except as expressly modified herein, the development, use, and occupancy of the subject premises shall be governed by and comply with the provisions of the Portland City Code and any applicable amendments thereto or replacement thereof.

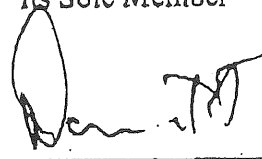
WITNESS:

YC PORTLAND, LP

**BY: PINETREE HOUSING
DEVELOPMENT LLC, its General
Partner**

**By: AVESTA Housing
Development Corporation,
its Sole Member**

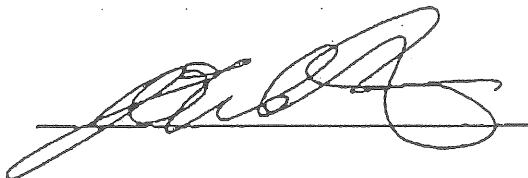



By 
Dana Totman, its President

C.9

WITNESS:

AVESTA HOUSING
DEVELOPMENT CORPORATION



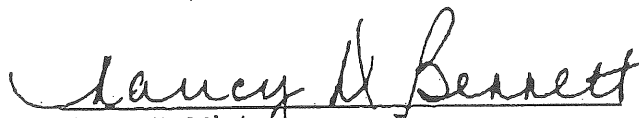
By 
Dana Totman, its President

STATE OF MAINE
CUMBERLAND, ss.

Dec. 1, 2003

Personally appeared before me the above-named Dana Totman, in his capacity as President of AVESTA Housing Development Corporation, Sole Member of Pinetree Housing Development LLC, General Partner of YC Portland, LP, 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 said corporation, limited liability company and limited partnership.

Before me,


Notary Public/~~Attorney at Law~~

NANCY D. BENNETT
Notary Public, Maine
My Commission Expires September 11, 2009

Professional Seal:
 KYLE CHURCHMAN
 REGISTERED ARCHITECT
 1000 Main Street
 Portland, ME 04101
 License No. 11201

52 & 61 Frederic Street
 Portland, Maine
**MASTER PLAN
 PHASE I and PHASE II**

DATE: JULY 28, 2003
 PROJECT: 52 & 61 Frederic Street
 SHEET: 112/012-017
 DRAWN BY: [Name]
 CHECKED BY: [Name]

SCALE: 1/8" = 1'-0"

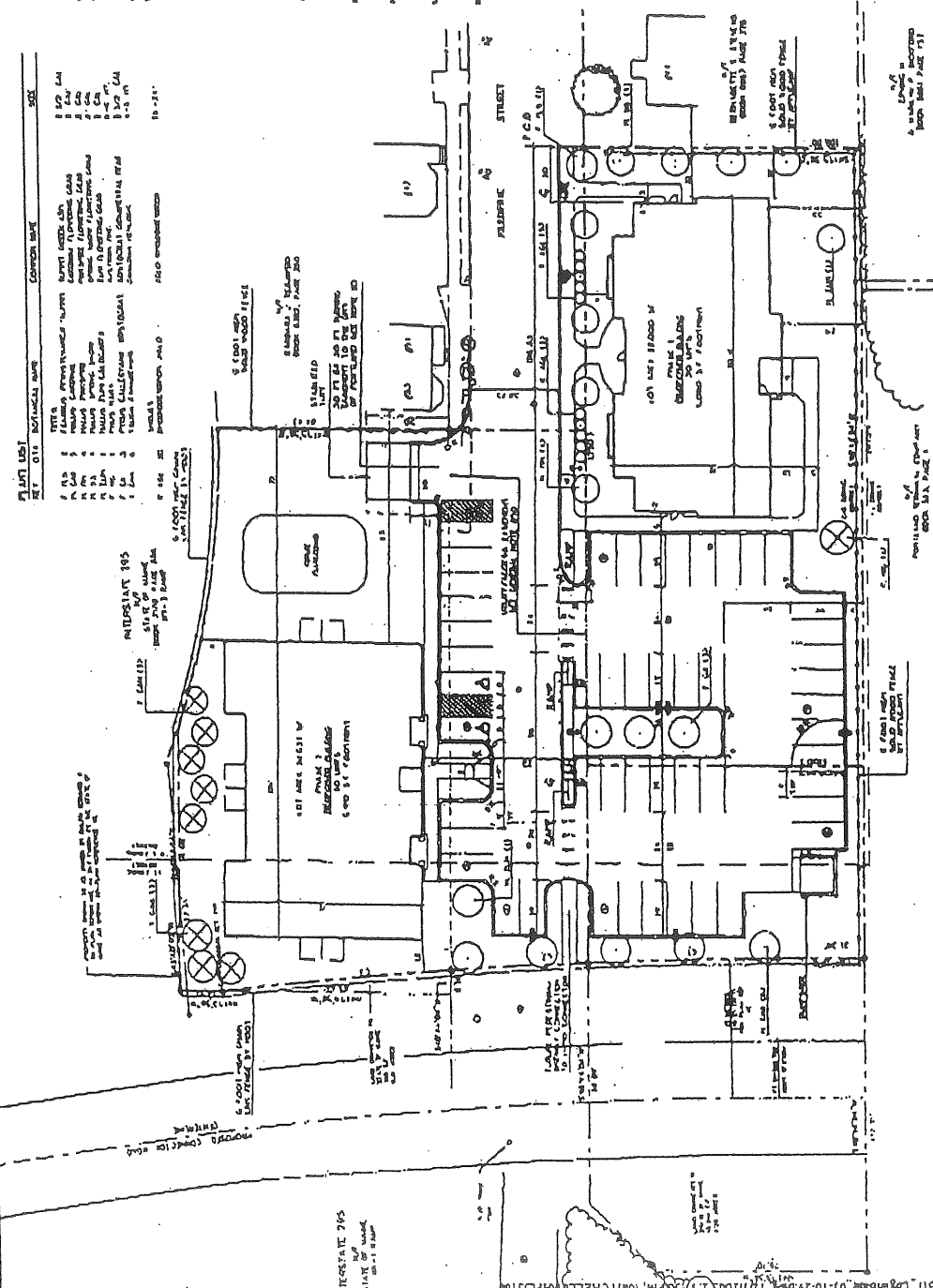
DATE: 02/19/04

PROJECT: 52 & 61 Frederic Street

SHEET: 112/012-017

- GENERAL NOTES**
1. REFER TO SHEET 112/012-016 FOR PHASE I AND PHASE II MASTER PLAN.
 2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2003 MAINE BUILDING CODE AND ALL APPLICABLE REGULATIONS.
 3. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS NOT CONDUCTED A STRUCTURAL ANALYSIS OF THE EXISTING STRUCTURE.
 4. THE EXISTING STRUCTURE IS ASSUMED TO BE IN ACCORDANCE WITH THE 1997 MAINE BUILDING CODE.
 5. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS NOT CONDUCTED A STRUCTURAL ANALYSIS OF THE EXISTING STRUCTURE.
 6. THE EXISTING STRUCTURE IS ASSUMED TO BE IN ACCORDANCE WITH THE 1997 MAINE BUILDING CODE.
 7. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS NOT CONDUCTED A STRUCTURAL ANALYSIS OF THE EXISTING STRUCTURE.
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 10. THE EXISTING STRUCTURE IS ASSUMED TO BE IN ACCORDANCE WITH THE 1997 MAINE BUILDING CODE.

- FINISH LIST**
- REF: 011 - FINISH SCHEDULE
- | ITEM | DESCRIPTION | COMMON NAME | SEE |
|------|-------------|--------------------------|-------------|
| 1 | CEILING | Acoustic Tile | 112/012-016 |
| 2 | FLOOR | Polished Concrete | 112/012-016 |
| 3 | WALL | Paint | 112/012-016 |
| 4 | DOOR | Wood | 112/012-016 |
| 5 | WINDOW | Wood | 112/012-016 |
| 6 | STAIR | Wood | 112/012-016 |
| 7 | ROOF | Asphalt/Flt | 112/012-016 |
| 8 | MECHANICAL | See Schedule 112/012-016 | 112/012-016 |
| 9 | ELECTRICAL | See Schedule 112/012-016 | 112/012-016 |
| 10 | PLUMBING | See Schedule 112/012-016 | 112/012-016 |



- SMART NOTES**
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2003 MAINE BUILDING CODE AND ALL APPLICABLE REGULATIONS.
 2. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS NOT CONDUCTED A STRUCTURAL ANALYSIS OF THE EXISTING STRUCTURE.
 3. THE EXISTING STRUCTURE IS ASSUMED TO BE IN ACCORDANCE WITH THE 1997 MAINE BUILDING CODE.
 4. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS NOT CONDUCTED A STRUCTURAL ANALYSIS OF THE EXISTING STRUCTURE.
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NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR PERMIT	07/28/03	[Name]	[Name]
2	ISSUED FOR CONSTRUCTION	07/28/03	[Name]	[Name]
3	ISSUED FOR OCCUPANCY	07/28/03	[Name]	[Name]
4	ISSUED FOR RECORD	07/28/03	[Name]	[Name]
5	ISSUED FOR ARCHIVE	07/28/03	[Name]	[Name]

ATTACHMENT 2

012

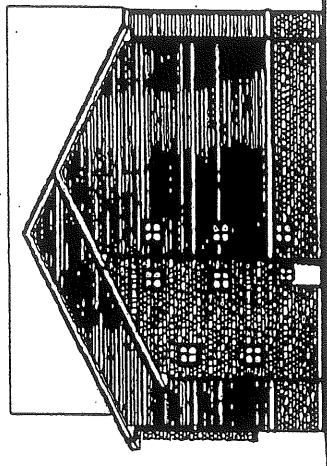
C.12

715
 Architectural
 3000 Riverside
 Falls Church
 VA 22044
 Phone: (703) 441-1111
 Fax: (703) 441-1112
 Website: www.715.com

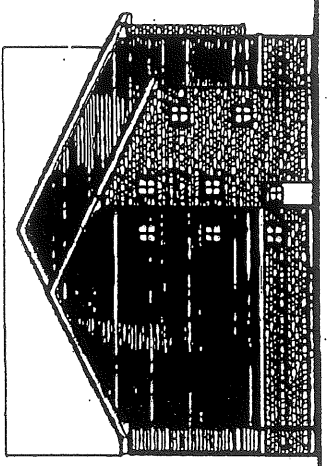
Project: **LOGAN PLACE**
 Location: **LOGAN PLACE**
 Date: **02/19/04**

LOGAN PLACE
 ARCHITECTURAL

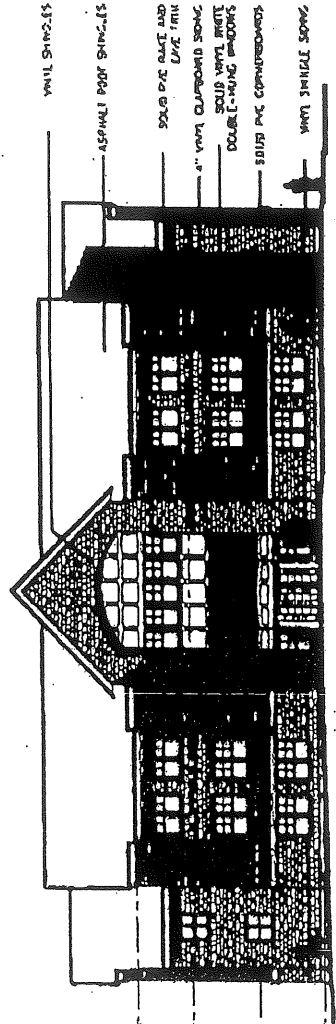
Sheet: **1**



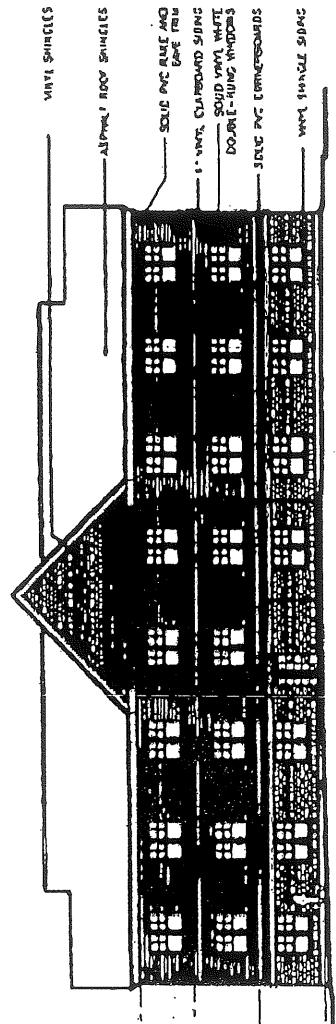
B RIGHT SIDE ELEVATION



D LEFT SIDE ELEVATION
ATTACHMENT 5

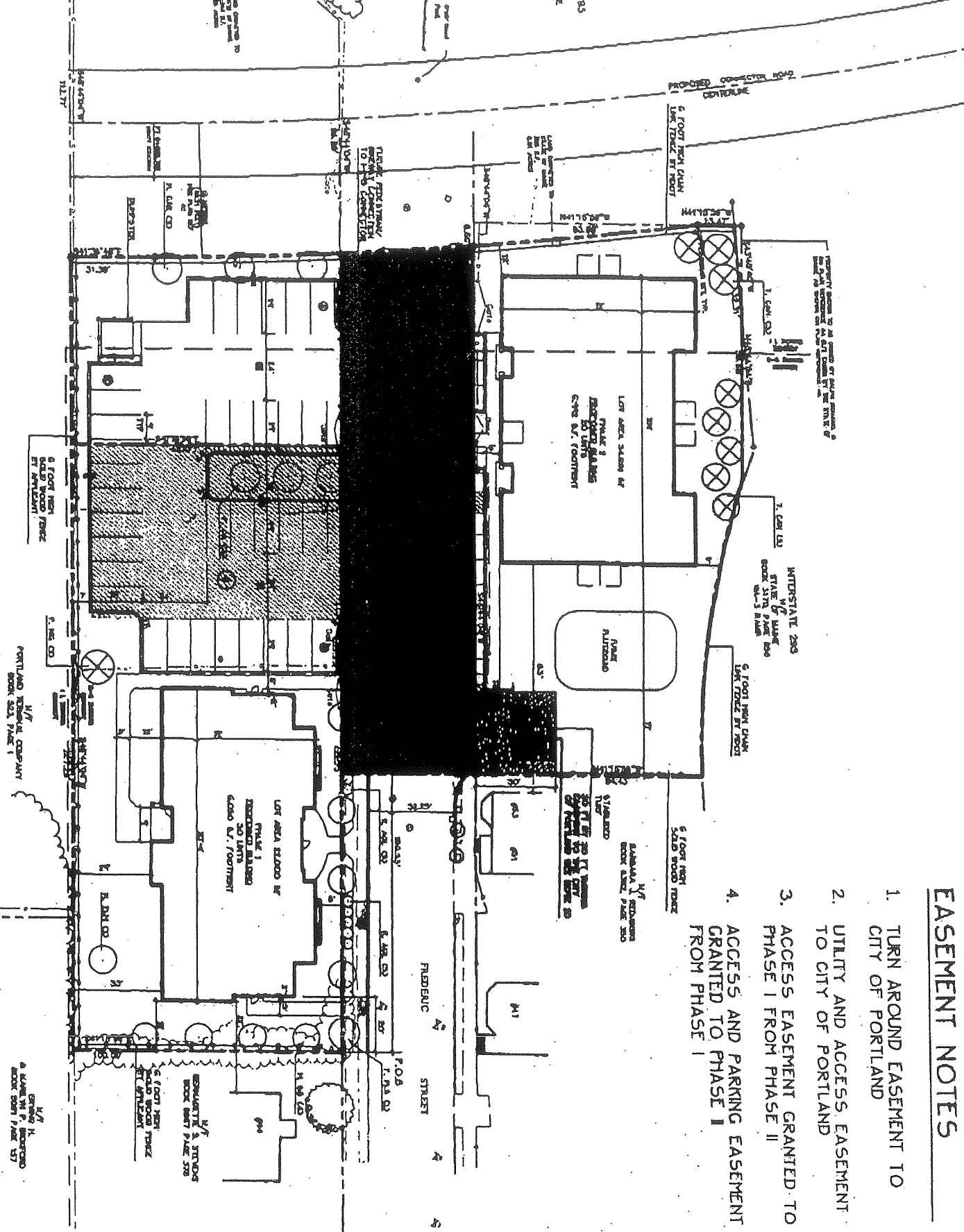


A STREET FRONT ELEVATION



C REAR ELEVATION

C-13



EASEMENT NOTES

1. TURN AROUND EASEMENT TO CITY OF PORTLAND
2. UTILITY AND ACCESS EASEMENT TO CITY OF PORTLAND
3. ACCESS EASEMENT GRANTED TO PHASE I FROM PHASE II
4. ACCESS AND PARKING EASEMENT GRANTED TO PHASE I FROM PHASE I

ATTACHMENT 6

Mitchell & Associates
 Landscape Architects
 70 Center Street
 Portland, Maine 04101
 (207) 774-4427

Title: **LOGAN PLACE ATTACHEMENT 4
 EASEMENT EXHIBIT**

Date: 09/02/03

Scale: N.T.S.

Project: LOGAN PLACE

BLANK 21/4" FROM WA-3 ROAD

LEGEND

UTILITY/ACCESS EASEMENT



DRAINAGE FENCE SHALL BE PROVIDED AND INSTALLED BY HOOT

PREVIOUSLY USED BY 1ST LANDSCAPE CO.

N/F BARBARA J REDJANSKI BOOK 6562 PAGE 550

EXISTING GARAGE

EXISTING OFFICE

#51

#47

CONCRETE PAVES CONCRETE WALK FREDERIC VERTICAL GRANITE CURBS 15x1.5'

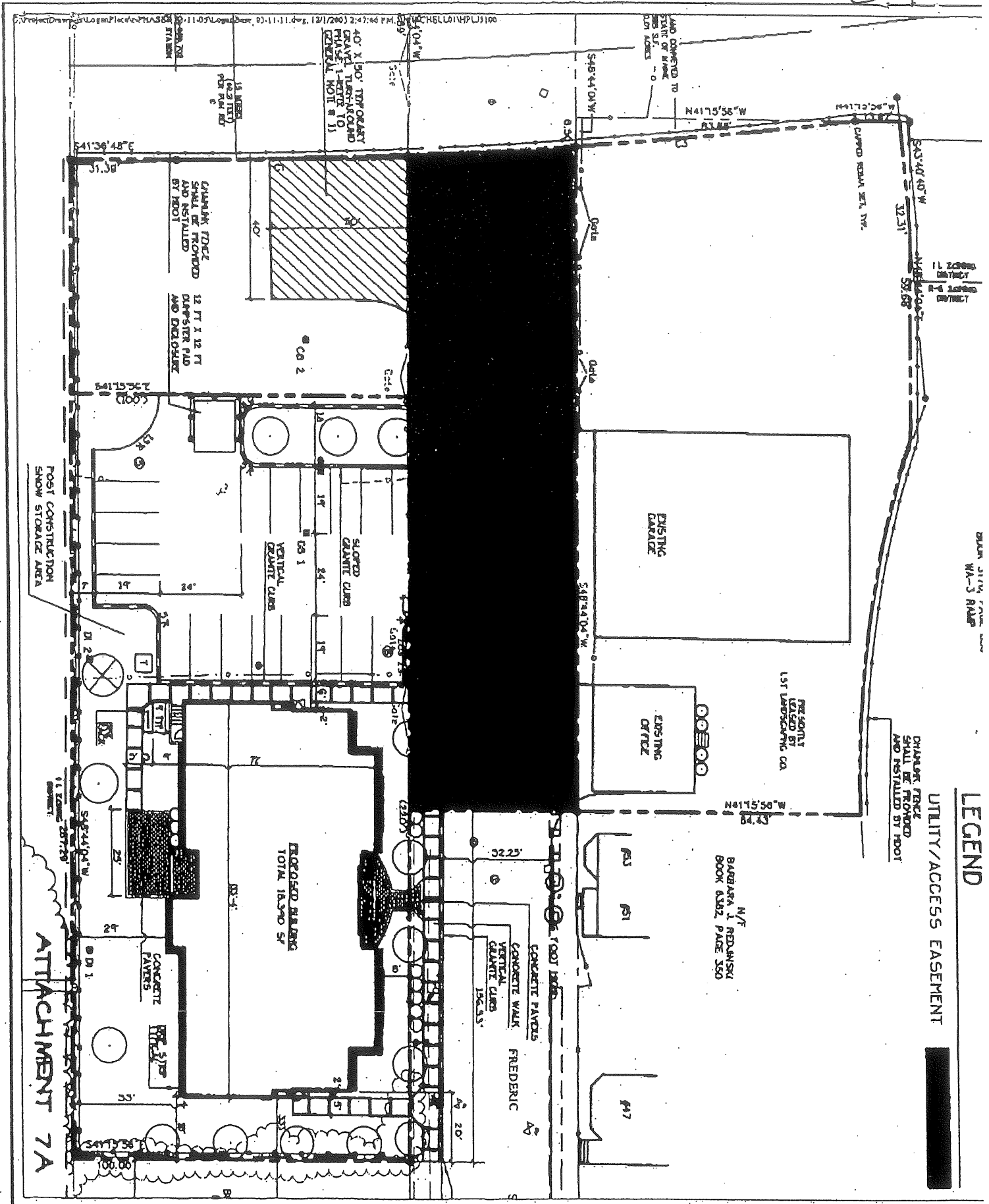
RECORDED BUILDING TOTAL 18,390 SF

GRANITE TILES SHALL BE PROVIDED AND INSTALLED BY HOOT
12 FT X 12 FT DIAPHRAGM PWD AND ENCLOSURE

2-36-51148

POST CONSTRUCTION SNOW STORAGE AREA

ATTACHMENT 7A



Mitchell & Associates
Landscape Architects
70 Center Street
Portland, Maine 04101
(207) 774-4427

Title: LOGAN PLACE-PHASE 1 EASEMENT EXHIBIT	
Date: 10/29/03	Scale: N.T.S.
Project: LOGAN PLACE	

**CITY OF PORTLAND
MEMORANDUM**

TO: Jaimey Carron, Planning Board Chair
FROM: John Peverada, Parking Manager
DATE: August 5, 2003
RE: Frederic Street SRO Parking

I have reviewed Alan Holt's memo concerning the above referenced project. I honestly do not have any experience with SROs however; I can provide you with the following information.

The Year 2000 census data from state of Maine shows
over 57% of households own 2 or more vehicles.
Only 7.6% of Maine households do not own a vehicle.

Only about 3% of the population uses mass transit.

My experience with people who stay at the Oxford Street Homeless Shelter and come into our office to request on street residential parking permits, confirms the above. Additionally, the residents of Frederick Street are constantly calling our office concerning blocked driveways or other parking issues, and quite frankly I do not want to add to their complaints with additional vehicles on the street.

While I cannot comment on the out of town SROs that are referenced in Alan's memo, I can say that I have heard from residents of the Portland YMCA's 97 SRO units that they are not allowed to park in the parking lot. I have never checked into the validity of this, and maybe they are just confused, but in any event residents of the Portland YMCA SRO are parking on the neighboring streets. I know that for fact as the son of one of our employees just moved out after living there for over a year. He claims that he almost had his car towed for the YMCA lot on two occasions, and he was told under no uncertain terms that he was not allowed to park his vehicle in the YMCA parking lots at any time.

Jaimey, I think that this is a good project, but I honestly think that more parking is needed to make it work without negatively impacting the existing neighborhood. However with that being said, based on the fact that the applicant owns additional land at that location, I would be willing to go along with the plan as proposed, provided that the applicant agreed to add additional off street parking spaces if they were deemed necessary at a future date. I also think that a notation should be made that holds up the approval of phase 2 until any parking deficiencies in phase one are corrected.

Please do not hesitate to contact me if you have any questions or concerns, and pass this memo on to other members of the board.

A.H.A

FORE RIVER APARTMENTS

63 Frederic Street

Portland, Maine

SITE PLAN AND SUBDIVISION REVIEW

October 26, 2004

APPLICANT

Avesta Fore River Housing, LP
307 Cumberland Avenue
Portland, Maine 04101

LANDSCAPE ARCHITECTS

MITCHELL & ASSOCIATES
Landscape Architects
70 Center Street
Portland, Maine 04101

October 26, 2004

Ms. Barbara Barhydt
and Planning Board Members
Department of Planning and Development
City of Portland
389 Congress Street
Portland, Maine 04101

**RE: Fore River Apartments
63 Frederic Street, Portland**

Dear Barbara and Board Members:

On behalf of Avesta Fore River Housing LP, we are pleased to submit the attached Site Plan and Subdivision Plan Application for the proposed Fore River Apartments, located at 63 Frederic Street in Portland. The applicant obtained approval from the Portland City Council on November 3, 2003 for a contract zone to develop a two-phase housing project on the 1.3 acre property. The applicant also received approval for the city to vacate approximately 190 linear feet of the dead end portion of Frederic Street.

The first phase of the development project is a 30 unit, three-story SRO apartment building called Logan Place. The purpose of the development is to provide housing for chronically homeless individuals who have a history of emergency shelter use. Each of the 30 units will be approximately 250 square feet in size and have their own kitchenette, living/sleeping space and full bathroom. The building will be staffed 24-hours a day by members of the Preble Street Resource Center.

This application is for the second phase of the development, consisting of a three story apartment building. The proposed building will consist of 20 apartments with a mix of one and two bedrooms units.

The Site

Frederic Street is a dead end street located off Congress Street, easterly of the off-ramp from I-295 North. The subject parcel, located on the northwest side of

Frederic Street, has an existing 4,550 square foot garage housing a landscape construction company and a maintenance lot. The landscape business is currently operating under a lease which will allow this use through June 2006. The proposed I-295 Connector Road which is currently under construction, will run perpendicular and adjacent to the southwesterly side of the property.

Master Development Plan

A Master Development Plan was prepared for the contract zone application which anticipates a full build out of the 1.30 acre property. Phase one consists of the 30 units of SRO residences in a three story building. Phase two (the proposed Fore River Apartments) will consist of developing the remainder of the property into a three story apartment building with twelve two-bedroom and eight one-bedroom units, which will be both market rate and affordable units. Phase two is anticipated to proceed in the summer of 2005.

Project Description

Fore River Apartments will consist of the development of 20 units of apartment residences contained in a three story wood framed building. The development will provide family housing for a mix of income ranges. The combined development of Logan Place and Fore River Apartments will provide a total of 48 parking spaces, of which 40 spaces are dedicated toward the Fore River Apartments and the balance towards Logan Place.

Building Description

The proposed 20 unit building has a total of 6,992 square feet in footprint and a total floor area of 20,629 square feet. The Frederic Street elevation of the Fore River Apartments structure is designed as a three-story building, with a combination of vinyl clapboard and shingle siding, double-hung and casement windows, and an asphalt roof.

Unit Description

Each unit type will vary in square footage depending on the number of bedrooms. Each unit will consist of a living area, bedrooms, a full bathroom and a full kitchen with all major appliances. The building will include a common meeting space, community kitchen and laundry facilities. The housing unit mix will consist of 20 handicapped adaptable units and two handicapped accessible units in accordance with the requirements set forth by the state and federal government.

Submission

This application for Site Plan and Subdivision Plan Review includes the following information:

1. Cover letter, dated October 26, 2004
2. Ten Application Booklets
3. One set of reduced plans (11" x 17")
4. Nine sets of full size plans (24" x 36")

We trust that the planning board will consider this a complete application for Site Plan and Subdivision Plan approval. If you desire any additional information, please do not hesitate to call.

We look forward to our meeting with the Board on November 23, 2004.

Sincerely,
Mitchell & Associates



John D. Mitchell

Enclosure

cc: Jay Waterman
Ben Walter

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EXHIBIT	2	Letter of Authorization
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EXHIBIT	6	Project Data
EXHIBIT	7	Property Abutters
EXHIBIT	8	Existing Soil Conditions
EXHIBIT	9	Public Utilities
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EXHIBIT	11	Traffic Impact Study
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EXHIBIT	14	Financial Capacity
EXHIBIT	15	Project Schedule
EXHIBIT	16	Light Fixtures

City of Portland Site Plan Application

If you or the property owner owes real estate taxes, personal property taxes or user charges on any property within the City of Portland, payment arrangements must be made before permit applications can be received by the Inspections Dept.

Address of Construction: 63 Frederic Street Zone: Contract		
Total Square Footage of Proposed Structure: 6,992 S.F.		Square Footage of Lot: 34,651 S.F.
Tax Assessor's Chart, Block & Lot Chart#: 67 Block#: K Lot#: 19	Property owner, mailing address: Avesta Housing Development Corp. 307 Cumberland Avenue Portland, Maine 04101	Telephone: (207) 553-7777
Consultant/Agent, mailing address, phone & contact person: John D. Mitchell, Agent Mitchell and Associates 70 Center Street Portland, Maine 04101 Telephone (207) 774-4427	Applicant name, mailing address, telephone #/Fax#/Pager#: Avesta Fore River Housing, LP 307 Cumberland Avenue Portland, Maine 04101 Telephone (207) 553-7777 Fax (207) 553-7778	Project name: Fore River Apartments
Proposed Development (check all that apply) <input checked="" type="checkbox"/> New Building <input type="checkbox"/> Building Addition <input type="checkbox"/> Change of Use <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Office <input type="checkbox"/> Retail <input type="checkbox"/> Manufacturing <input type="checkbox"/> Warehouse/Distribution <input type="checkbox"/> Parking lot <input checked="" type="checkbox"/> Subdivision, (\$500.00) + amount of lots <u>20</u> (\$25.00 per lot) \$ <u>500.00</u> <input type="checkbox"/> Site Location of Development \$3,000, except for residential lots which are then \$200 per lot <input type="checkbox"/> Traffic Movement \$1,000 <input type="checkbox"/> Stormwater Quality \$250.00 <input type="checkbox"/> Other <input type="checkbox"/> After the fact review - Major project \$1,500.00 <input type="checkbox"/> After the fact review - Minor project \$1,200.00		
Major Development <input checked="" type="checkbox"/> \$500.00 Minor Development <input type="checkbox"/> \$400.00 Plan Amendments: <input type="checkbox"/> Board review \$200.00 <input type="checkbox"/> Staff review \$100.00		
Who billing will be sent to: Jay Waterman – Avesta Housing Mailing address: 307 Cumberland Avenue, Portland State and Zip: Maine 04101 Contact person: Jay Waterman Phone: (207) 553-7777		

Submittals shall include (9) separate folded packets of the following:

- a. copy of application
- b. cover letter stating the nature of the project
- c. site plan containing the information found in the attached sample plans check list

Amendment to Plans: Amendment applications should include 6 separate packets of the above (a, b, and c)

ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM

Section 14-522 of the Zoning Ordinance outlines the process, copies are available at the counter at .50 per page (8.5 x11) you may also visit the web site: ci.portland.me.us chapter 14

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 Code Official'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.

Signature of applicant:	Date: 10.26.04
-------------------------	-----------------------



City Of Portland Site Plan Checklist

1a.

FORE RIVER APARTMENTS, 63 FREDERIC ST.

Project Name, Address of Project

Application Number

Submitted (X) & Date	Item	Required Information	Section 14-525 (b,c)
X	(1)	Standard boundary survey (stamped by a registered surveyor, at a scale of not less than 1 inch to 100 feet and including:	1
X	(2)	Name and address of applicant and name of proposed development	a
X	(3)	Scale and north points	b
X	(4)	Boundaries of the site	c
X	(5)	Total land area of site	d
X	(6)	Topography - existing and proposed (2 feet intervals or less)	e
X	(7)	Plans based on the boundary survey including:	2
X	(8)	Existing soil conditions	a
X	(9)	Location of water courses, marshes, rock outcroppings and wooded areas	b
X	(10)	Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be used	c
X	(11)	Approx location of buildings or other structures on parcels abutting the site	d
X	(12)	Location of on-site waste receptacles	e
X	(13)	Public utilities	e
X	(14)	Water and sewer mains	e
X	(15)	Culverts, drains, existing and proposed, showing size and directions of flows	e
X	(16)	Location and dimensions, and ownership of easements, public or private rights-of-way, both existing and proposed	f
X	(17)	Location and dimensions of on-site pedestrian and vehicular access ways	
X	(18)	Parking areas	g
NA	(19)	Loading facilities	g
X	(20)	Design of ingress and egress of vehicles to and from the site onto public streets	g
X	(21)	Curb and sidewalks	g
X	(22)	Landscape plan showing:	h
X	(23)	Location of existing proposed vegetation	h
X	(24)	Type of vegetation	h
X	(25)	Quantity of plantings	h
X	(26)	Size of proposed landscaping	h
NA	(27)	Existing areas to be preserved	h
NA	(28)	Preservation measures to be employed	h
X	(29)	Details of planting and preservation specifications	h
X	(30)	Location and dimensions of all fencing and screening	i
X	(31)	Location and intensity of outdoor lighting system	j
X	(32)	Location of fire hydrants, existing and proposed	k
X	(33)	Written statement	c
X	(34)	Description of proposed uses to be located on site	1
X	(35)	Quantity and type of residential, if any	1
X	(36)	Total land area of the site	b2
X	(37)	Total floor area and ground coverage of each proposed building and structure	b2
X	(38)	General summary of existing and proposed easements or other burdens	c3
X	(39)	Method of handling solid waste disposal	4
X	(40)	Applicant's evaluation of availability of off-site public facilities, including sewer, water and streets	5
X	(41)	Description of any problems of drainage or topography, or a representation that there are none	6
X	(42)	An estimate of the time period required for completion of the development	7

NA	(43)	A list of all state and federal regulatory approvals to which the development may be subject to	8
NA	(44)	The status of any pending applications	8
NA	(45)	Anticipated timeframe for obtaining such permits	h8
NA	(46)	A letter of non jurisdiction	h8
X	(47)	Evidence of financial and technical capability to undertake and complete the development including a letter from a responsible financial institution stating that is has reviewed the planned development and would seriously consider financing it when approved.	

Note: Depending on the size and scope of the proposed development, the Planning Board or Planning Authority may request additional information, including (but not limited to):

- drainage patterns and facilities;
- erosion and sedimentation controls to be used during construction;
- a parking and/or traffic study;
- and
- a noise study;
- an environmental impact study;
- a sun shadow study;
- a study of particulates and any other noxious emissions;
- a wind impact analysis.

Other comments:

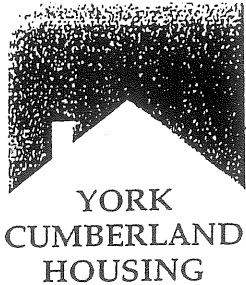


Exhibit 2

Monday, April 14, 2003

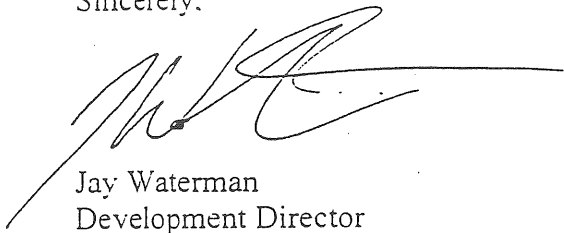
Sarah Hopkins Development Review Services Manager
City of Portland Planning Department
89 Spring Street
Portland ME 04101

Subject: Frederic Street, Portland

Dear Ms. Hopkins:

This letter authorizes John D. Mitchell and/or Robert B. Metcalf of Mitchell and Associates to act as agents on behalf of York Cumberland Housing Development Corporation in the submission of any and all application materials and public meetings that relate to our proposed development at 48-69 Frederic Street, Portland.

Sincerely,

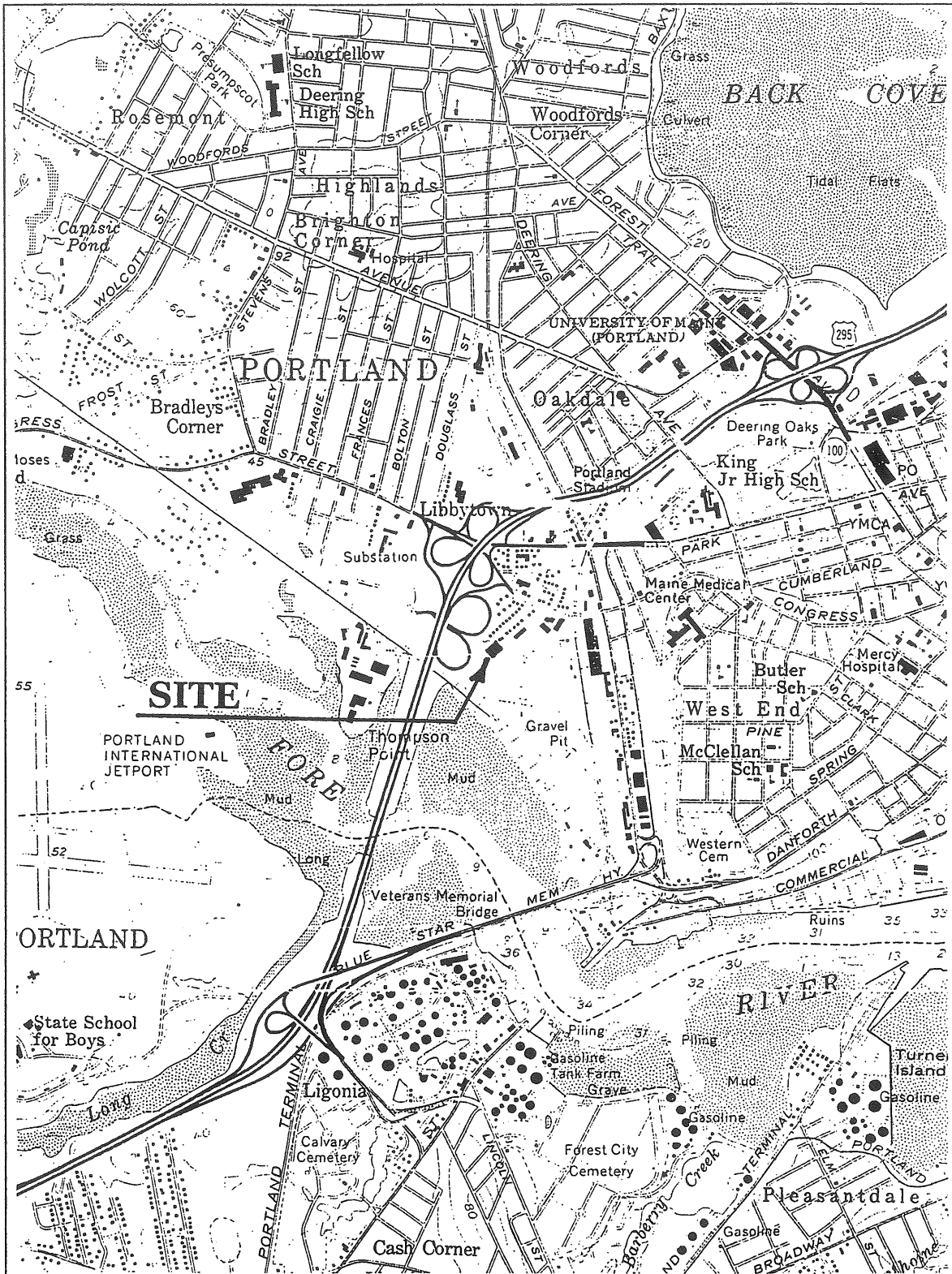


Jay Waterman
Development Director

Cc: John Mitchell
Ben Walter, CWS Architects



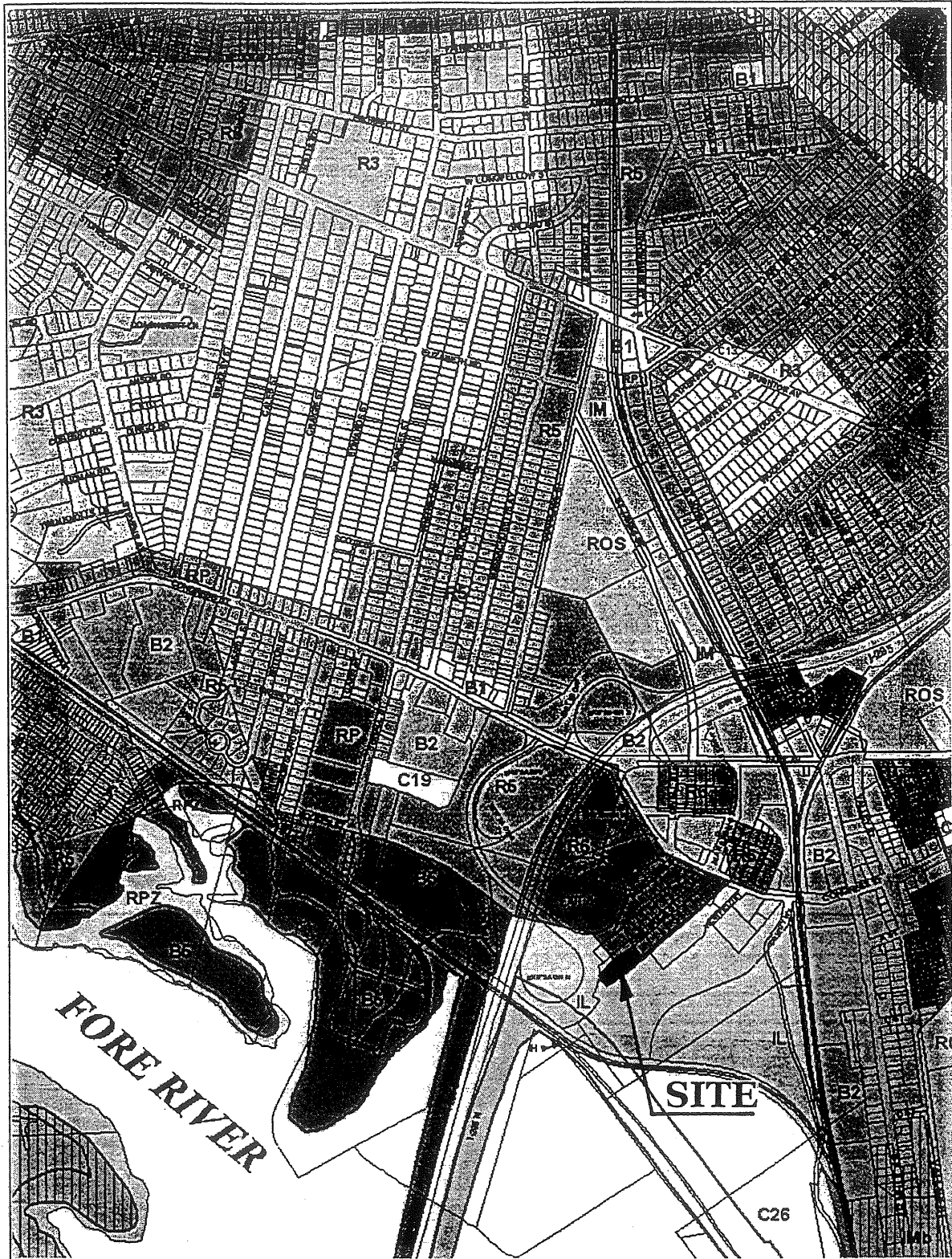
U.S.G.S. NE/4 PORTLAND 15' QUADRANGLE
Portland West, Maine
1956, Photo-revised 1978



LOCATION MAP
Scale: 1" = 2,000'

City of Portland, Maine
Southern Section
ZONING

3a



ZONING MAP
Scale: 1" = 1,000'

~~Doc#:~~ 17147 Bk:21475 Pg: 30
Doc#: 65279 Bk:21673 Pg: 121

Exhibit 4

SHORT FORM WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS, that AVESTA HOUSING DEVELOPMENT CORPORATION, a Maine non-profit corporation, with a place of business in Portland, Maine, formerly known as York - Cumberland Housing Development Corporation, FOR CONSIDERATION PAID, grants to YC PORTLAND, LP, a Maine limited partnership with a mailing address % Avesta Housing Development Corporation, 307 Cumberland Avenue, Portland, Maine 04101, WITH WARRANTY COVENANTS, certain real property located on the southeasterly side of Frederic Street in the City of Portland, County of Cumberland and State of Maine, together with the improvements thereon, more particularly described in Exhibit A attached hereto and made a part hereof.

IN WITNESS WHEREOF, Avesta Housing Development Corporation has caused this instrument to be executed by Dana Totman, its President thereunto duly authorized, this 18th day of June, 2004.

WITNESS:

AVESTA HOUSING DEVELOPMENT CORPORATION

M. A. Selinger

By: Dana Totman
Dana Totman, its President

STATE OF MAINE
COUNTY OF CUMBERLAND, SS.

June 18, 2004

Personally appeared the above-named Dana Totman, President of Avesta Housing Development Corporation, 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 said nonprofit corporation.

Before me,

M. A. Selinger
Notary Public/Attorney-at-Law
Print name: M. A. SELINGER
My commission expires:

Doc# 65279 BK#21673 Pg: 122

4a

~~Doc# 67149 BK#21435 Pg: 31~~

EXHIBIT A

A certain lot or parcel of land with the improvements thereon at the southeasterly of the westerly terminus of, Frederic street, in the City of Portland, County of Cumberland, State of Maine as shown on the ALTA ACSM Land Title Survey of Logan Place, Avesta Housing, by Sebago Technics, Inc. (Project # 03048), dated June 1, 2004 hereinafter referred to as "the Plan", and being more particularly bounded and described as follows:

Beginning a found iron pipe at the southeasterly sideline of said Frederic St. and the most westerly corner of land now or formerly of Bernadette S. Stevens (Deed Book 6967, Page 378);

Thence S 41°-15'-56" E, along land of Stevens, a distance of 100.00 feet to a corner and land now or formerly of Erving H. and Marilyn P. Bickford (Book 5051, Page 157);

Thence S 48°-44'-04" W, along land of Bickford and land now or formerly of Portland Terminal Company (Book 523, Page 1), a distance of 220.00 feet to Lot 2 as shown on the Plan;

Thence N 41°-15'-56" W, along Lot 2, a distance of 100.00 feet to the former southeasterly sideline of Frederic Street;

Thence N 48°-44'-04" E, along the former and then current sideline of Frederick Street, a distance of 220.00 feet to the Point of Beginning;

The area of this lot being approximately 22,000 S.F. or .505 acres.

Meaning and intending to convey a portion of the premises described in Deed Book 9066, Page 346.

Subject to a restriction stated in a deed recorded in said Registry of Deeds in Book 1977, Page 184 that no building or part of a building shall ever be erected on said lot within 5 feet of the street line.

Grantor does also grant to Grantee, its successors and assigns forever, the perpetual right and easement, in common with others, to enter Grantor's land for the purpose of access by foot and all manner of vehicles, and for underground utilities, over a portion of the former Frederic Street, such portion having been vacated by the City of Portland, said easement being more particularly bounded and described as follows:

Beginning at a point S 41°-15'-56" E, a distance of 15.80 feet from a 5/8" rebar set situated on the northwesterly side of Frederic Street and the southerly most

46

corner of land now or formerly of Barbara J Redjinski described in a deed recorded at Cumberland County Registry of Deeds in Book 6382, Page 350;

Thence S 48°-50'-15" W, through a discontinued portion of Frederic Street, a distance of 79.43 feet;

Thence S 41°-15'-56" E, a distance of 34.35 feet to the southeasterly sideline of a discontinued portion of Frederic Street;

Thence N 48°-44'-04" E, a distance of 79.43 feet to the end of Frederic Street;

Thence N 41°-15'-56" W, along the end of Frederic Street, a distance of 34.20 feet to the Point of Beginning.

The area of the herein described easement is approximately 2,723 square feet. Said easement area is subject to a public easement in favor of the City of Portland for ingress and egress by foot or vehicle (including a pedestrian easement) and also for utilities.

Reserving to the Grantor, its successors and assigns, a parking and access easement benefiting the remaining land of Grantor, in common with Grantee, its successors and assigns, and others, said reserved easement being more particularly bounded and described as follows:

Beginning at a point S 48°-44'-04" W, a distance of 55.43 feet from the end of Frederic Street, which is S 41°-15'-56" E, a distance of 50.00 feet from a 5/8" rebar set situated on the northwesterly side of Frederic Street and the southerly most corner of land now or formerly of Barbara J. Redjinski described in a deed recorded at Cumberland County Registry of Deeds in Book 6382, Page 350;

Thence S 48°-44'-04" W, along the southeasterly sideline of a discontinued portion of Frederic Street a distance of 63.69 feet to Lot 2 as shown on the Plan;

Thence S 41°-15'-56" E, along Lot 2, a distance of 93.00 feet

Thence N 48°-44'-04" E, a distance of 63.69 feet;

Thence N 41°-15'-44" W, a distance of 93.00 feet to the Point of Beginning.

The area of the herein described easement is approximately 5,924 square feet.

Received
Recorded Register of Deeds
Jun 16, 2004 02:43:38P
Cumberland County
John B O'Brien

~~Received
Recorded Register of Deeds
Jun 21, 2004 11:00:09A
Cumberland County
John B O'Brien~~

SHORT FORM QUITCLAIM DEED WITH COVENANT

I, RALPH ROMANO, III, of Cape Elizabeth, Maine, for one dollar and other good and valuable consideration, hereby grant with quitclaim covenant to York-Cumberland Housing Development Corporation, a Maine non-profit corporation, with a place of business in Gorham, Maine, certain real property located on Frederick Street in Portland, Maine, together with the buildings and improvements thereon, and more particularly described on Exhibit A attached hereto and made a part hereof.

The premises described on Exhibit A are conveyed subject to the following:

- A. Easement granted to Central Maine Power Company and New England Telephone & Telegraph Company dated April 16, 1975 and recorded in the Cumberland County Registry of Deeds in Book 4171, Page 167.
- B. Restrictions set forth in deed from James Ottie Corey to Ralph Romano, Jr., dated December 16, 1949, and recorded in the Cumberland County Registry of Deeds in Book 1985, Page 85.
- C. Restrictions set forth in a deed from Philip R. Webb to Ralph Romano, Jr., dated October 18, 1949, and recorded in Book 1977, Page 184.

IN WITNESS WHEREOF, I, RALPH ROMANO, III, have hereunto set my hand and seal as of this 10th day of March, 2003.

WITNESS:

[Handwritten signature]

[Handwritten signature]
Ralph Romano, III

STATE OF FLORIDA
COUNTY OF Polk

March 12th, 2003

Personally appeared the above-named Ralph Romano, III, who acknowledged the foregoing instrument to be his free act and deed.

Before me,

[Handwritten signature]
Notary Public

Marian C. Stone
Print Name

My commission expires: December 17, 2005

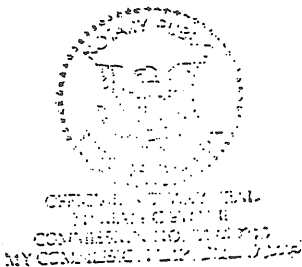


EXHIBIT A

PARCEL 1: NORTHWESTERLY SIDE OF FREDERIC ST., PORTLAND

A certain lot or parcel of land with the buildings and improvements thereon on the northwesterly side of, and adjacent to, Frederic Street, in the City of Portland, County of Cumberland, State of Maine and being more particularly bounded and described as follows:

Beginning a point on the northwesterly sideline of said Frederic St. at the easternmost corner of the within-described parcel, also being the southerlymost corner of land now or formerly of Barbara J. Redjinski (deed, Cumberland County Registry of Deeds, Book 6382, Page 350);

Thence S 48°44'04" W along the northwesterly sideline of Frederic Street a distance of 191.50 feet to a proposed Maine Department of Transportation ("M.D.O.T.") taking and a capped iron rod marked #2028 set;

Thence by the easterly boundary of land to be conveyed to the State of Maine in connection with said M.D.O.T. taking, along a curve to the left with a radius of 1689.61 feet, a distance of 84.12 feet, having a chord bearing of N 47°03'58" W and a chord distance of 84.11 feet, to a capped iron rod marked #2028 at land of the State of Maine;

Thence N 41°15'56" W along said land to be conveyed to the State of Maine a distance of 13.47 feet to a point;

Thence N 43°40'40" E continuing along land now or formerly of the State of Maine (see Book 3170, Page 856) a distance of 32.31 feet to a point;

Thence N 48°44'04" E continuing along said land of the State of Maine a distance of 59.68 feet to a point of non-tangential curvature along said land of the State of Maine;

Thence by said land of the State of Maine along a curve to the left having a radius of 305.00 feet, a distance of 109.84 feet, having a chord bearing of N 56°55'42" E and a chord distance of 109.25 feet to a corner and said land of Redjinski;

Thence S 41°15'56" E along said land of Redjinski a distance of 84.43 feet to the point of beginning;

The area of this lot being approximately 18,368 S.F. or .42 acres.

Exhibit A Continued

PARCEL 2: SOUTHEASTERLY SIDE OF FREDERIC ST.

Also another certain lot or parcel of land with the buildings and improvements thereon on the southeasterly side of, and adjacent to, Frederic Street, in the City of Portland, County of Cumberland, State of Maine and being more particularly bounded and described as follows:

Beginning a point on the southeasterly sideline of said Frederic Street at the northernmost corner of the within-described parcel, also being the westernmost corner of land now or formerly of Bernadette S. Stevens (deed Cumberland County Registry of Deeds, Book 6967, Page 378);

Thence S 41°15'56" E along land of Stevens a distance of 100.00 feet to a corner and land now or formerly of Erving H. and Marilyn P. Bickford (Book 5051, Page 157);

Thence S 48°44'04" W along land of Bickford and land now or formerly of Portland Terminal Company (Book 523, Page 1) a distance of 287.29 feet to a capped iron rod marked #2028 set at a proposed Maine Department of Transportation ("M.D.O.T.") taking;

Thence N 41°36'48" W along land of proposed M.D.O.T. taking, a distance of 31.39 feet to a capped iron rod marked #2028 set at a point of curvature;

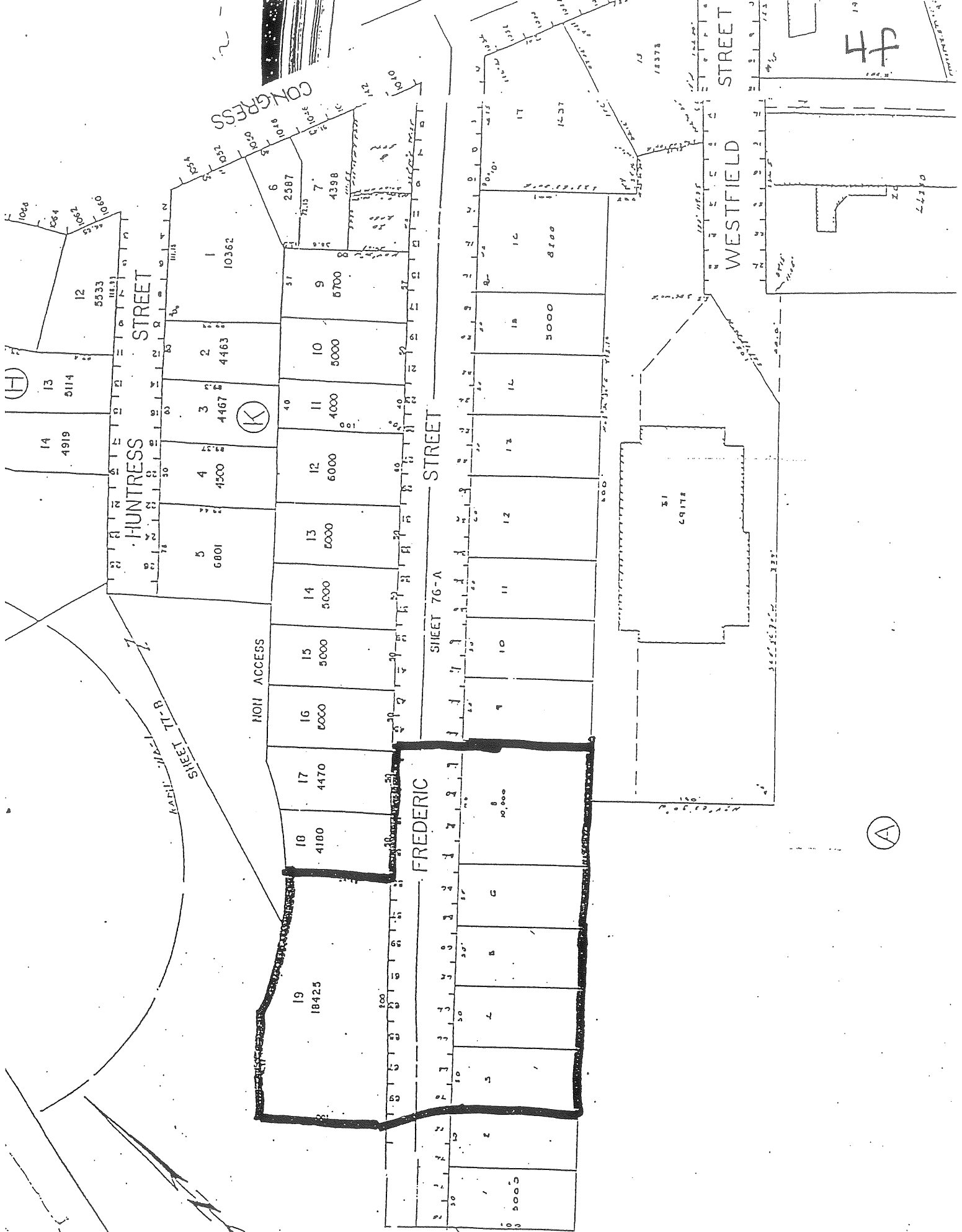
Thence by land of proposed M.D.O.T. taking and along a curve to the left with a radius of 1689.61 feet, having a chord bearing of N 42°46'38" W and chord distance of 68.64 feet, a distance of 68.64 feet to a capped iron rod marked #2028 at the southeasterly sideline of Frederic Street;

Thence N 48°44'04" E along the southeasterly sideline of Frederick Street, a distance of 289.29 feet to the point of beginning;

The area of this lot being approximately 28,791 S.F. or .66 acres.

Meaning and intending to convey the premises described in a deed to Ralph Romano III recorded in said Registry of Deeds in Book 9066, Page 346.

The description of the real property conveyed herein has been prepared by Grantee's surveyor. Grantee agrees by acceptance of this deed that the deed covenant herein does not and will not extend to or cover any discrepancy between the properties as described herein and the historical descriptions of these properties.



(A)

47

EASEMENT

KNOW ALL PERSONS BY THESE PRESENTS, that AVESTA HOUSING DEVELOPMENT CORPORATION, a Maine non-profit corporation with a place of business in Portland, Maine, whose mailing address is 307 Cumberland Avenue, Portland, Maine, 04101 (the "Grantor"), FOR VALUABLE CONSIDERATION, the receipt of which is hereby acknowledged, does hereby GRANT to THE CITY OF PORTLAND, a Maine body corporate and politic, whose mailing address is City Hall, 389 Congress Street, Portland, Maine, 04101, (the "Grantee"), an easement or right of way to be used in common with others for the purposes described below. The easement granted herein covers a portion of the land owned by Grantor described in a deed recorded in the Cumberland County Registry of Deeds in Book 19064, Page 96 lying in the City of Portland, Cumberland County, Maine, the area subject to such easement being more particularly described in Exhibit A attached hereto and made a part hereof.

The purpose of this easement is to provide Grantee, its successors and assigns, with a public easement for ingress and egress for the purpose of allowing the entry and turning around of City of Portland vehicles, such as, but not limited to, snowplows, refuse trucks, emergency, fire, police and maintenance vehicles and the like. This instrument constitutes the "Turn Around Easement for Phase II" described in Section 8 of that certain Contract Zone Agreement, dated December 1, 2003, recorded in the Cumberland County Registry of Deeds in Book 20632, Page 330, among Grantor, Grantee and YC Portland, LP.

TO HAVE AND TO HOLD the aforegranted and bargained easements with all privileges and appurtenances thereof to the Grantee, its successors and assigns, to its and their use and behoof. Grantor does hereby covenant with Grantee and its successors and assigns, that Grantor has good right to convey the easements described herein to Grantee to hold as aforesaid.

IN WITNESS WHEREOF, Avesta Housing Development Corporation, the Grantor, has caused this instrument to be executed by Dana Totman, its President thereunto duly authorized, this 18th day of June, 2004.

WITNESS:

AVESTA HOUSING DEVELOPMENT CORPORATION, Grantor

M. Selinger

By: Dana Totman

Dana Totman, its President

5a

~~Doc#: 47159 Bk:21435 Pg: 34~~

STATE OF MAINE
CUMBERLAND, SS

June 18, 2004

Personally appeared the above-named Dana Totman, President of Avesta Housing Development Corporation, 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 said Avesta Housing Development Corporation.

Before me,

M. A. Selinger
Notary Public/Attorney-at-Law

Print Name: M. A. SELINGER
My commission expires: _____

5b

EXHIBIT A

An easement over a certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine on the northwesterly sideline of a discontinued portion of Frederic Street, southeasterly of but not adjacent to Congress Street being further bounded and described as follows:

Reference is made to a plan entitled: "Recording Plat Plan, of Logan Place, Frederic Street, Portland, Maine, for YC Portland, LP, by Mitchell and Associates, dated November 24, 2003"

Beginning at a 5/8" rebar set situated on the northwesterly side of Frederic Street and the southerly most corner of land now or formerly of Barbara J Redjinski described in a deed recorded at Cumberland County Registry of Deeds in Book 6382, Page 350;

Thence S 48°-44'-04" W, along the northwesterly sideline of a discontinued portion of Frederic Street, a distance of 30.00 feet;

Thence N 41°-15'-56" W, a distance of 30.00 feet;

Thence N 48°-44'-04" E, a distance of 30.00 feet to land of Redjinski;

Thence S 41°-15'-56" E, along land of Redjinski, a distance of 30.00 feet to the Point of Beginning.

The area of the herein described easement is approximately 900 square feet.

Bearings are based on Grid North.

O:\MAS\99475 Avesta\Logan Place\Title\Easements\City Permanent Turnaround Easement FINAL.doc

~~Received
Recorded Register of Deeds
Jun 21 2004 11:00:54A
Cumberland County
John B OBrien~~

Received
Recorded Register of Deeds
Aug 16 2004 02:43:54P
Cumberland County
John B OBrien

~~Doc# 47151 Bk:21435 Pg: 36~~

Doc#: 65281 Bk:21673 Pg: 127

5c

EASEMENT

KNOW ALL PERSONS BY THESE PRESENTS, that AVESTA HOUSING DEVELOPMENT CORPORATION, a Maine non-profit corporation with a place of business in Portland, Maine, whose mailing address is 307 Cumberland Avenue, Portland, Maine, 04101 (the "Grantor"), FOR VALUABLE CONSIDERATION, the receipt of which is hereby acknowledged, does hereby GRANT to THE CITY OF PORTLAND, a Maine body corporate and politic, whose mailing address is City Hall, 389 Congress Street, Portland, Maine, 04101, (the "Grantee"), an easement or right of way to be used in common with others for the purposes described below. The easement granted herein covers a portion of the land owned by Grantor described in a deed recorded in the Cumberland County Registry of Deeds in Book 19064, Page 96 lying in the City of Portland, Cumberland County, Maine, the area subject to such easement being more particularly described in Exhibit A attached hereto and made a part hereof (referred to herein as the "Easement Parcel").

The purpose of this easement is to provide Grantee, its successors and assigns, with a public easement for ingress and egress, by foot or motor vehicle and for the installation, maintenance, repair and replacement of all customary utilities, in common with Grantor and Grantor's successors, assigns, tenants and invitees, over the Easement Parcel, for the purpose of allowing access by City of Portland vehicles, such as, but not limited to, snowplows, refuse trucks, emergency, fire, police and maintenance vehicles and the like. After the installation, maintenance, repair or replacement of any utilities by the Grantee, Grantee shall return the Easement Parcel to the condition it was in immediately prior to such installation, maintenance, repair or replacement.

In order to facilitate use of the easement granted above, the Grantee shall also have a easement to turn vehicles around, such turn-around easement to be located at the most southwesterly end of the Easement Parcel, and consisting of a 40 foot by 50 foot rectangle, beginning at the most southerly corner of the parcel described on Exhibit A, then running northeasterly along the southeasterly boundary of the Easement Parcel for a distance of forty feet, and extending fifty feet to the southeast, all as shown on a plan entitled "Recording Plat Plan," dated May 5, 2004, by Mitchell & Associates, to be recorded herewith (the "Recording Plan"). The turn-around easement granted in this paragraph is intended to be temporary and shall be extinguished as provided in that certain Contract Zone Agreement dated December 1, 2003, recorded in the Cumberland County Registry of Deeds in Book 20632, Page 330, among Grantor, Grantee and YC Portland, LP (the "Contract Zone Agreement"). The terms of the Contract Zone Agreement governing the turn-around easement granted herein are incorporated into this instrument by reference. Grantor has this date executed and delivered to Grantee a separate turn-around easement as required by Section 8 of the Contract Zone Agreement, which other easement is intended to be the permanent turn-around easement.

Grantor also grants to Grantee, its successors and assigns, a public recreation easement located within the Easement Parcel, six feet in width and running the length of the Easement Parcel, located as shown on the Recording Plan, for purposes of providing pedestrian, bicycle and similar non-motorized (other than wheelchair and emergency vehicles, which shall be

Doc#: 65281 Bk:21673 Pg: 128

5d

~~Doc#: 47151 Bk:21433 Pg: 37~~

permitted) as well as other pedestrian recreational uses by the public across the Easement Parcel to the Interstate 295 connector roadway.

TO HAVE AND TO HOLD the aforegranted and bargained easements with all privileges and appurtenances thereof to the Grantee, its successors and assigns, to its and their use and behoof. Grantor does hereby covenant with Grantee and its successors and assigns, that Grantor has good right to convey the easements described herein to Grantee to hold as aforesaid.

IN WITNESS WHEREOF, Avesta Housing Development Corporation, the Grantor, has caused this instrument to be executed by Dana Totman, its President thereunto duly authorized, this 18th day of June, 2004.

WITNESS:

AVESTA HOUSING DEVELOPMENT CORPORATION, Grantor

M. Selinger

By: Dana Totman
Dana Totman, its President

STATE OF MAINE
CUMBERLAND, SS

June 18, 2004

Personally appeared the above-named Dana Totman, President of Avesta Housing Development Corporation, 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 said Avesta Housing Development Corporation.

Before me,

M. Selinger
Notary Public/Attorney-at-Law

Print Name: M. A. SELINGER
My commission expires: _____

Doc#: 65281 Bk:21673 Pg: 129

~~Doc#: 67151 Bk:21435 Pg: 38~~

5e

EXHIBIT A

An easement over a certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine southeasterly of a portion of a discontinued portion of Frederic Street, southeasterly of but not adjacent to Congress Street being further bounded and described as follows:

Reference is made to a plan entitled: "Recording Plat Plan, of Logan Place, Frederic Street, Portland, Maine, for YC Portland, LP, by Mitchell and Associates, dated November 24, 2003"

Beginning at a 5/8" rebar set situated on the northwesterly side of Frederic Street and the southerly most corner of land now or formerly of Barbara J Redjinski described in a deed recorded at Cumberland County Registry of Deeds in Book 6382, Page 350;

Thence S 48°-44'-04" W, along the northwesterly sideline of a discontinued portion of Frederic Street, a distance of 191.50 feet to land of the State of Maine;

Thence along a nontangential curve to the right, having a radius of 1689.61 feet and arc length of 50.10 feet, a chord of S 44°-47'-26" E, 50.09 feet to the southeasterly sideline of a discontinued portion of Frederic Street

Thence N 48°-44'-04" E, along the southeasterly sideline of a discontinued portion of Frederic Street, a distance of 188.42 feet to land of Redjinski;

Thence N 41°-15'-56" W, along land of the new end of Frederic Street, a distance of 50.00 feet to the Point of Beginning.

The area of the herein described easement is approximately 9,492 square feet.

Bearings are based on Grid North.

O:\MAS\99475 Avesta\Logan Place\Title\Easements\City Access Easement FINAL.doc

~~Received
Recorded Register of Deeds
Jun 21, 2004 11:01:45A
Cumberland County
John B O'Brien~~

Received
Recorded Register of Deeds
Aug 16, 2004 02:44:06P
Cumberland County
John B O'Brien

15062/59
726-2000

0045887

BK 5662P6059

NOTICE OF TERMINATION
of
TEMPORARY EMERGENCY ACCESS EASEMENT

Public notice is hereby given of the termination of the Temporary Emergency Access Easement Agreement between State of Maine, through its Department of Transportation, and Cumberland County dated November 25, 1991, recorded December 9, 1991 in the Cumberland County Registry of Deeds, Book 9816, Page 307.

In accordance with Paragraph 8 of said Agreement, on May 11, 2000, a Notice of Termination was delivered to the Cumberland County Commissioners by Certified Mail, Restricted Delivery, Return Receipt Requested. Said notification is attached hereto as Exhibit A.

Dated at Augusta, Maine, this 26th day of July, 2000.

STATE OF MAINE
Department of Transportation

[Signature]
By John G. McKee, Commissioner

STATE OF MAINE
Kennebec, ss.

Subscribed and sworn to before me this 26th day of July, 2000.



[Signature]
Notary Public Samuel R. Quinn
Print Name:
My Commission Expires: 12/1/2000
Seal:

SEAL

06156629060

EXHIBIT A



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0018

MICHAEL S. KING, JR.
GOVERNOR

JOHN G. LEBLANC
COMMISSIONER

CERTIFIED MAIL #2 534 107 652

May 10, 2003

Cumberland County Commissioners
143 Federal Street
Portland, ME 04101-4196

Re: Notice of Termination
Temporary Emergency Access Easement

To the County Commissioners:

As you know, the Maine Department of Transportation is planning a construction project for the reconfiguration of the Interstate 295/Congress Street Interchange in Portland. This construction will necessitate removal of the County's temporary access road extending from the terminus of Frederick Street to the Cumberland County Jail property.

Under the terms of the Temporary Emergency Access Easement Agreement between MDOT and Cumberland County dated November 25, 1991, MDOT granted the County the right to construct a fifty foot wide road over MDOT land for the purpose of providing an emergency access route to and from the jail. The road was to be used in the event access to the jail by the usual route from Ogdenburg Street was obstructed.

This letter serves as MDOT's notice in accordance with Paragraph 8 of the November 25, 1991 Easement Agreement that MDOT will terminate said Agreement. You have thirty days from the date of your receipt of this letter to cease your use of the temporary access road.

By copy of this letter, Bruce Tarbox, County Facilities Manager, the Cumberland County Sheriff's Office and the City of Portland Fire Department is notified of the termination of the access road.

Thank you for your cooperation with this request. If you have any questions, please call me at 287-2631.

Sincerely,

Toni L. Kemmerle

Toni L. Kemmerle
Principal Attorney

TLK/AEH/et
cc: Bruce Tarbox, Cumberland County
Cumberland County Sheriff's Department
City of Portland Fire Dept.
Ray Fencher, MDOT

RECEIVED
RECORDED REGISTRY OF DEEDS
2003 AUG 16 AM 11:26

CUMBERLAND COUNTY
John B. O'Brien

THE MAINE DEPARTMENT OF TRANSPORTATION IS AN AFFIRMATIVE ACTION - EQUAL OPPORTUNITY EMPLOYER.

07 13274 8 8616 4 307

9816 / 307

11-25

See Book 15662 Page 059 ~~Termination~~

TEMPORARY EMERGENCY ACCESS EASEMENT AGREEMENT

This Agreement made and entered into this 25 day of November, 1991, by and between the STATE OF MAINE through its DEPARTMENT OF TRANSPORTATION, State House Station 16, Augusta, Maine 04333-0016, hereinafter referred to as "DOT"), and CUMBERLAND COUNTY, 102 Federal Street, Portland, Maine 04101-4191 (hereinafter referred to as "COUNTY");

W. I. I. M. E. S. S. E. T. H.

WHEREAS, the County is the owner of a certain tract of land in Portland which is to be developed as a jail facility, the location of which is shown on the Vicinity Plan for the Cumberland County Jail prepared by Stevens, Morton, Rose & Thompson, Architects, dated April 10, 1991, which plan is attached hereto, marked Exhibit A-1 and incorporated herein; and

WHEREAS, DOT is the owner of certain lands acquired by virtue of Federal Aid Project No. I-395-3(24) which lands are shown on a Right of Way Map dated May, 1967, and recorded in Plan Book 112, Page 45, in the Cumberland County Registry of Deeds, and

WHEREAS, the County is desirous of utilizing a portion of said lands owned by DOT as shown on Exhibit A-2 which is attached hereto and incorporated herein, said portion being designated by crosshatch marks and hereinafter referred to as the "Premises", for the purpose of providing an emergency access route to and from the proposed jail facility,

NOW, THEREFORE, for and in consideration of the sum of \$1.00 in hand paid, the receipt and sufficiency of which is hereby acknowledged, and the mutual benefits flowing between the parties, it is understood and agreed as follows:

1. DOT does hereby grant to the County a temporary easement fifty (50) feet in width over and across the Premises, said easement area to begin at the southwesterly end of Frederick Street and extend to the northeasterly bound of lands of the State of Maine and the Maine Central Railroad Company. The easement area shall be entered from Frederick Street and across land of the City of Portland. The layout of this facility is shown on a plan titled Emergency Access Plan, Cumberland County Jail prepared by Stevens, Morton, Rose & Thompson, Architects, on April 10, 1991, which is marked Exhibit A-3, a copy of which is attached hereto and incorporated herein.

DOT REG OFFICE

PORTLAND CITY CLERK

MAY-19-2003 14:13

Inst 62274 R 0816 R 308

2. The sole purpose of this easement shall be to provide emergency access to and from the new jail facility and at no time shall it be used for any other purpose. None of the rights or responsibilities created by this Agreement shall be assignable to any other party.

3. The emergency access road contemplated by this Agreement shall be gated and locked at all times except when in use by the County. said gate to be located at the southwesterly end of Frederick Street.

4. The County does hereby agree that it will, at its sole expense, design and construct an unpaved roadway and all required drainage facilities through and across the area specified in accordance with the Grading and Utility Plan developed by Stevens, Morton, Rose & Thompson, Architects, last revised on May 21, 1991, which plan has been reviewed and approved by DOT, a copy of which can be found on file with the Department of Transportation in the Right of Way Division.

5. The County shall have the obligation to maintain said roadway and drainage structures in good repair and in safe condition throughout the year and shall be solely responsible for plowing snow in the winter and any and all other maintenance and repair work which may be required.

6. The County hereby assumes responsibility for, releases and agrees to indemnify, defend and hold harmless the State from any and all loss, cost, damage or expense incurred by any party, including the State, its agents, servants and employees, for damage to property or property rights of any description, consequential damages, sickness, injury or death of any person, including injury or death of employees or agents of the State, which arise out of or are in any way connected with any work or the operation, use, modification, relocation, or existence of this emergency access road, except any loss, damage, cost or expense which may be solely and directly attributable to the willful negligence of the State.

7. County agrees to comply with all local, county, state and federal laws and regulations which may affect this project in any way, and shall and does hereby indemnify and hold the State harmless from any damage resulting from the violation of any such law or regulation.

8. DOT may, at any time and for any reason, terminate this Agreement and, thereafter, all rights of the County and use of the Premises shall cease in accordance with this paragraph. DOT shall require the removal, modification or relocation of the roadway and/or drainage and other related facilities built in accordance with this Agreement. DOT shall notify the County in writing and the County shall have thirty (30) days to cease the

1991 1540 420 102 1991 420 102 1991 1000 1000 1991 1000 1000

use of the Premises. The County hereby waives all claims for damage and costs arising out of or relating to the termination of this Agreement and/or any modification or relocation which may be required by DOT.

9. If any term or provision of this Agreement or the application thereof of any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and enforced to the fullest extent permitted by law.

10. This Agreement and the performance thereof shall be governed, interpreted, construed, and regulated by the laws of the State of Maine. Any proceeding for interpretation or enforcement of this Agreement or arising out of performance of this Agreement shall be brought in the courts of the State of Maine or in the U.S. District Court for the State of Maine.

11. This Agreement shall be executed in several counterparts, each of which shall be deemed an original, all of which together shall constitute one and the same Agreement.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals on the day and year first above written.

DEPARTMENT OF TRANSPORTATION
BY: [Signature]
Dana F. Conroy, Commissioner

CUMBERLAND COUNTY
BY: [Signature]
Joseph R. Mazzetti, Commissioner

BY: [Signature]
Gary E. Plummer, Commissioner

BY: [Signature]
Richard E. Hewes, Commissioner

STATE OF MAINE)
COUNTY OF KENNEBEC)

Personally appeared before me the undersigned, Dana F. Conroy, Commissioner of the Department of Transportation for the

Instr 62274 R 9816 P 316

State of Maine and acknowledged the foregoing to be his free act and deed in his said capacity and the free act and deed of the State of Maine, this 25th day of November, 1991.

Before Me,
John E. Ford
Notary Public/Attorney at Law
My Commission Expires:
July 30, 1993

STATE OF MAINE)
COUNTY OF KENNEBEC)

SEAL

Personally appeared before me the undersigned, Joseph R. Massiotti, Gary E. Plummer, and Richard D. Bews, County Commissioners for the County of Cumberland, and acknowledged the foregoing to be their free act and deed in their said capacity and the free act and deed of Cumberland County, this 25 day of November, 1991.

Before Me,
R. D. Cole
Notary Public/Attorney at Law
My Commission Expires:
KENNETH W. COLE

CUMBER. 2/HUGHES

207 622 5481

207 622 5481

207 622 5481

112 2 2 9 2 3 311

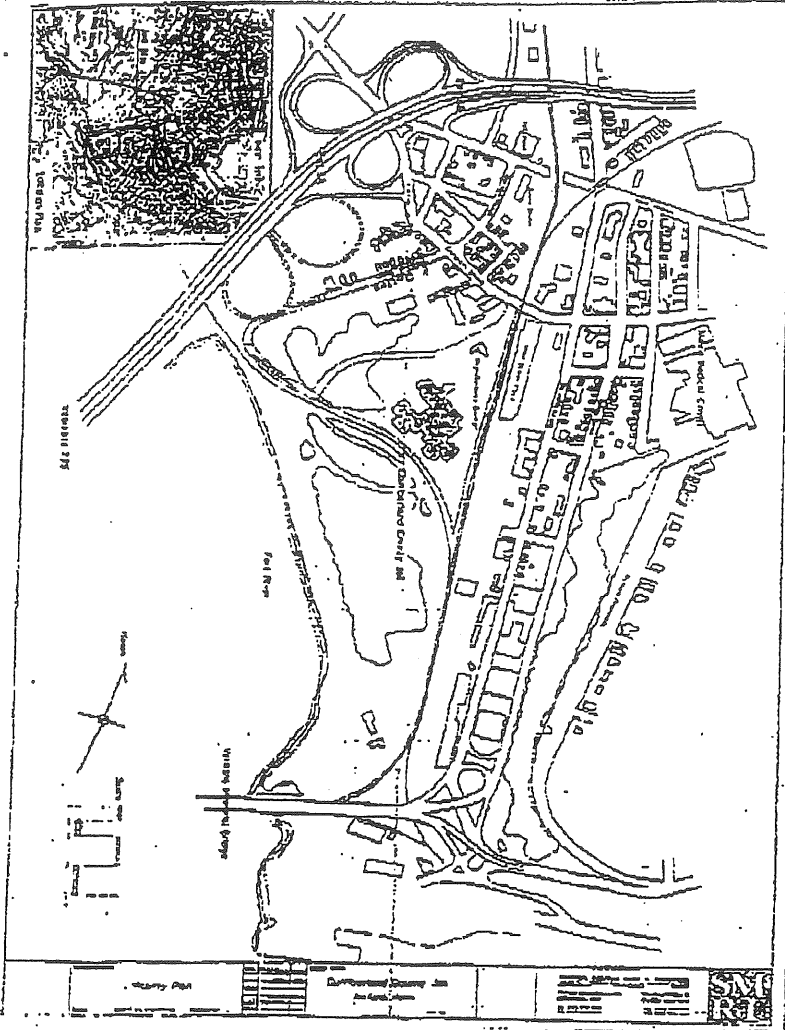


EXHIBIT A-1

5m

Inst 62274 26 9 16 31 2

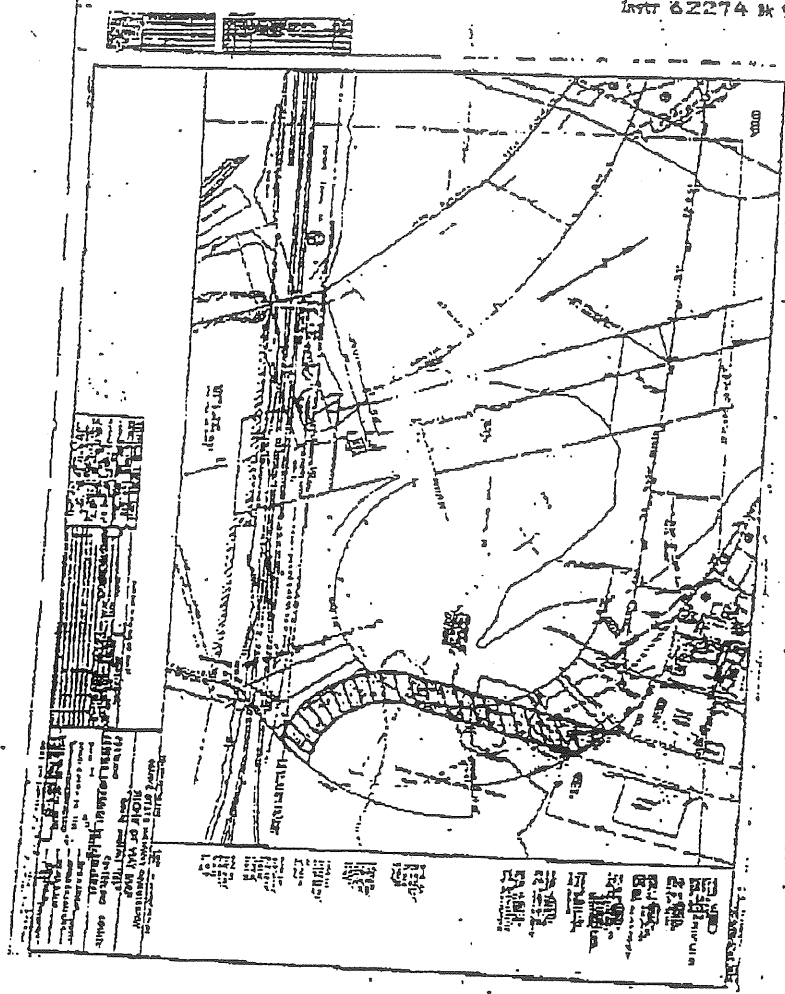
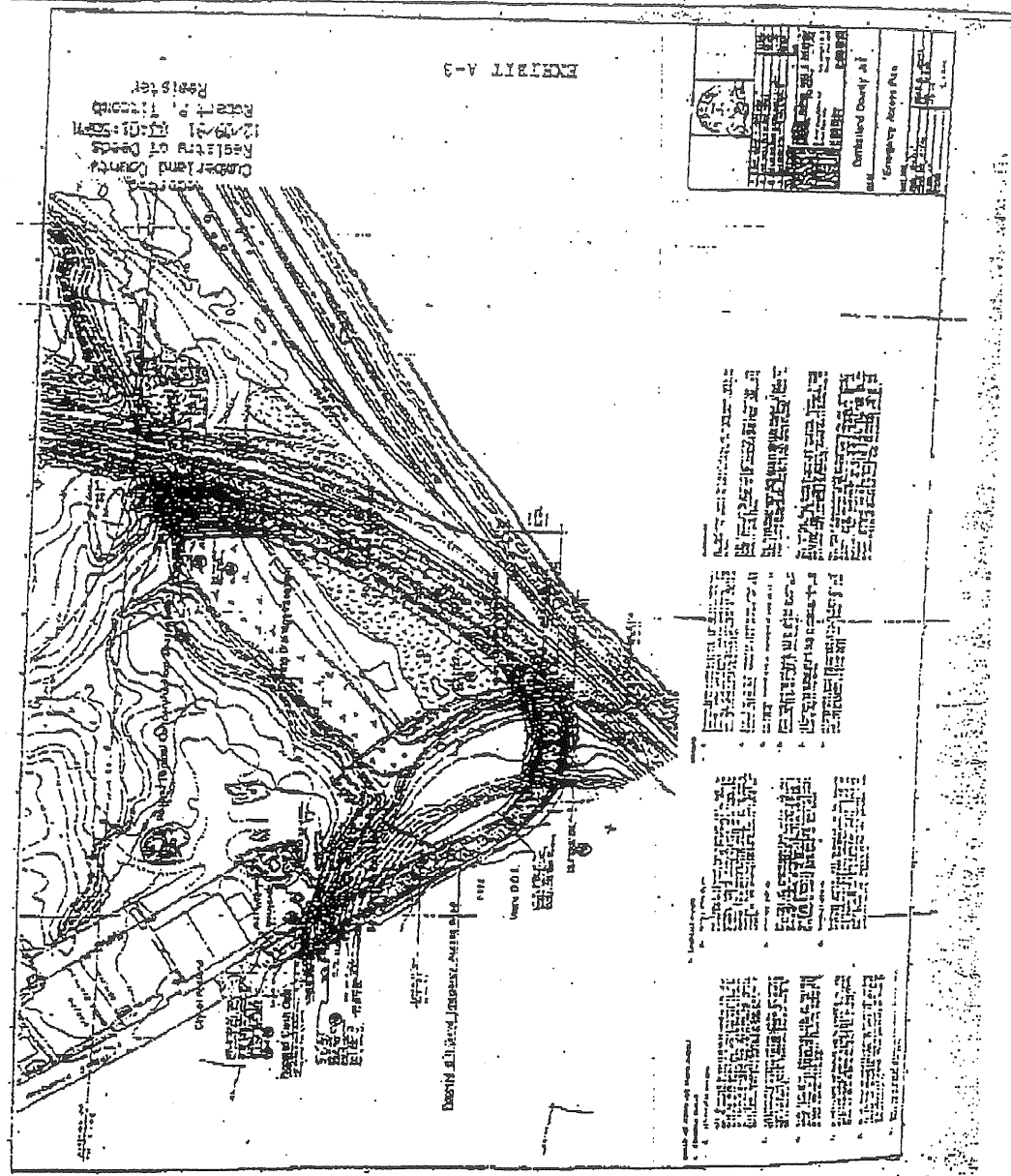


EXHIBIT A-2

5n



PROJECT DATA

Applicant	Avesta Fore River Hosuing, LP 307 Cumberland Avenue Portland, Maine 04101
Owner	Avesta Housing Development Corporation 307 Cumberland Avenue Portland, Maine 04101
Zoning	Contract Zone
Tax Map	Map 67, Block K, Lot 19
Land Area	0.79 Acres (34,651 S.F.)
Existing Land Use	Garage and maintenance yard for a landscape contracting business
Proposed Land Use	Apartments with associated parking
Water	8 inch main in Frederic Street
Sanitary Sewer	12 inch main in Frederic Street
Storm Drainage	15 inch storm drain in Frederic Street
Gas	2 inch gas in Frederic Street
Electric, Telephone & Cable TV	Overhead services in Frederic Street

PROPERTY ABUTTERS

Map 67 Block K

Lot

Lot 018 Zhanna Dzabiev
53 Frederic St.
Portland, Maine 04102

Map 76 Block A

Lot

Lots 001 & 002 State of Maine
24 State House Station
Augusta, Maine 04333

Lot 009 Property Resolutions, Inc.
51 A Burnham St.
Portland, Maine 04102

Lot 019 Portland Terminal Company
Iron Horse Park
North Billerica, Massachusetts 01862

Lot 031 Bickford, Erving H. & Marilyn P., JTS
21 Westcustogo Point
Yarmouth, Maine 04096

Map 77 Block B

Lot

Lots 001 State of Maine
24 State House Station
Augusta, Maine 04333

EXISTING SOIL CONDITIONS

The existing site has been disturbed as a result of various housing and commercial uses since the property was developed in the late 1800's. Presently there is an existing garage and associated maintenance yard used by a landscape contracting business on the westerly side of the street. On the easterly side of the street is the 30 unit Logan Place SRO apartment building and parking lot. At the southerly side of the site is the location of the new I-295 connector road.

The Cumberland County Medium Intensity Soil Survey indicates that the soil conditions consist of Windsor Sandy Loam.

8a

City of Portland, Maine
Cumberland County
Map 82



SOILS MAP
Scale: 1:20,000

Windsor Series

The Windsor series consists of deep, excessively drained, nearly level to strongly sloping, coarse-textured soils. These soils formed in glacial outwash deposits. They are on terraces adjacent to many streams and rivers throughout the county.

A representative profile of a Windsor soil in a cultivated area has a surface layer of dark-brown loamy sand 6 inches thick. The upper 9 inches of the subsoil is brown, very friable loamy sand, and the lower 11 inches of the subsoil is light olive-brown, loose loamy sand. The substratum, at a depth of 26 inches, is pale-yellow, loose medium sand.

Permeability is rapid or very rapid in these soils, and available water capacity is low. Depth to bedrock is 5 feet or more.

Many areas of Windsor soils were formerly cultivated, but they are now wooded. Common species are northern hardwoods, white pine, red pine, and eastern hemlock.

Representative profile of Windsor loamy sand, 0 to 8 percent slopes, 0.25 mile south of the Gorham-Scarboro town line on the south side of Burnham Road in Scarborough Township:

Ap—0 to 6 inches, dark-brown (10YR 3/3) loamy sand; weak, medium, granular structure; very friable when moist; many roots; strongly acid; abrupt, smooth boundary.

B21—6 to 15 inches, brown (10YR 5/3) loamy sand; weak, fine, granular structure; very friable when moist; a few roots; strongly acid; gradual, wavy boundary.

B22—15 to 26 inches, light olive-brown (2.5Y 5/6) loamy sand; single grain; loose when moist; a few roots in upper 4 inches; strongly acid; gradual, wavy boundary.

C—26 to 60 inches, pale-yellow (2.5Y 7/4) medium sand; single grain; loose when moist; strongly acid.

The solum ranges from 24 to 30 inches in thickness. Reaction ranges from strongly acid to very strongly acid throughout the profile. The content of gravel in the solum ranges from 0 to 5 percent and from 0 to 10 percent in the C horizon.

The Ap horizon ranges from loamy sand to loamy fine sand. In the B21 horizon hue ranges from 7.5YR to 2.5Y, value is 4 or 5, and chroma ranges from 3 to 8. The B21 horizon ranges from loamy sand to loamy fine sand. In the B21 horizon hue is 10YR or 2.5Y, value ranges from 5 to 7, and chroma ranges

from 2 to 6. The B22 horizon ranges from loamy sand to fine sand. In the C horizon hue is 5Y, 10YR, or 2.5Y; value ranges from 5 to 7; and chroma ranges from 1 to 4. The C horizon ranges from medium sand to fine sand.

Associated with Windsor soils in the landscape are Au Gres, Deerfield, Saugatuck, Scarboro, and Sebago soils. Windsor soils are similar to these soils, but Deerfield soils are moderately well drained, Au Gres soils are somewhat poorly drained, and Scarboro soils are very poorly drained. Windsor soils lack the ortstein layer of Saugatuck soils. Sebago soils formed in deep organic deposits.

Windsor loamy sand, 0 to 8 percent slopes (WmB).—

This soil has the profile described as representative of the series. It is on the top of terraces adjacent to streams and rivers. Runoff is slow. Included in mapping are small areas of Hinckley, Deerfield, and Au Gres soils. Also included are small areas of soils that have thin lenses of clay.

This Windsor soil can be used for row crops, pasture, and hay, and as woodland. For row crops, irrigation is needed because of low available water capacity. Low available water capacity also limits the use of this soil for hay and pasture. This soil does respond well to fertilizer.

For woodland use, white pine and red pine are suitable for planting, but seedling mortality is severe. This soil has slight limitations for use as homesites that have public sewage disposal. Because of possible ground-water contamination from septic effluent, this soil has moderate limitations for use as homesites where septic tank systems must be installed. This soil has slight limitations for use as wilderness tent sites. Capability unit IIIs-5; woodland group 5s1; wildlife group 5.

PUBLIC UTILITIES

Fore River Apartments will be served by existing services located in Frederic Street. The following utilities are available:

Water

- There is an existing 8-inch water main that runs the length of Frederic Street. As part of the Master Planning process a two and six inch stub for future connection was installed. This will serve as the connection points for the domestic and sprinkler service to the proposed apartments. See attached letter.

Sanitary Sewer

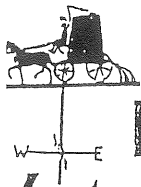
- There is an existing 12-inch sanitary sewer service that extends along the length of Frederic Street. As part of the Master Planning process a new sewer manhole was installed into the existing 12-inch main in Frederic Street and a six inch stub for future connection was installed. This will serve as the connection point for service to the proposed apartments. See attached letter.

Natural Gas

- Natural gas is in the street, ending in front of 51 & 53 Frederic Street. As part of the Master Planning process a two inch line was installed and stubbed for future connection. This will serve as the connection point for service to the proposed apartments.

Electric, Telephone and Cable

- Electric, telephone and cable will be extended underground from the existing overhead service located on pole # 45.



Portland Water District

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

Customer Service Hotline (207) 761-8310

(207) 774-5961

FAX (207) 879-5837

9a

July 3, 2002

Robert Metcalf
Mitchell & Associates
70 Center St.
Portland, Me. 04101

Re: 48-69 Frederick St.-Portland

Bob:

This letter is to confirm there should be an adequate supply of clean and healthful water to serve the needs of the proposed apartment complex at 48-69 Frederick Street in Portland. Checking District records, I find there is a 8" ductile iron water main on the south side of the street in Frederick St.

The current data from the nearest hydrant indicates there should be adequate capacity of water to serve the needs of your proposed project.

Hydrant Location: Frederick St. 700 west of Congress st.

Hydrant # 200

Static pressure = 89 PSI

Flow = 530 GPM

Last Tested = 11/7/89

If the district can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

Jim Pandiscio
Means Coordinator

Department of Public Works



Michael J. Bobinsky
Director

96

CITY OF PORTLAND

17 June 2003

Mr. Robert B. Metcalf,
Mitchell and Associates,
70 Center Street,
Portland, Maine 04101.

**RE: The Capacity to Handle an Anticipated Increase in Wastewater Flows,
From "Logan Place," the Proposed York Cumberland Housing Development,
48-69 Frederic Street, Portland, Maine.**

Dear Mr. Metcalf:

The existing twelve inch diameter vitrified clay sanitary sewer pipe, located in Frederic Street has adequate capacity to transport, while The Portland Water District sewage treatment facilities, located off Marginal Way, have adequate capacity to treat the anticipated wastewater flows of 10,530 GPD, from your proposed apartment complex.

<u>Anticipated Wastewater Flows from the Proposed Housing Development:</u>	
50 Proposed Single Resident Occupancy Units @ 180 GPD/Unit	= 5,400 GPD
13 Proposed Three Bedroom Units @ 270 GPD/Unit	= 3,510 GPD
8 Proposed Two Bedroom Units @ 180 GPD/Unit	= 1,440 GPD
1 Proposed One Bedroom Unit @ 180 GPD/Unit	= 180 GPD
Total Proposed Increase in Wastewater Flows for this Project	= 10,530 GPD

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

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

Sincerely,
CITY OF PORTLAND
Frank Brancely
Frank J Brancely, B.A., and M.A.
Senior Engineering Technician

FJB

- cc: Alexander Q. Jaegerman, Acting Co-Director, Department of Planning, and Urban Development, City of Portland
 Alan Hoyt, Planner, Department of Planning, and Urban Development, City of Portland
 Eric Labelle, P.E., City Engineer, City of Portland
 Bradley A. Roland, P.E., Environmental Projects Engineer, City of Portland
 Anthony W. Lombardo, P.E., Project Engineer, City of Portland
 Stephen K. Harris, Assistant Engineer, City of Portland
 Todd Merkle, Field Inspections Coordinator, City of Portland
 Desk file

0:\Eng\mjb\FJB\Capacity Letter\Frederic Street 48-69
 C:\Frank\96\Capacity Letter\Frederic Street 48-69

9c



Central Maine Power

May 8, 2003

Robert Metcalf
Mitchell and Associates
The Staples School
70 Center St.
Portland, ME 04101

Re: Frederick Street, Portland, ME

Dear Robert:

Central Maine Power has reviewed the plans submitted by Mitchell and Associates regarding the removal of electrical facilities on Frederick Street in Portland, Maine. It appears that CMP can remove plant along the street as requested, but will need to insure that electric service is maintained for customers that will remain on the street. All costs to remove or relocate the existing equipment will be paid by York Cumberland Housing Development Corp. or their contractor. Should the Development Corp. wish to revoke any easements, CMP's real estate department will need to review the information and there may be a small fee for handling the documents.

To determine the costs associated with the removals and new services, a CMP account number and field appointment will need to be established after final plans have been approved. These arrangements can be made through the CMP business line at 1-800-565-3181. Any new easements, invoices, or other related material will have to be submitted to CMP prior to construction.

If you have any questions regarding this matter, please call me at (207) 828-2854.

Sincerely,

Christopher Bond
Energy Services Advisor

An equal opportunity employer

162 Canco Road | Portland, ME 04103
tel (800) 750-4000

www.cmpco.com





5 Davis Farm Road
Portland, Maine 04103 -1669

Phone (207) 797-1785
Fax (207) 797-1098
james.b.williams.bagc70x@verizon.com

9d

May 14, 2003

Mr. Robert B. Metcalf
Mitchell & Associates
Landscape Architects
70 Center Street
Portland, Maine 04101

Re: Logan Place - York County Housing Development Corporation
Proposed discontinuance of a portion of Frederick Street

Dear Mr. Metcalf,

Verizon engineers and my office have reviewed plans prepared by your office for the York County Housing Development Corporation entitled Logan Place sheet 1 (Existing Conditions) and sheet 2 (Master Plan). These plans dated April 14th, 2003 delineate the outline of buildings and parking for phase I and phase II and the area of the proposed street discontinuance.

Based on information provided by these documents and conversations with you and the following statements of understanding of the situation, we have no objections to the proposed discontinuance:

1. There are existing communication facilities along this street. It is understood that the current or future owners who hold the fee simple of the discontinued portion of Frederick Street or abutt the proposed discontinued Frederick Street will grant an easement or easements as necessary to provide service to property along the area of proposed discontinuance or beyond (to the Southwest).
2. The facilities within that portion of Frederick Street to be discontinued will be removed at the developers expense prior to the City of Portland's action to discontinue.
3. These utility rearrangement costs are to be borne the developers.
4. By acceptance and use of this correspondence the owners (developers) agree to pay for the cost of rearrangements of the poles and wires and provide the easements in par 1.
5. The City of Portland agrees to grant aerial and/or underground location permits and excavation permits in the construction area and adjacent or nearby streets as necessary to rearrange facilities, for maintaining and providing service.

Please do not hesitate to contact me with any further questions or if I may be of assistance in this matter.

Very truly yours,

James B. Williams, PLS, SR/WA

cc: Sue Sarrette, Verizon Engineer



Northern Utilities
Natural Gas
A NiSource Company

qe

Robert Metcalf
Mitchell & Associates
The Staples School
70 Center St
Portland, Me 04101

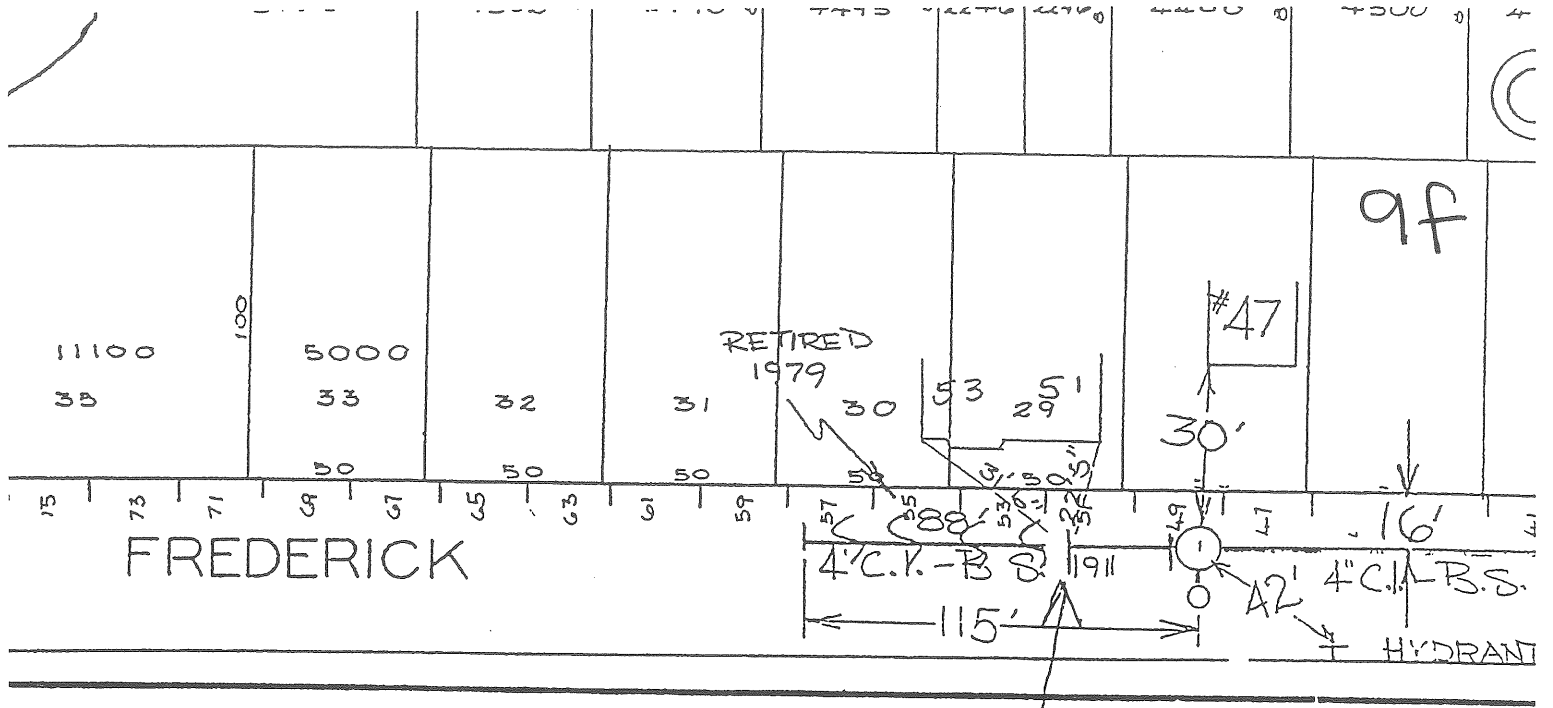
Dear Mr. Metcalf,

In response to your letter from April 22, 2003, we would like you to know that we do not have any live gas utilities currently on your property. Our gas main ends in front of number 51-53 Frederick St. I am passing this information on to Pat Dyer who is our commercial sales associate. You may contact her at 1-800-524-4486 x5377 and she will assist you in your connection to natural gas.

Attached is a drawing showing where our main terminates. Please feel free to contact me with any other questions.

Sam Murray

Engineering II Tech Op
978-687-1105 x4209
978-623-8534
smurray@nisource.com

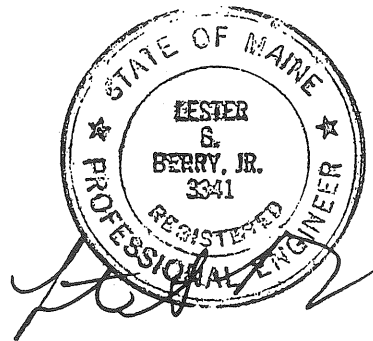


End of Existing Main

Not For Engineering Purposes
 Rembert Always Call Dig Safe
 It's the Law

STORMWATER MANAGEMENT REPORT
FOR
LOGAN PLACE AND FORE RIVER APARTMENTS
FREDERIC STREET
PORTLAND, MAINE

November 2003
Revised November 20, 2003
Revised October 21, 2004



10-21-04

Prepared By:

BH2M Engineers
Engineers Surveyors Planners
28 State Street
Gorham, ME 04038
207-839-2771
Fax 207-839-8250
E-Mail: bh2m@aol.com

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Soils

Proposed Project

Pre-development Conditions

Post-development Conditions

Appendixes-

Appendix A – Maps

Appendix B – Pre-development Calculations

Appendix C – Post-development Calculations

STORMWATER MANAGEMENT REPORT

For: Logan Place and Fore River Apartments
Frederic Street
Portland, Maine

Introduction

York-Cumberland Housing Development Corporation of Portland, Maine proposes to construct two multi-unit housing buildings with associated parking on two lots at the end of Frederic Street in Portland, Maine. A U.S.G.S. Location Map is attached in Appendix A.

The site consists of 1.30 acres of land on both sides of Frederic Street. The land currently and in the past has been fully developed. The project will remove all existing structures and construct new facilities. Project plans have been developed by Mitchell and Associates of Portland Maine and are hereby reference for this report.

The total existing conditions impervious surface has been calculated to be 47,970 s.f. With the removal of all existing structure and the construction of the project, the total impervious area will be 36,285 s.f. This project is a decrease in impervious surface and will not require a DEP Stormwater or Site Law permit. The project is still subject to City of Portland Site Plan standards.

Existing Conditions

The pre-development drainage plan shows extensive gravel and buildings. It also appeared that the site had been stripped of the surface soils many years previously. The Cumberland County Medium Intensive Soils Mapping shows Nickolville soils, which are in hydrologic soils group C. After inspecting the site, the "C" designation appeared to be accurate.

Proposed Project

See post-development plan and project plans.

Pre-development Condition

The project area was divided into four (4) pre-development subareas:

SA-1	=	0.41 acres – There is sheet flow over the gravel area flowing to the south to Portland Terminal Company.
SA-2	=	0.31 acres – Sheet flow to street catch basins.
SA-3	=	0.11 acres – Sheet flow to the north.
SA-4	=	<u>0.58 acres</u> – Sheet flow to the west.
Total Area		1.41 acres

Reach 1 is artificial summation reach.

The peak runoff rate of all the subareas combined is as follows:

2-Year Storm	3.80 cfs
10-Year Storm	6.46 cfs
25-Year Storm	7.71 cfs

The above flow rates are very high for such a small parcel of land. However, there did not appear to be any negative impacts.

Post-development Condition

The post-development condition is much less complicated than the pre-development condition. The intent is to direct as much runoff as possible to the municipal stormdrain system.

SA-2	=	1.02 acres to the stormdrain
SA-4	=	<u>0.39</u> acres to the west
Total area	=	1.41 acres

Reach 1 is an artificial summation reach.

The peak runoff rate of all the subareas combined is as follows:

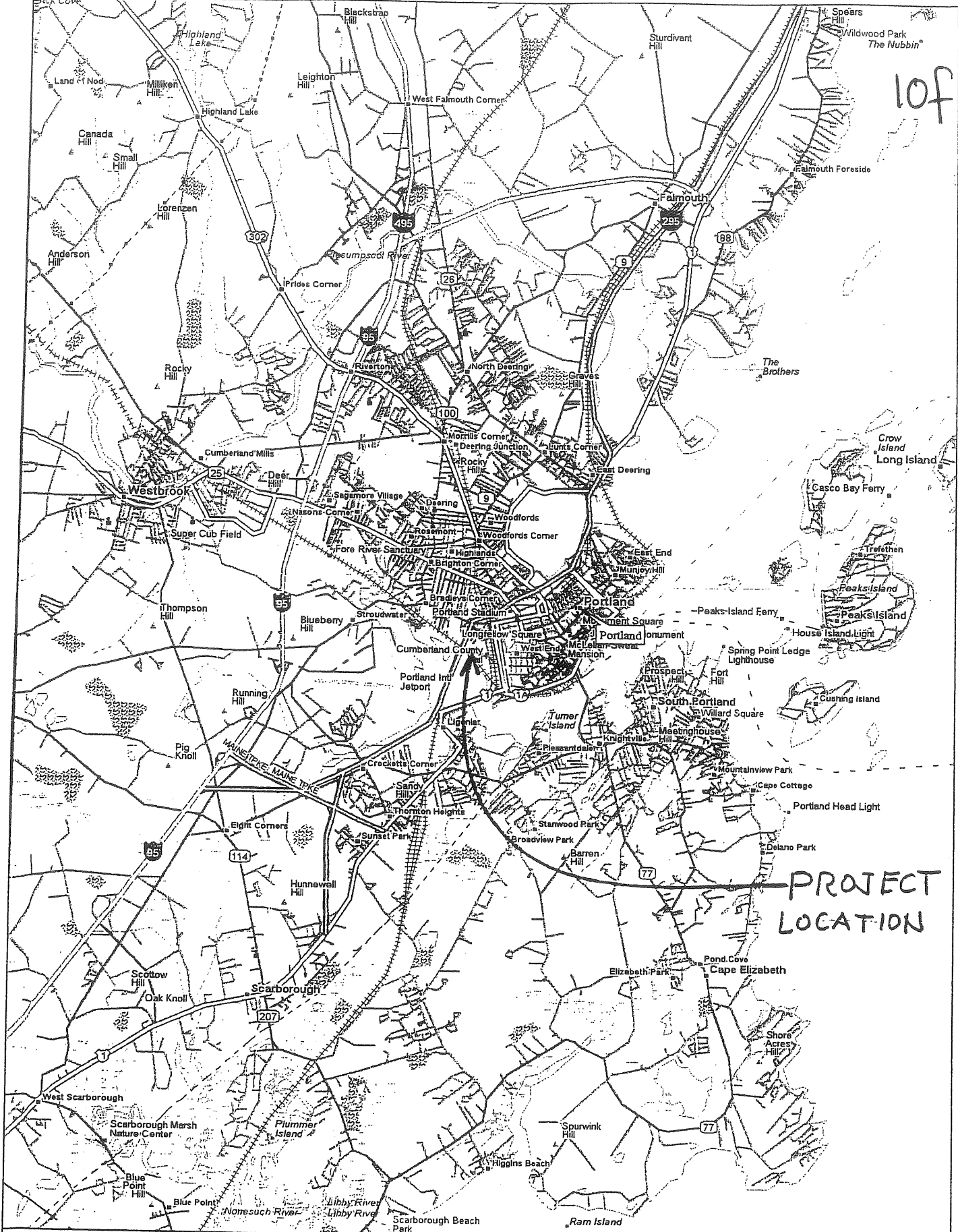
2-Year Storm	1.86 cfs
10-Year Storm	3.35 cfs
25-Year Storm	4.06 cfs

The post-development peak rates have been dramatically reduced. This is partially due to the reduced area of impervious surfaces and the increased routes in the post-development condition. The primary issue appears to be the impact to the municipal stormdrain system. The pre-development 25-year storm (SA-2) is 1.79 cfs. The post-development 25-year storm (SA-2) is 3.11 cfs. This represents an increase directly to the system of slightly over 1 cfs. This appears to be a good solution unless there are problems with the existing pipe capacity of which we are not aware.

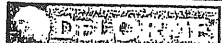
Appendix A

Maps

10f

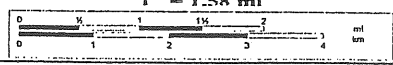


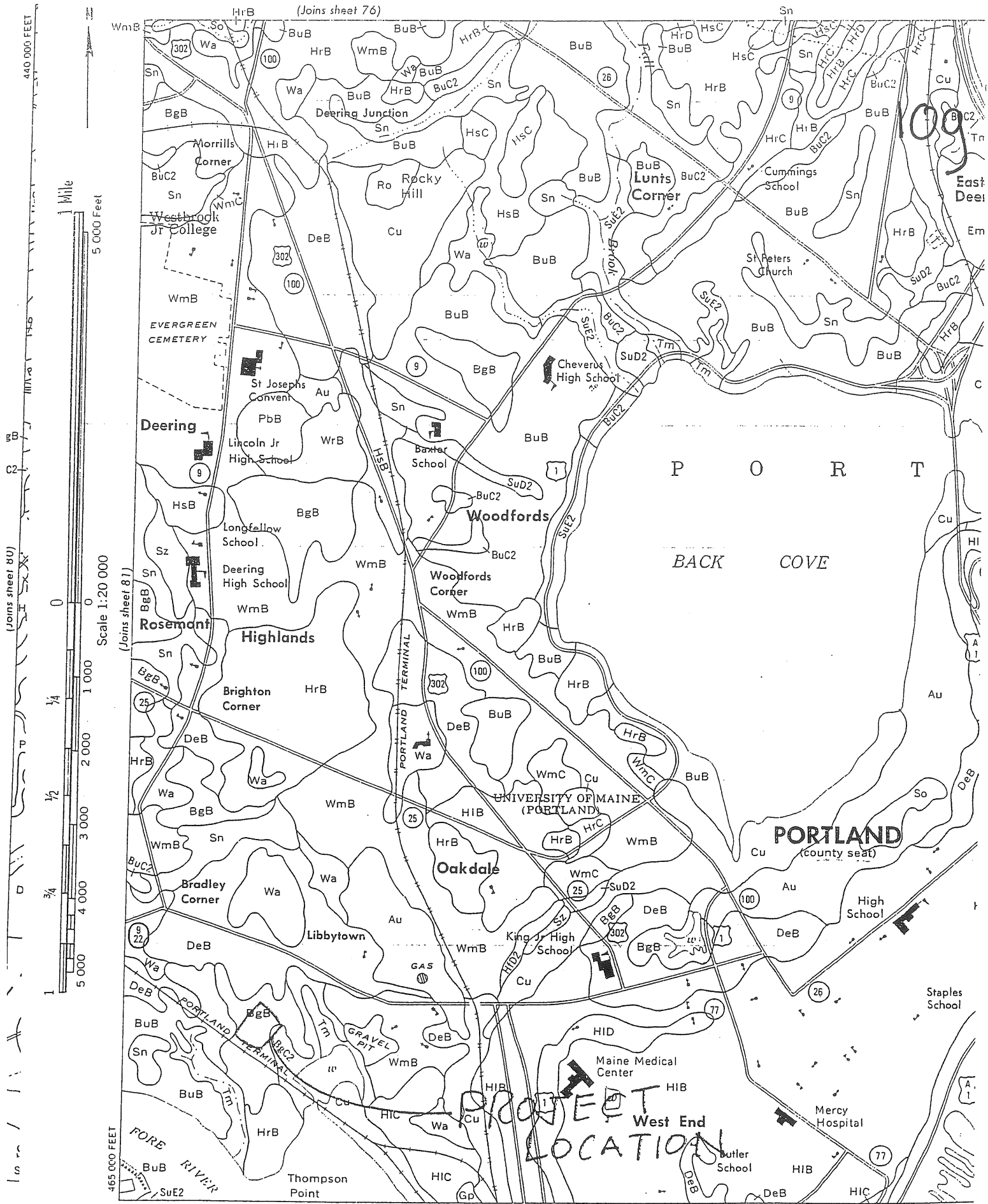
PROJECT LOCATION



© 2002 Delorme, XMap® 3.5. Data copyright of content owner.
 Zoom Level: 11-0 Datum: WGS84

Scale 1 : 100,000
 1" = 1.58 mi





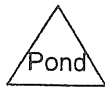
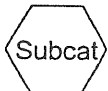
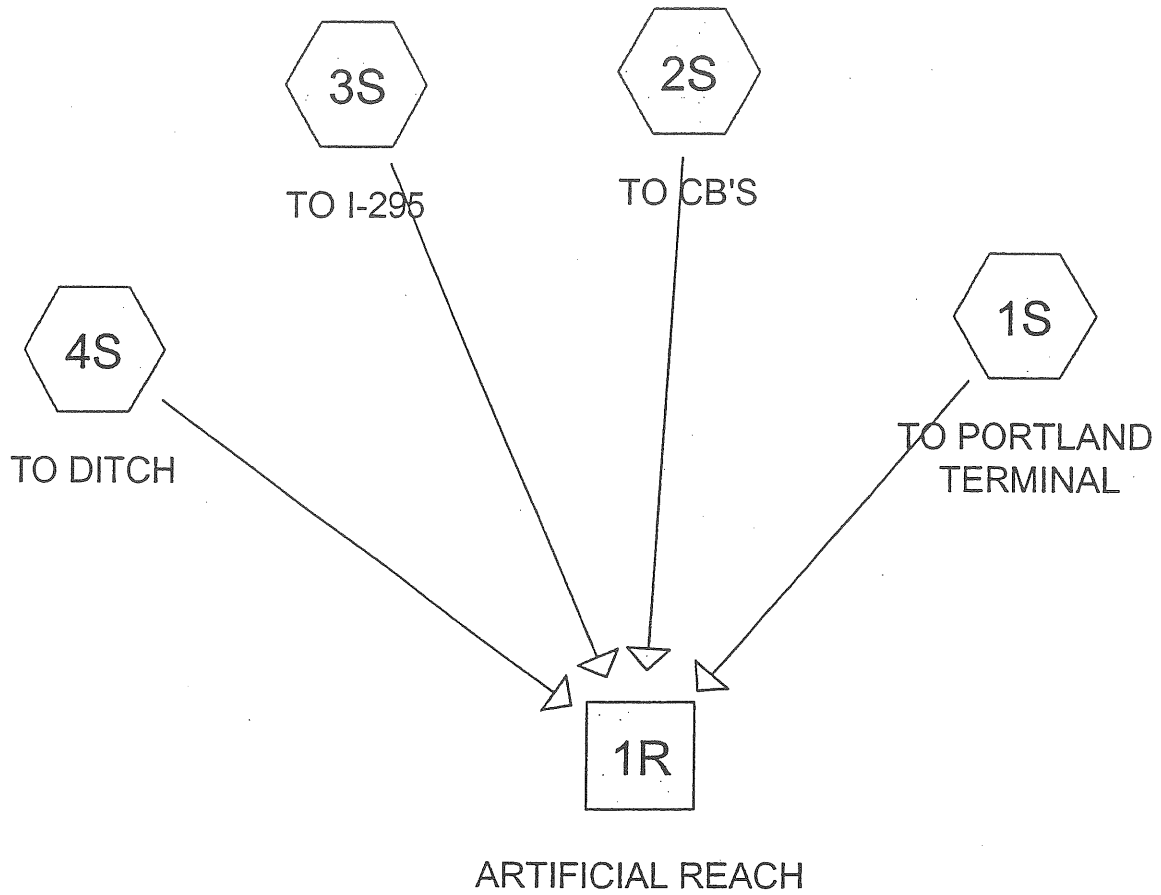
297 000 FEET (Joins sheet 86)

10h

Appendix B

Pre-development Calculations

10i



Drainage Diagram for **LOGAN PLACE PREDEVELOPMENT**
Prepared by BH2M ENGINEERS 11/20/2003
HydroCAD® 7.00 s/n 000619 © 1986-2003 Applied Microcomputer Systems

LOGAN PLACE PREDEVELOPMENT

Type III 24-hr 2 YEAR Rainfall=3.00"

Prepared by BH2M ENGINEERS

Page 2

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11/20/2003

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

10j

Subcatchment 1S: TO PORTLAND TERMINAL

Runoff Area=0.410 ac Runoff Depth=1.70"

Flow Length=130' Tc=2.0 min CN=88 Runoff=0.95 cfs 0.058 af

Subcatchment 2S: TO CB'S

Runoff Area=0.310 ac Runoff Depth=2.41"

Flow Length=110' Tc=1.8 min CN=96 Runoff=0.94 cfs 0.062 af

Subcatchment 3S: TO I-295

Runoff Area=0.110 ac Runoff Depth=2.41"

Flow Length=65' Tc=1.5 min CN=96 Runoff=0.34 cfs 0.022 af

Subcatchment 4S: TO DITCH

Runoff Area=0.580 ac Runoff Depth=2.04"

Flow Length=140' Tc=2.2 min CN=92 Runoff=1.57 cfs 0.099 af

Reach 1R: ARTIFICIAL REACH

Peak Depth=0.95' Max Vel=0.3 fps Inflow=3.80 cfs 0.241 af

n=0.400 L=10.0' S=0.0100 '/' Capacity=4.15 cfs Outflow=3.69 cfs 0.241 af

Total Runoff Area = 1.410 ac Runoff Volume = 0.241 af Average Runoff Depth = 2.05"

LOGAN PLACE PREDEVELOPMENT

Prepared by BH2M ENGINEERS

HydroCAD® 7.00 s/n 000619 © 1986-2003 Applied Microcomputer Systems

Type III 24-hr 2 YEAR Rainfall=3.00"

Page 3

11/20/2003

Subcatchment 1S: TO PORTLAND TERMINAL

10K

Runoff = 0.95 cfs @ 12.04 hrs, Volume= 0.058 af, Depth= 1.70"

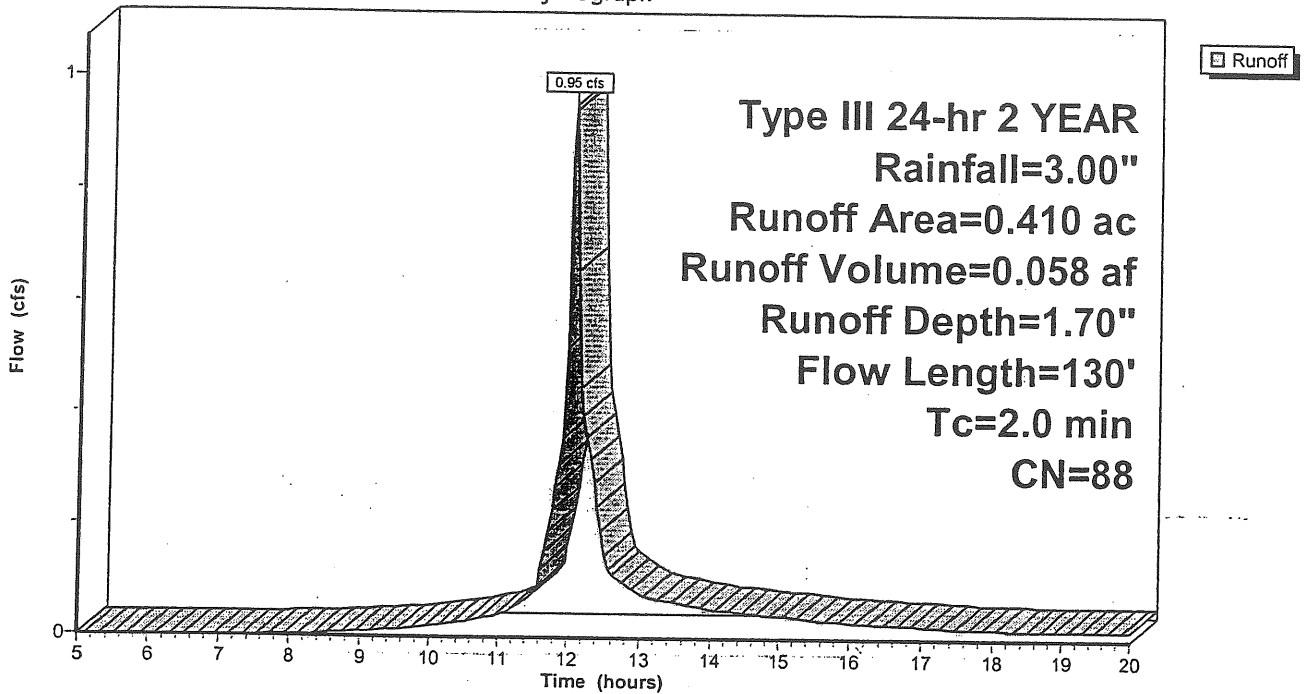
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.00"

Area (ac)	CN	Description
0.390	89	Gravel roads, HSG C
0.020	74	>75% Grass cover, Good, HSG C
0.410	88	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.0	130	0.0100	1.1		Sheet Flow, GRAVEL Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 1S: TO PORTLAND TERMINAL

Hydrograph



Subcatchment 2S: TO CB'S

10L

Runoff = 0.94 cfs @ 12.03 hrs, Volume= 0.062 af, Depth= 2.41"

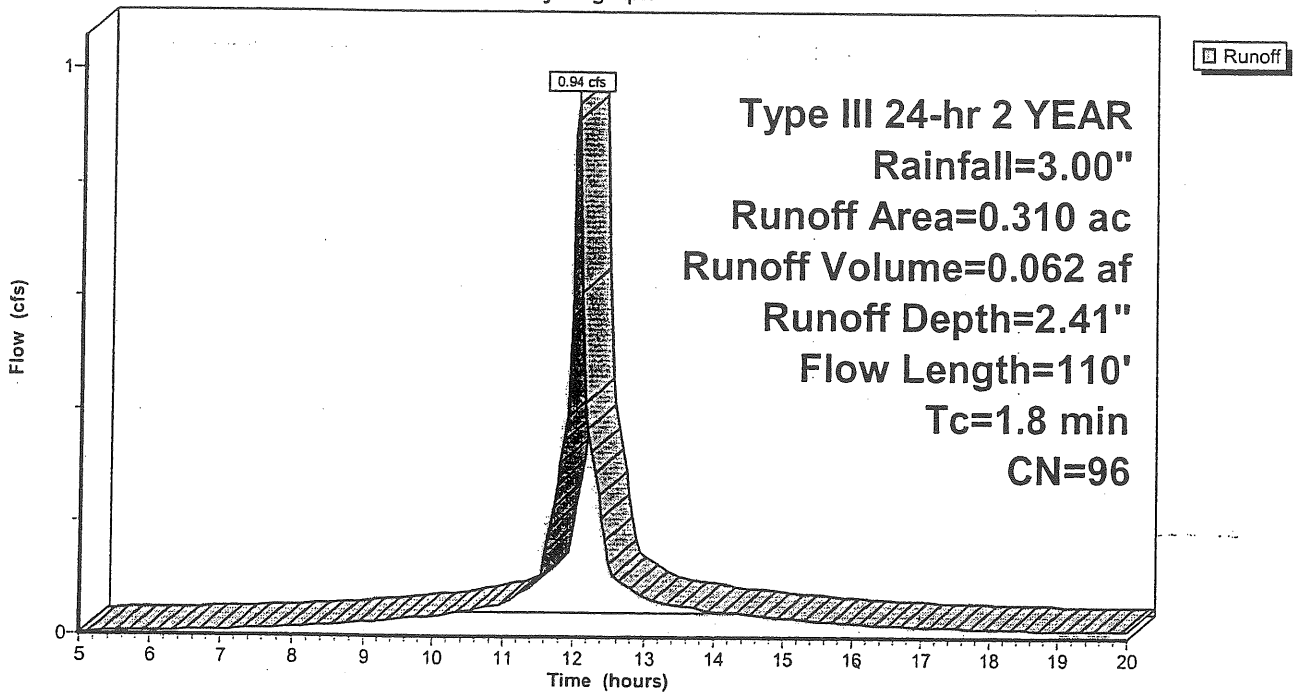
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.00"

Area (ac)	CN	Description
0.290	98	Paved parking & roofs
0.020	74	>75% Grass cover, Good, HSG C
0.310	96	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	110	0.0100	1.0		Sheet Flow, GRAVEL Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 2S: TO CB'S

Hydrograph



LOGAN PLACE PREDEVELOPMENT

Prepared by BH2M ENGINEERS

HydroCAD® 7.00 s/n 000619 © 1986-2003 Applied Microcomputer Systems

Type III 24-hr 2 YEAR Rainfall=3.00"

Page 5

11/20/2003

Subcatchment 3S: TO I-295

10m

Runoff = 0.34 cfs @ 12.02 hrs, Volume= 0.022 af, Depth= 2.41"

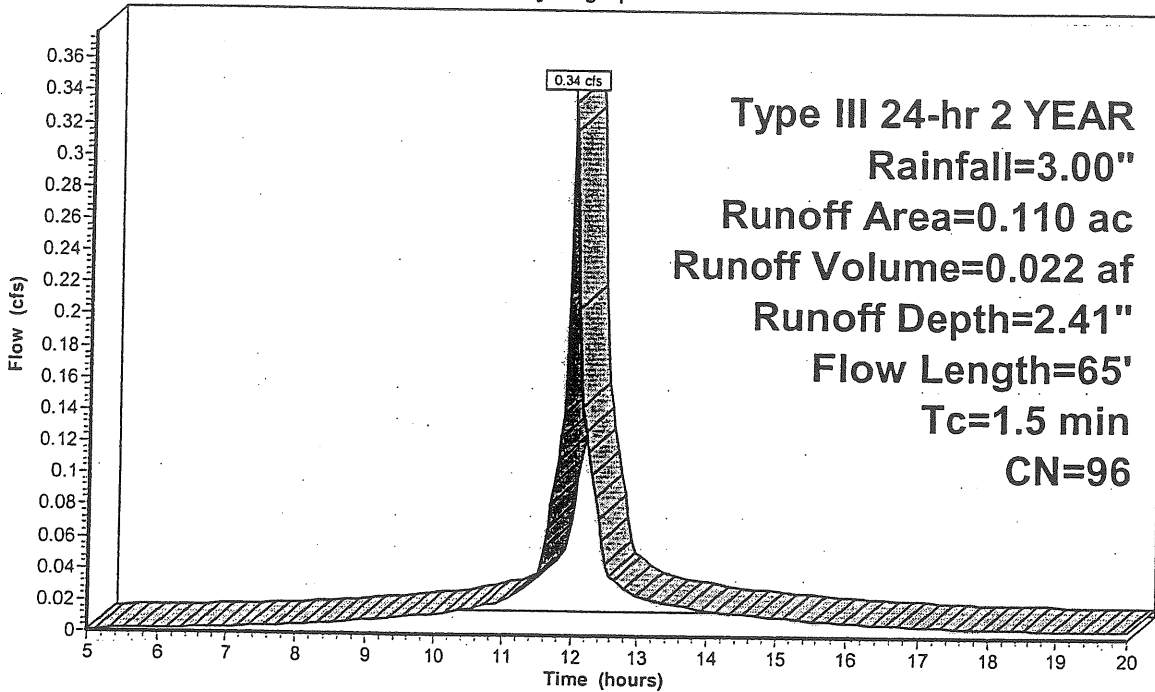
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.00"

Area (ac)	CN	Description
0.100	98	Paved parking & roofs
0.010	74	>75% Grass cover, Good, HSG C
0.110	96	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.5	65	0.0050	0.7		Sheet Flow, PAVEMENT Smooth surfaces n=0.011 P2= 3.00"

Subcatchment 3S: TO I-295

Hydrograph



Subcatchment 4S: TO DITCH

lon

Runoff = 1.57 cfs @ 12.04 hrs, Volume= 0.099 af, Depth= 2.04"

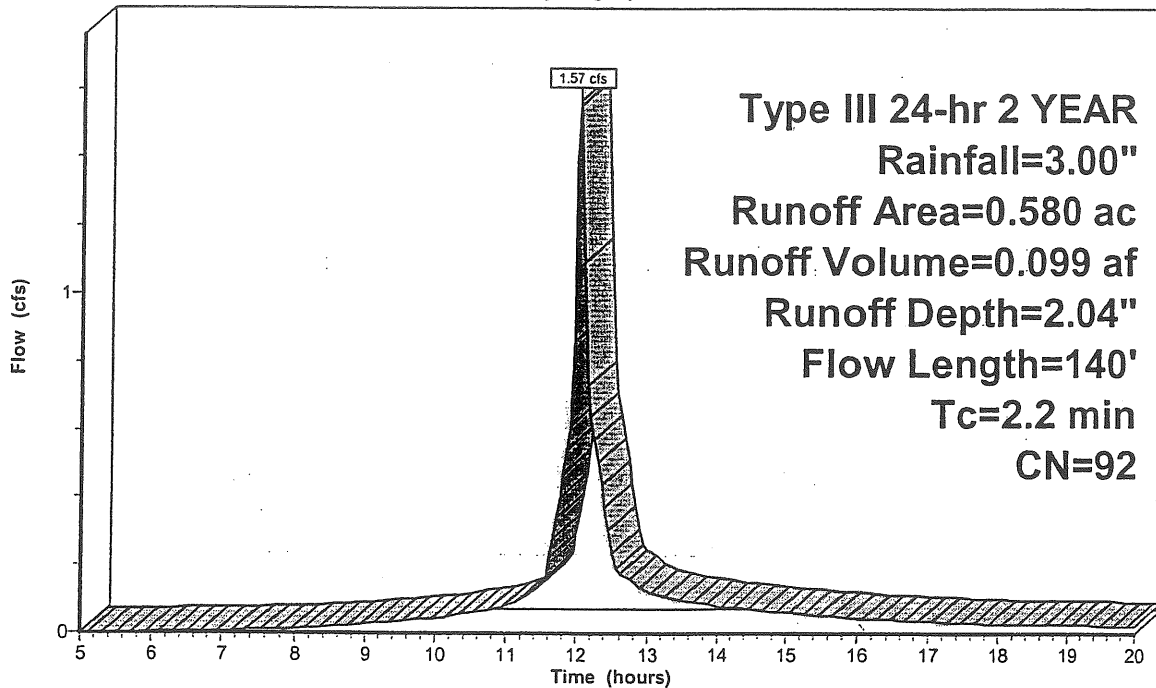
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 2 YEAR Rainfall=3.00"

Area (ac)	CN	Description
0.180	98	Paved parking & roofs
0.400	89	Gravel roads, HSG C
0.580	92	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.2	140	0.0100	1.1		Sheet Flow, GRAVEL Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 4S: TO DITCH

Hydrograph



Runoff

Type III 24-hr 2 YEAR
 Rainfall=3.00"
 Runoff Area=0.580 ac
 Runoff Volume=0.099 af
 Runoff Depth=2.04"
 Flow Length=140'
 Tc=2.2 min
 CN=92

LOGAN PLACE PREDEVELOPMENT

Prepared by BH2M ENGINEERS

HydroCAD® 7.00 s/n 000619 © 1986-2003 Applied Microcomputer Systems

Type III 24-hr 2 YEAR Rainfall=3.00"

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11/20/2003

Reach 1R: ARTIFICIAL REACH

100

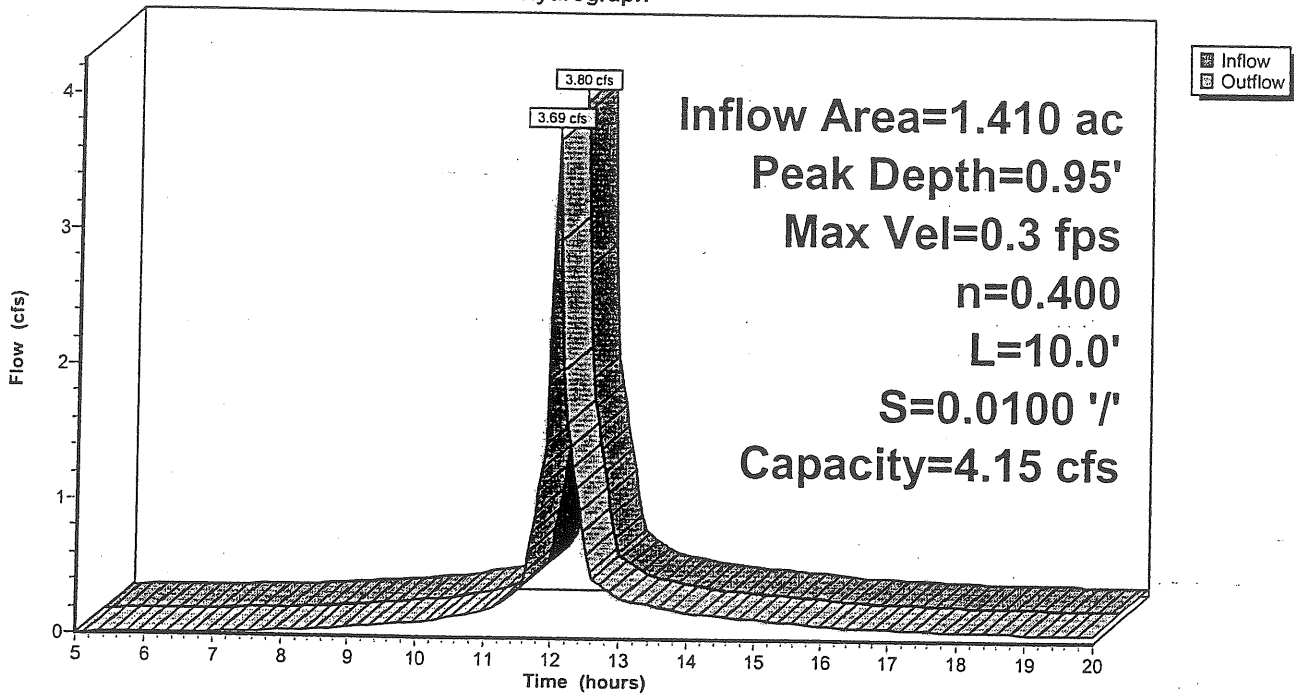
Inflow Area = 1.410 ac, Inflow Depth = 2.05" for 2 YEAR event
Inflow = 3.80 cfs @ 12.03 hrs, Volume= 0.241 af
Outflow = 3.69 cfs @ 12.05 hrs, Volume= 0.241 af, Atten= 3%, Lag= 0.8 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 0.3 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 0.1 fps, Avg. Travel Time= 1.9 min

Peak Depth= 0.95' @ 12.04 hrs
Capacity at bank full= 4.15 cfs
10.00' x 1.00' deep channel, n= 0.400 Length= 10.0' Slope= 0.0100 '/'
Side Slope Z-value= 3.0 '/'

Reach 1R: ARTIFICIAL REACH

Hydrograph



LOGAN PLACE PREDEVELOPMENT

Type III 24-hr 10 YEAR Rainfall=4.70"

Prepared by BH2M ENGINEERS

Page 8

HydroCAD® 7.00 s/n 000619 © 1986-2003 Applied Microcomputer Systems

11/20/2003

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

10P

Subcatchment 1S: TO PORTLAND TERMINAL

Runoff Area=0.410 ac Runoff Depth=3.19"

Flow Length=130' Tc=2.0 min CN=88 Runoff=1.74 cfs 0.109 af

Subcatchment 2S: TO CB'S

Runoff Area=0.310 ac Runoff Depth=3.98"

Flow Length=110' Tc=1.8 min CN=96 Runoff=1.52 cfs 0.103 af

Subcatchment 3S: TO I-295

Runoff Area=0.110 ac Runoff Depth=3.98"

Flow Length=65' Tc=1.5 min CN=96 Runoff=0.54 cfs 0.036 af

Subcatchment 4S: TO DITCH

Runoff Area=0.580 ac Runoff Depth=3.59"

Flow Length=140' Tc=2.2 min CN=92 Runoff=2.68 cfs 0.174 af

Reach 1R: ARTIFICIAL REACH

Peak Depth=1.31' Max Vel=0.4 fps Inflow=6.46 cfs 0.422 af

n=0.400 L=10.0' S=0.0100 '/' Capacity=4.15 cfs Outflow=6.32 cfs 0.422 af

Total Runoff Area = 1.410 ac Runoff Volume = 0.422 af Average Runoff Depth = 3.59"

LOGAN PLACE PREDEVELOPMENT

Prepared by BH2M ENGINEERS

HydroCAD® 7.00 s/n 000619 © 1986-2003 Applied Microcomputer Systems

Type III 24-hr 10 YEAR Rainfall=4.70"

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11/20/2003

Subcatchment 1S: TO PORTLAND TERMINAL

109

Runoff = 1.74 cfs @ 12.04 hrs, Volume= 0.109 af, Depth= 3.19"

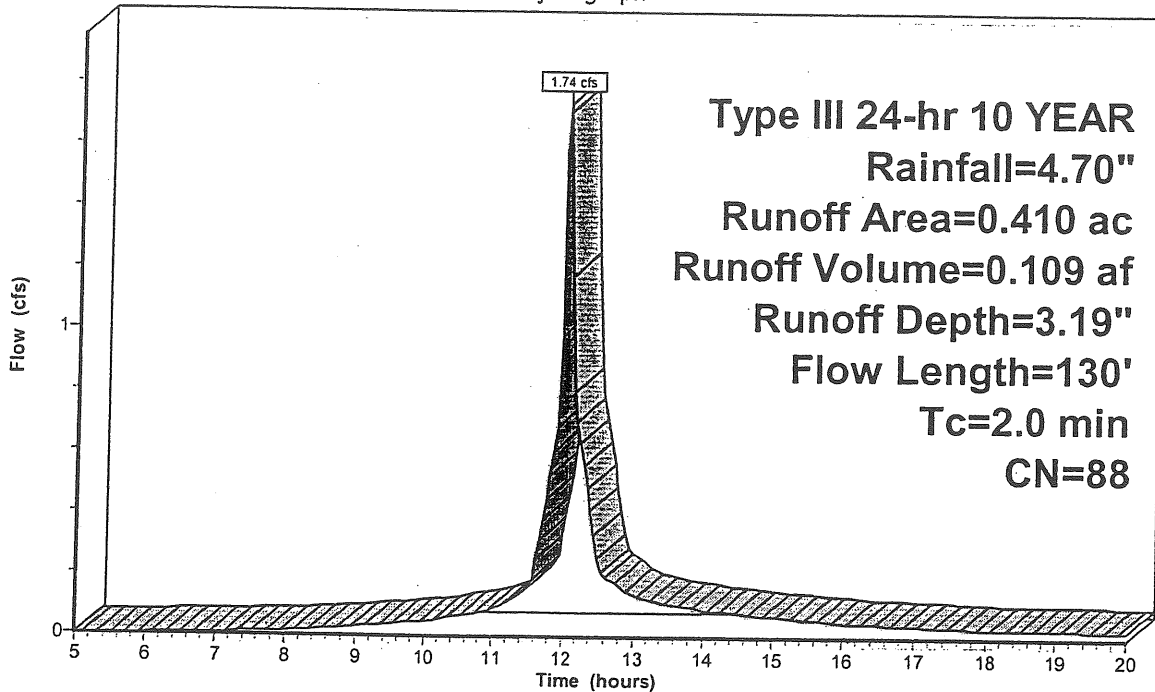
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.70"

Area (ac)	CN	Description
0.390	89	Gravel roads, HSG C
0.020	74	>75% Grass cover, Good, HSG C
0.410	88	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.0	130	0.0100	1.1		Sheet Flow, GRAVEL Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 1S: TO PORTLAND TERMINAL

Hydrograph



Runoff

Type III 24-hr 10 YEAR
Rainfall=4.70"
Runoff Area=0.410 ac
Runoff Volume=0.109 af
Runoff Depth=3.19"
Flow Length=130'
Tc=2.0 min
CN=88

LOGAN PLACE PREDEVELOPMENT

Prepared by BH2M ENGINEERS

HydroCAD® 7.00 s/n 000619 © 1986-2003 Applied Microcomputer Systems

Type III 24-hr 10 YEAR Rainfall=4.70"

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11/20/2003

Subcatchment 2S: TO CB'S

10R

Runoff = 1.52 cfs @ 12.03 hrs, Volume= 0.103 af, Depth= 3.98"

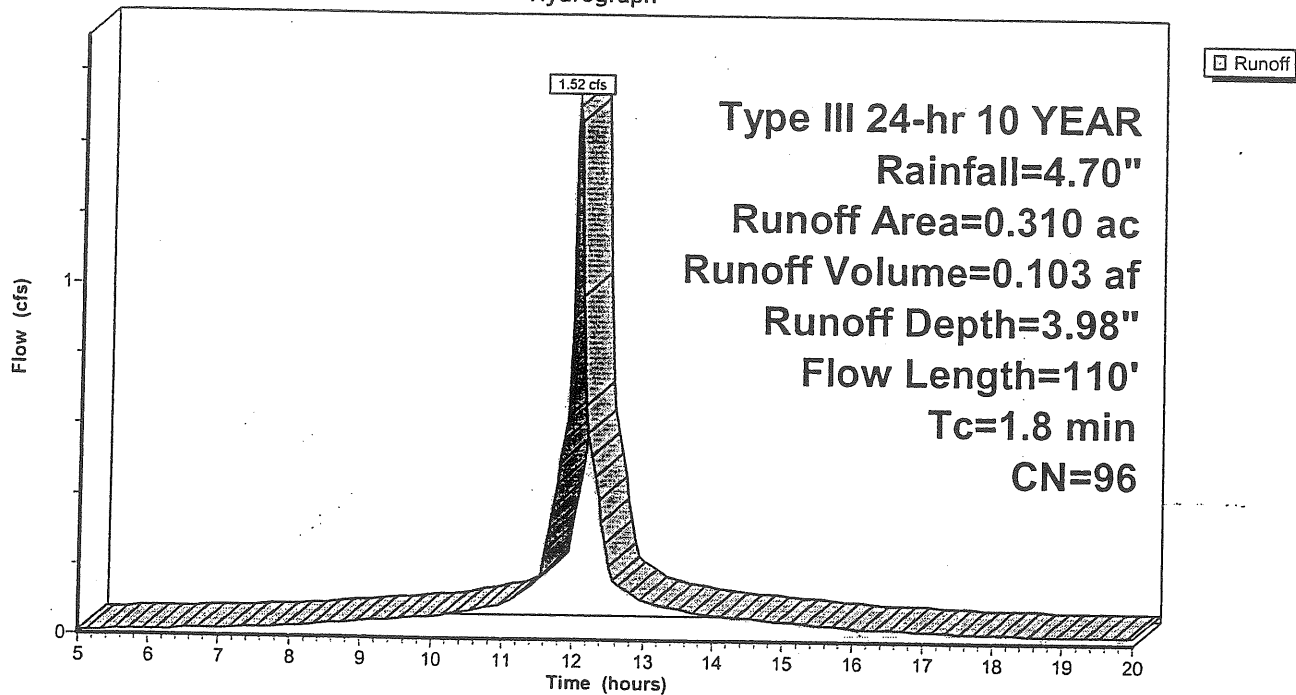
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.70"

Area (ac)	CN	Description
0.290	98	Paved parking & roofs
0.020	74	>75% Grass cover, Good, HSG C
0.310	96	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	110	0.0100	1.0		Sheet Flow, GRAVEL Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 2S: TO CB'S

Hydrograph



LOGAN PLACE PREDEVELOPMENT

Prepared by BH2M ENGINEERS

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Type III 24-hr 10 YEAR Rainfall=4.70"

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11/20/2003

Subcatchment 3S: TO I-295

105

Runoff = 0.54 cfs @ 12.02 hrs, Volume= 0.036 af, Depth= 3.98"

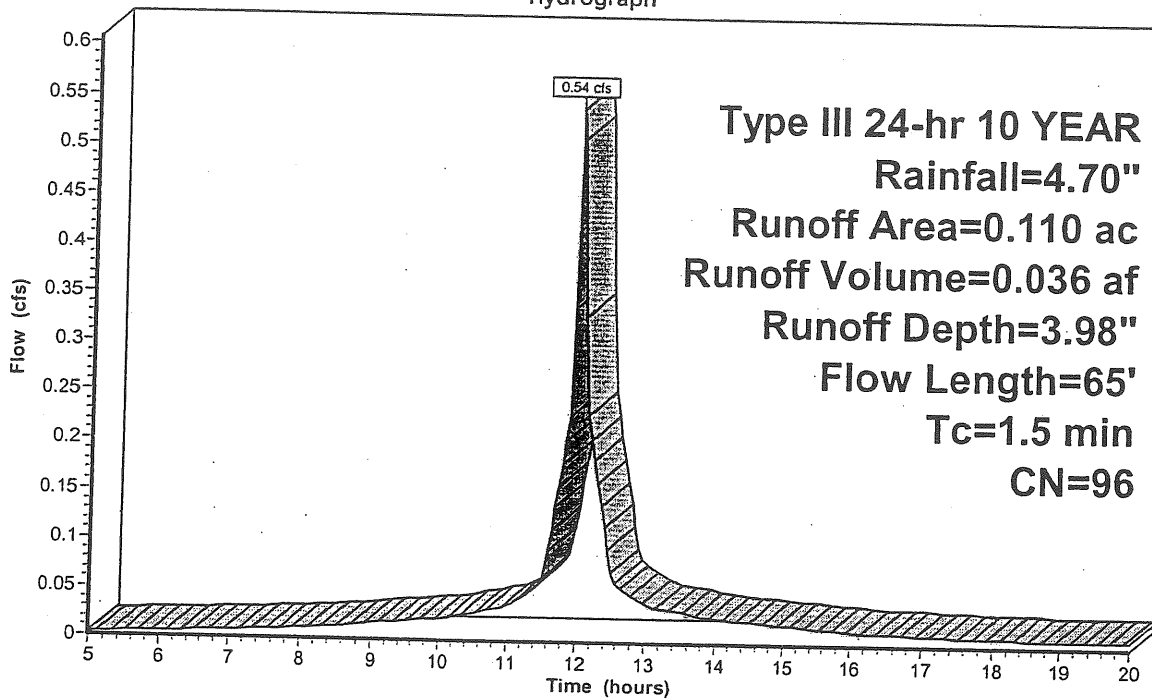
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 10 YEAR Rainfall=4.70"

Area (ac)	CN	Description
0.100	98	Paved parking & roofs
0.010	74	>75% Grass cover, Good, HSG C
0.110	96	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.5	65	0.0050	0.7		Sheet Flow, PAVEMENT Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 3S: TO I-295

Hydrograph



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Type III 24-hr 10 YEAR Rainfall=4.70"

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10+

Subcatchment 4S: TO DITCH

Runoff = 2.68 cfs @ 12.04 hrs, Volume= 0.174 af, Depth= 3.59"

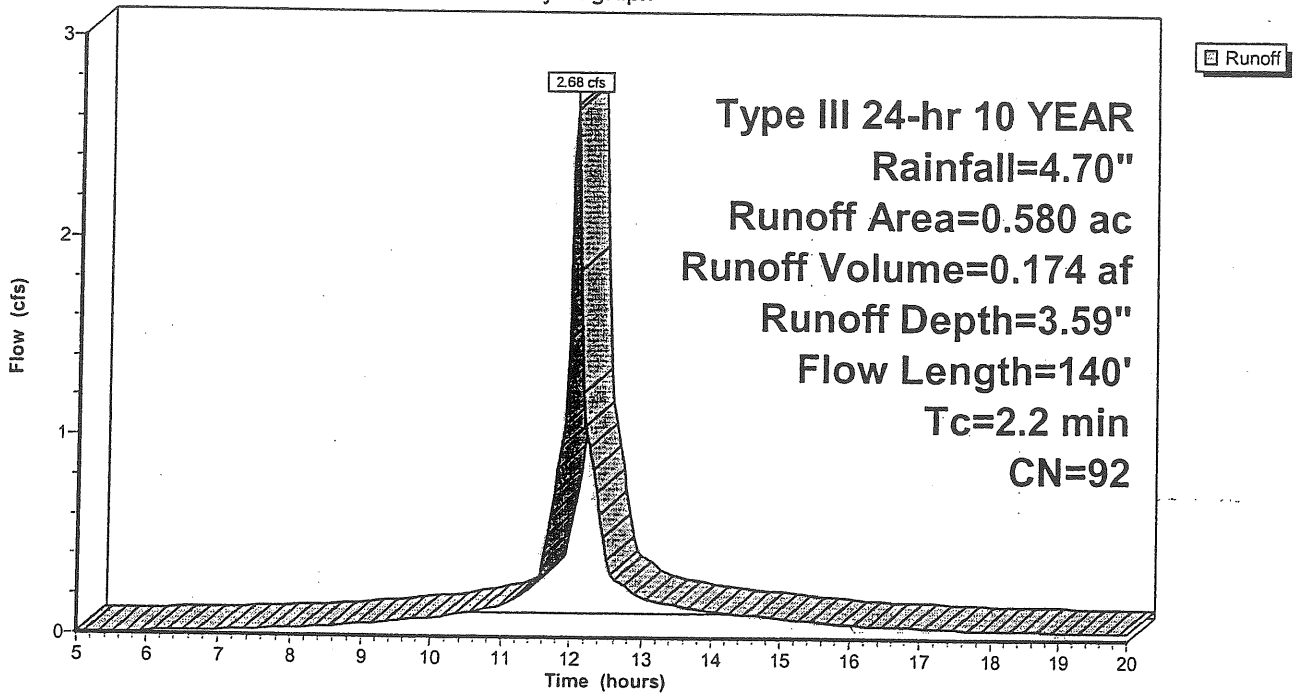
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.70"

Area (ac)	CN	Description
0.180	98	Paved parking & roofs
0.400	89	Gravel roads, HSG C
0.580	92	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.2	140	0.0100	1.1		Sheet Flow, GRAVEL Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 4S: TO DITCH

Hydrograph



Reach 1R: ARTIFICIAL REACH

100

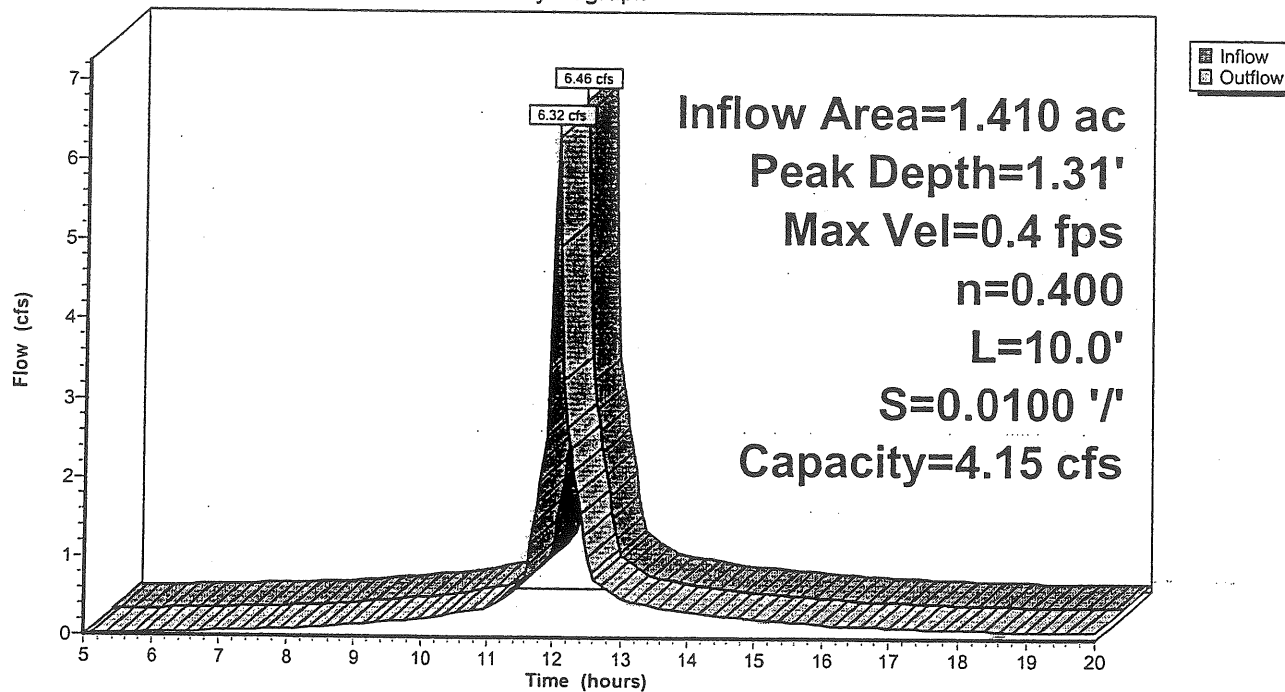
Inflow Area = 1.410 ac, Inflow Depth = 3.59" for 10 YEAR event
 Inflow = 6.46 cfs @ 12.03 hrs, Volume= 0.422 af
 Outflow = 6.32 cfs @ 12.05 hrs, Volume= 0.422 af, Atten= 2%, Lag= 0.7 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Max. Velocity= 0.4 fps, Min. Travel Time= 0.5 min
 Avg. Velocity = 0.1 fps, Avg. Travel Time= 1.5 min

Peak Depth= 1.31' @ 12.04 hrs
 Capacity at bank full= 4.15 cfs
 10.00' x 1.00' deep channel, n= 0.400 Length= 10.0' Slope= 0.0100 '/'
 Side Slope Z-value= 3.0 '/'

Reach 1R: ARTIFICIAL REACH

Hydrograph



LOGAN PLACE PREDEVELOPMENT

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Type III 24-hr 25 YEAR Rainfall=5.50"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

LOV

Subcatchment 1S: TO PORTLAND TERMINAL

Runoff Area=0.410 ac Runoff Depth=3.92"

Flow Length=130' Tc=2.0 min CN=88 Runoff=2.11 cfs 0.134 af

Subcatchment 2S: TO CB'S

Runoff Area=0.310 ac Runoff Depth=4.72"

Flow Length=110' Tc=1.8 min CN=96 Runoff=1.79 cfs 0.122 af

Subcatchment 3S: TO I-295

Runoff Area=0.110 ac Runoff Depth=4.72"

Flow Length=65' Tc=1.5 min CN=96 Runoff=0.64 cfs 0.043 af

Subcatchment 4S: TO DITCH

Runoff Area=0.580 ac Runoff Depth=4.33"

Flow Length=140' Tc=2.2 min CN=92 Runoff=3.20 cfs 0.209 af

Reach 1R: ARTIFICIAL REACH

Peak Depth=1.48' Max Vel=0.4 fps Inflow=7.71 cfs 0.508 af

n=0.400 L=10.0' S=0.0100 '/ Capacity=4.15 cfs Outflow=7.54 cfs 0.508 af

Total Runoff Area = 1.410 ac Runoff Volume = 0.508 af Average Runoff Depth = 4.32"

LOGAN PLACE PREDEVELOPMENT

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Type III 24-hr 25 YEAR Rainfall=5.50"

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low

Subcatchment 1S: TO PORTLAND TERMINAL

Runoff = 2.11 cfs @ 12.03 hrs, Volume= 0.134 af, Depth= 3.92"

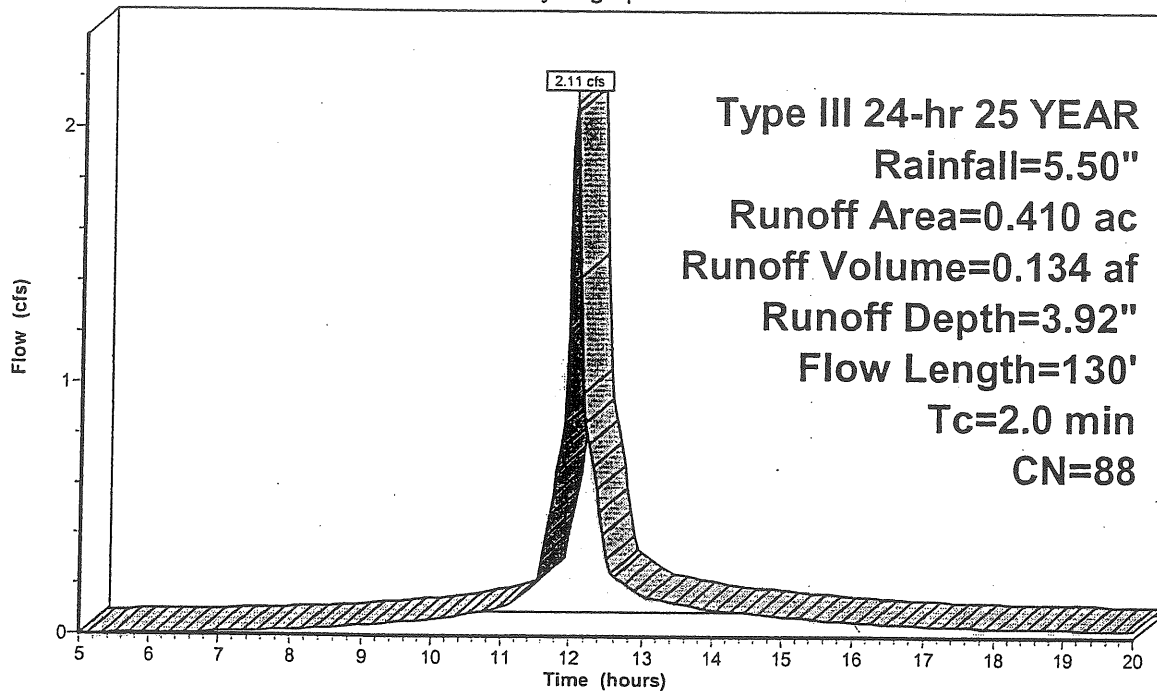
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.50"

Area (ac)	CN	Description
0.390	89	Gravel roads, HSG C
0.020	74	>75% Grass cover, Good, HSG C
0.410	88	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.0	130	0.0100	1.1		Sheet Flow, GRAVEL Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 1S: TO PORTLAND TERMINAL

Hydrograph



LOGAN PLACE PREDEVELOPMENT

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Type III 24-hr 25 YEAR Rainfall=5.50"

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Subcatchment 2S: TO CB'S

10X

Runoff = 1.79 cfs @ 12.03 hrs, Volume= 0.122 af, Depth= 4.72"

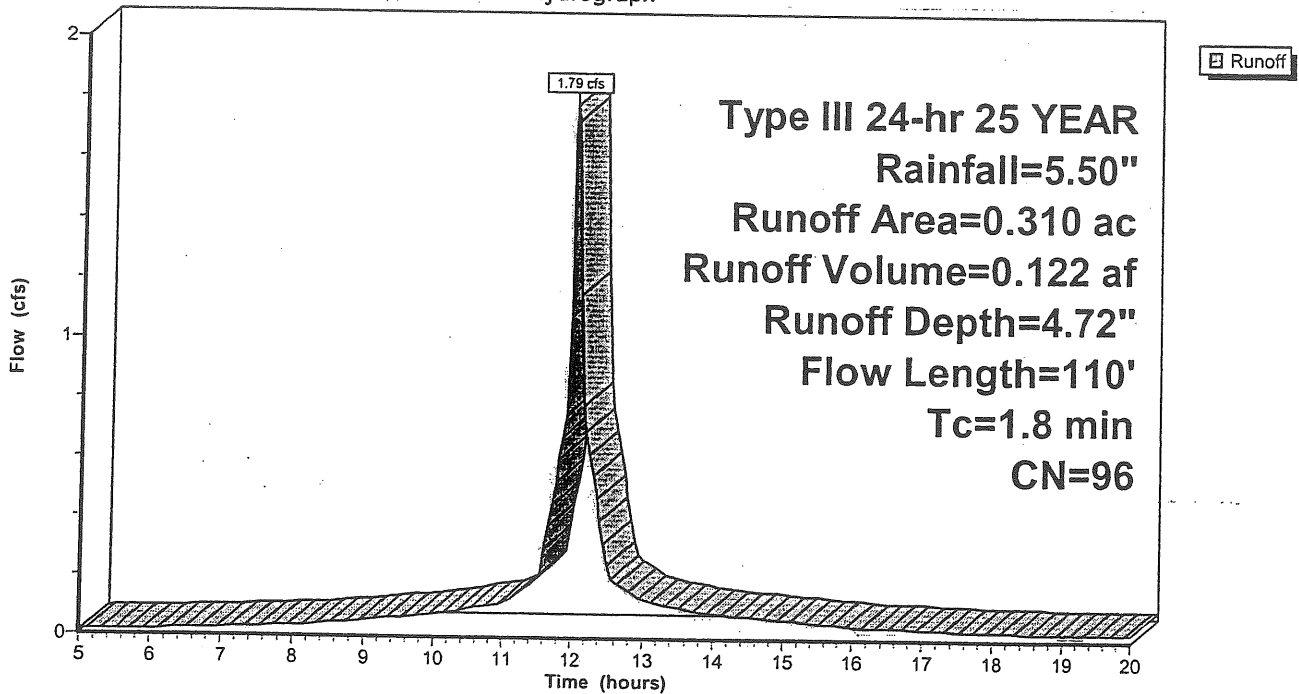
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.50"

Area (ac)	CN	Description
0.290	98	Paved parking & roofs
0.020	74	>75% Grass cover, Good, HSG C
0.310	96	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	110	0.0100	1.0		Sheet Flow, GRAVEL Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 2S: TO CB'S

Hydrograph



LOGAN PLACE PREDEVELOPMENT

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Type III 24-hr 25 YEAR Rainfall=5.50"

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10y

Subcatchment 3S: TO I-295

Runoff = 0.64 cfs @ 12.02 hrs, Volume= 0.043 af, Depth= 4.72"

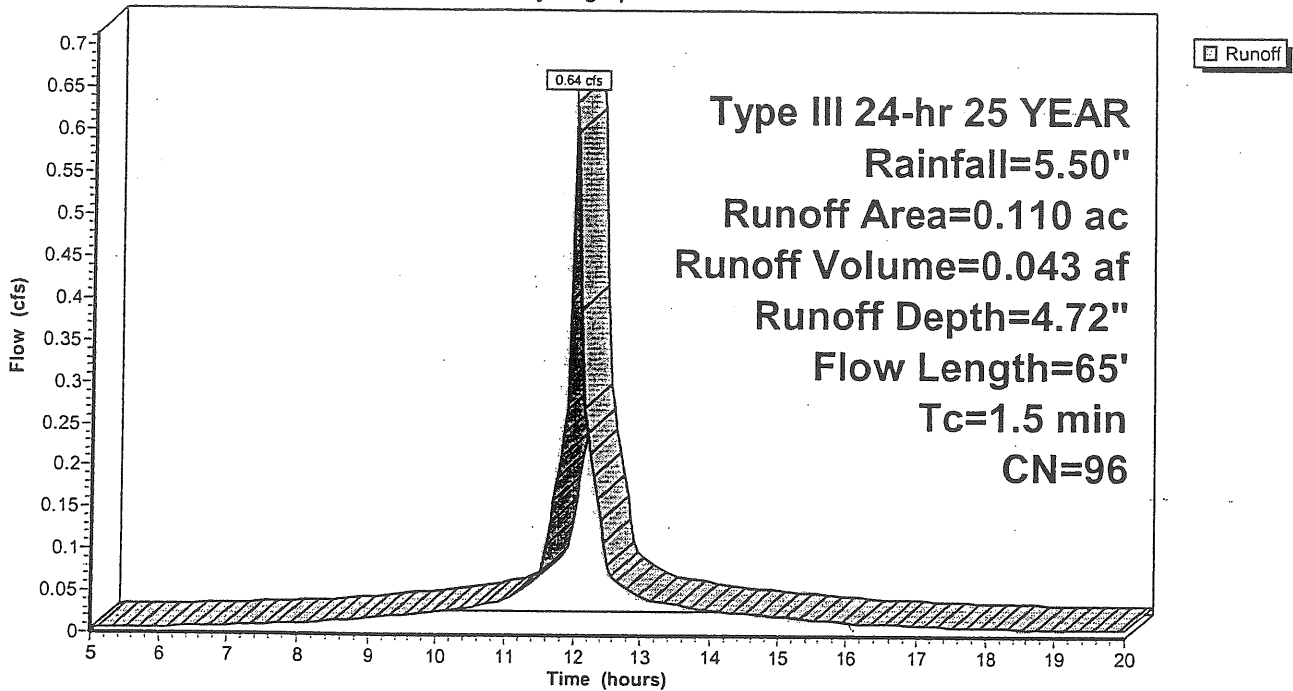
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.50"

Area (ac)	CN	Description
0.100	98	Paved parking & roofs
0.010	74	>75% Grass cover, Good, HSG C
0.110	96	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.5	65	0.0050	0.7		Sheet Flow, PAVEMENT Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 3S: TO I-295

Hydrograph



Subcatchment 4S: TO DITCH

102

Runoff = 3.20 cfs @ 12.04 hrs, Volume= 0.209 af, Depth= 4.33"

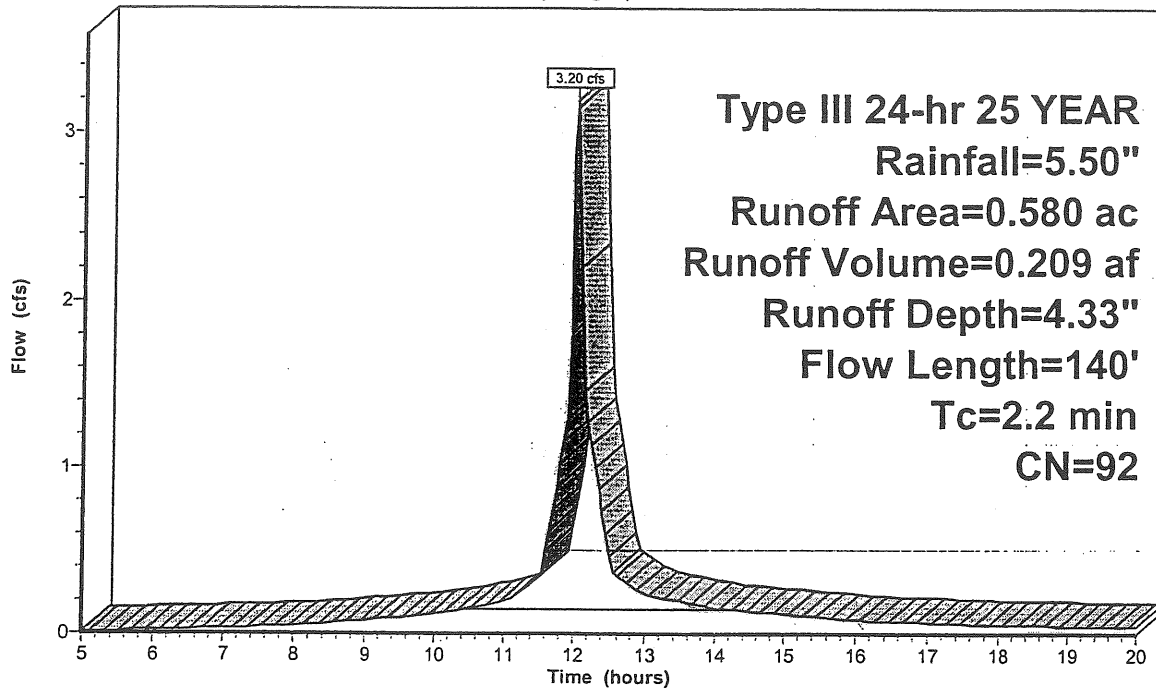
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 25 YEAR Rainfall=5.50"

Area (ac)	CN	Description
0.180	98	Paved parking & roofs
0.400	89	Gravel roads, HSG C
0.580	92	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.2	140	0.0100	1.1		Sheet Flow, GRAVEL Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment 4S: TO DITCH

Hydrograph



LOGAN PLACE PREDEVELOPMENT

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Type III 24-hr 25 YEAR Rainfall=5.50"

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Reach 1R: ARTIFICIAL REACH

10aa

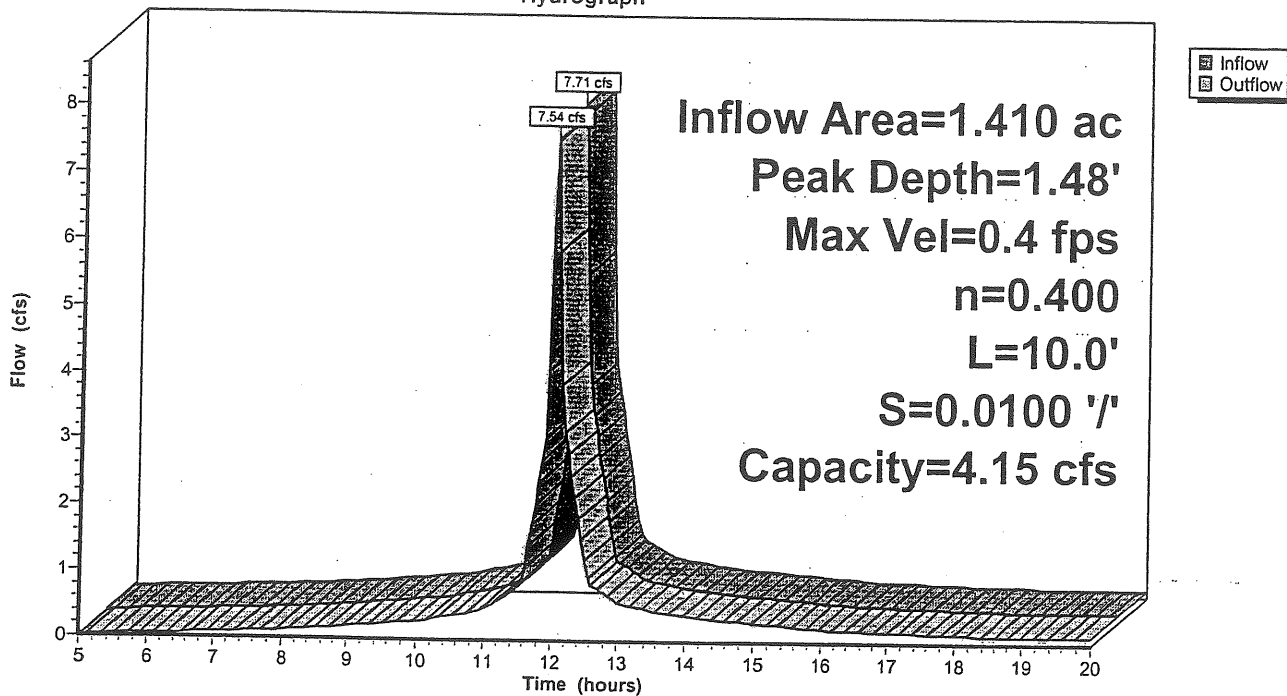
Inflow Area = 1.410 ac, Inflow Depth = 4.32" for 25 YEAR event
Inflow = 7.71 cfs @ 12.03 hrs, Volume= 0.508 af
Outflow = 7.54 cfs @ 12.05 hrs, Volume= 0.508 af, Atten= 2%, Lag= 0.7 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 0.4 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 0.1 fps, Avg. Travel Time= 1.4 min

Peak Depth= 1.48' @ 12.04 hrs
Capacity at bank full= 4.15 cfs
10.00' x 1.00' deep channel, n= 0.400 Length= 10.0' Slope= 0.0100 '/'
Side Slope Z-value= 3.0 '/'

Reach 1R: ARTIFICIAL REACH

Hydrograph



106b

Appendix C

Post-development Calculations

LOGAN PLACE POSTDEVELOPMENT

Type III 24-hr 2 YEAR Rainfall=3.00"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

10dd

Subcatchment 2S: TO CB'S

Runoff Area=1.020 ac Runoff Depth=1.94"
Flow Length=140' Tc=25.5 min CN=91 Runoff=1.49 cfs 0.165 af

Subcatchment 4S: TO DITCH

Runoff Area=0.390 ac Runoff Depth=1.33"
Flow Length=200' Tc=28.1 min CN=83 Runoff=0.38 cfs 0.043 af

Reach 1R: ARTIFICIAL REACH

Peak Depth=0.64' Max Vel=0.2 fps Inflow=1.86 cfs 0.208 af
n=0.400 L=10.0' S=0.0100 '/' Capacity=4.15 cfs Outflow=1.85 cfs 0.208 af

Total Runoff Area = 1.410 ac Runoff Volume = 0.208 af Average Runoff Depth = 1.77"

LOGAN PLACE POSTDEVELOPMENT

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Type III 24-hr 2 YEAR Rainfall=3.00"

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Subcatchment 2S: TO CB'S

10ee

Runoff = 1.49 cfs @ 12.35 hrs, Volume= 0.165 af, Depth= 1.94"

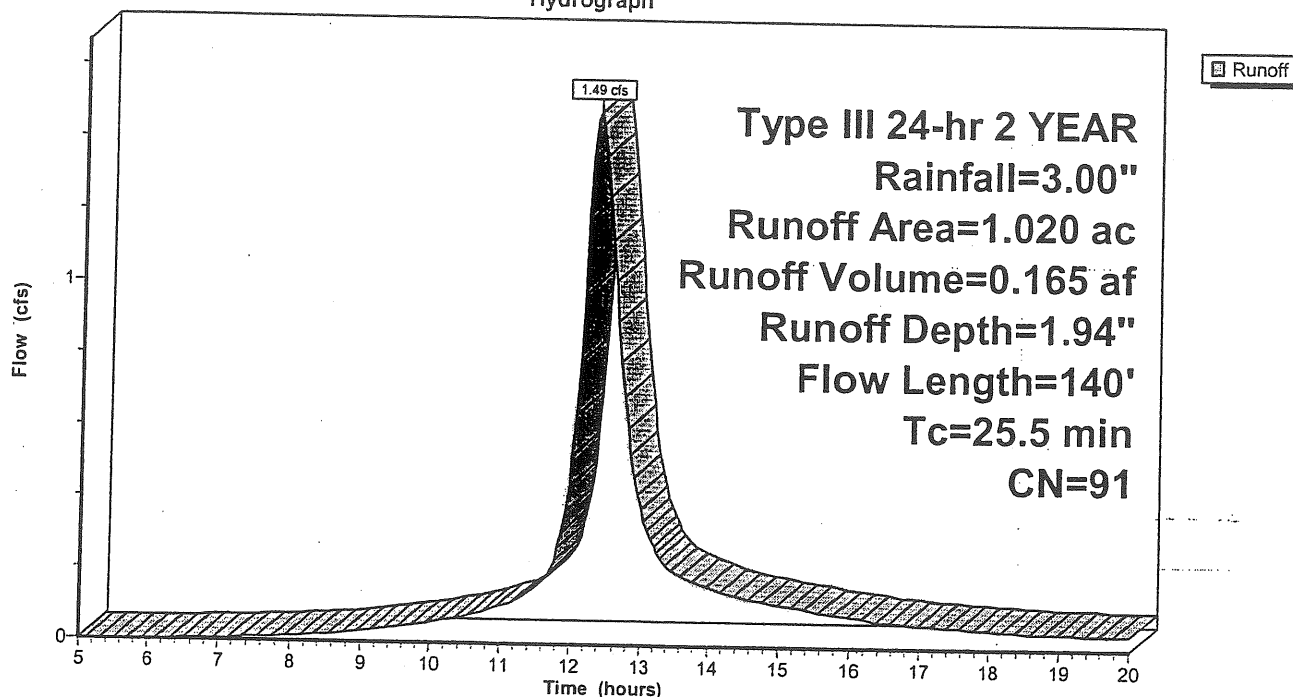
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.00"

Area (ac)	CN	Description
0.300	74	>75% Grass cover, Good, HSG C
0.720	98	Paved parking & roofs
1.020	91	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.5	140	0.0100	0.1		Sheet Flow, GRASS Grass: Dense n= 0.240 P2= 3.00"

Subcatchment 2S: TO CB'S

Hydrograph



LOGAN PLACE POSTDEVELOPMENT

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Type III 24-hr 2 YEAR Rainfall=3.00"

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Subcatchment 4S: TO DITCH

10ff

Runoff = 0.38 cfs @ 12.40 hrs, Volume= 0.043 af, Depth= 1.33"

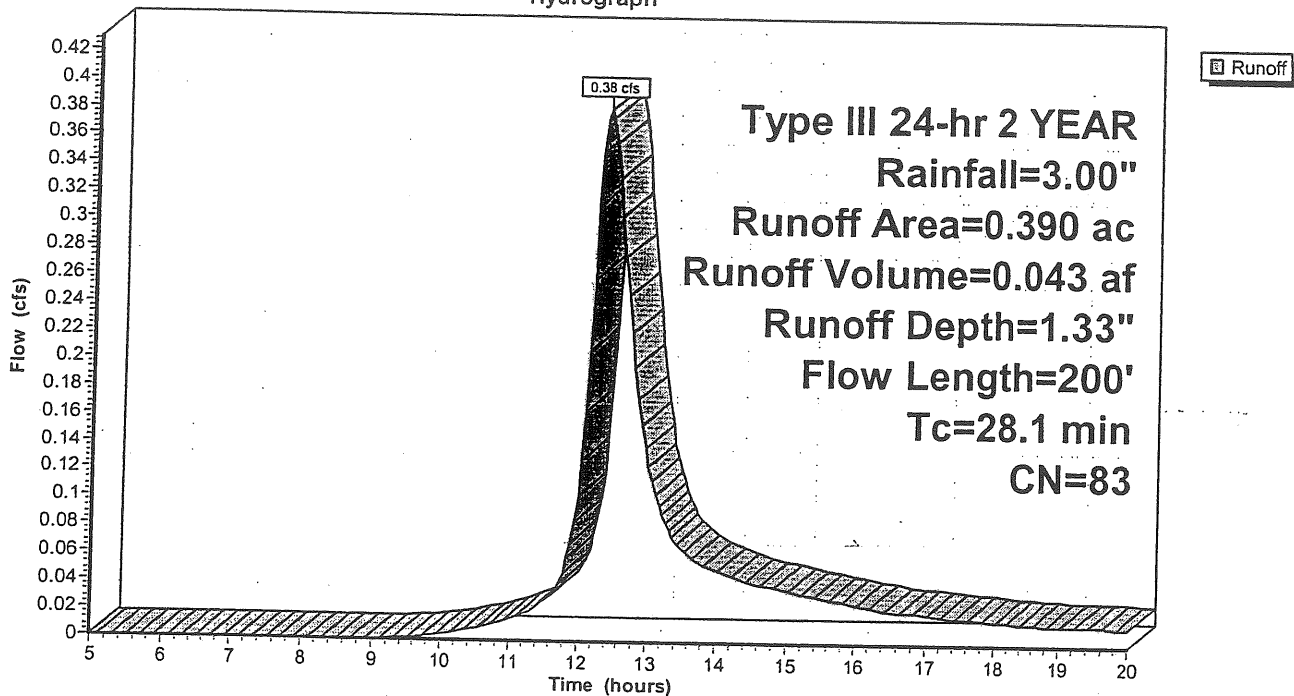
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.00"

Area (ac)	CN	Description
0.150	98	Paved parking & roofs
0.240	74	>75% Grass cover, Good, HSG C
0.390	83	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
26.9	150	0.0100	0.1		Sheet Flow, GRASS Grass: Dense n=0.240 P2= 3.00"
1.2	50	0.0100	0.7		Shallow Concentrated Flow, grass Short Grass Pasture Kv= 7.0 fps
28.1	200	Total			

Subcatchment 4S: TO DITCH

Hydrograph



LOGAN PLACE POSTDEVELOPMENT

Type III 24-hr 2 YEAR Rainfall=3.00"

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Reach 1R: ARTIFICIAL REACH

logg

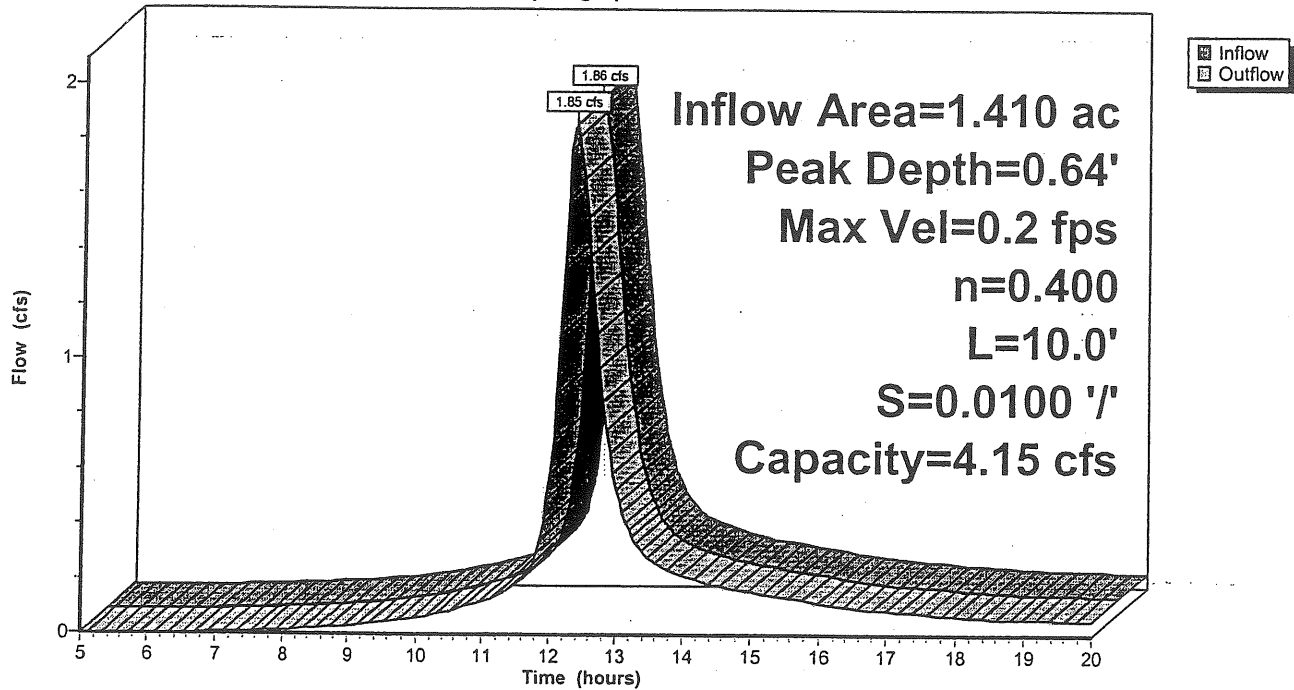
Inflow Area = 1.410 ac, Inflow Depth = 1.77" for 2 YEAR event
Inflow = 1.86 cfs @ 12.36 hrs, Volume= 0.208 af
Outflow = 1.85 cfs @ 12.38 hrs, Volume= 0.208 af, Atten= 0%, Lag= 1.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 0.2 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 0.1 fps, Avg. Travel Time= 2.0 min

Peak Depth= 0.64' @ 12.36 hrs
Capacity at bank full= 4.15 cfs
10.00' x 1.00' deep channel, n= 0.400 Length= 10.0' Slope= 0.0100 '/'
Side Slope Z-value= 3.0 '/'

Reach 1R: ARTIFICIAL REACH

Hydrograph



LOGAN PLACE POSTDEVELOPMENT

Type III 24-hr 10 YEAR Rainfall=4.70"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

LOhh

Subcatchment 2S: TO CB'S

Runoff Area=1.020 ac Runoff Depth=3.47"

Flow Length=140' Tc=25.5 min CN=91 Runoff=2.59 cfs 0.295 af

Subcatchment 4S: TO DITCH

Runoff Area=0.390 ac Runoff Depth=2.70"

Flow Length=200' Tc=28.1 min CN=83 Runoff=0.77 cfs 0.088 af

Reach 1R: ARTIFICIAL REACH

Peak Depth=0.89' Max Vel=0.3 fps Inflow=3.35 cfs 0.383 af

n=0.400 L=10.0' S=0.0100 ' Capacity=4.15 cfs Outflow=3.34 cfs 0.383 af

Total Runoff Area = 1.410 ac Runoff Volume = 0.383 af Average Runoff Depth = 3.26"

LOGAN PLACE POSTDEVELOPMENT

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Type III 24-hr 10 YEAR Rainfall=4.70"

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10i

Subcatchment 2S: TO CB'S

Runoff = 2.59 cfs @ 12.34 hrs, Volume= 0.295 af, Depth= 3.47"

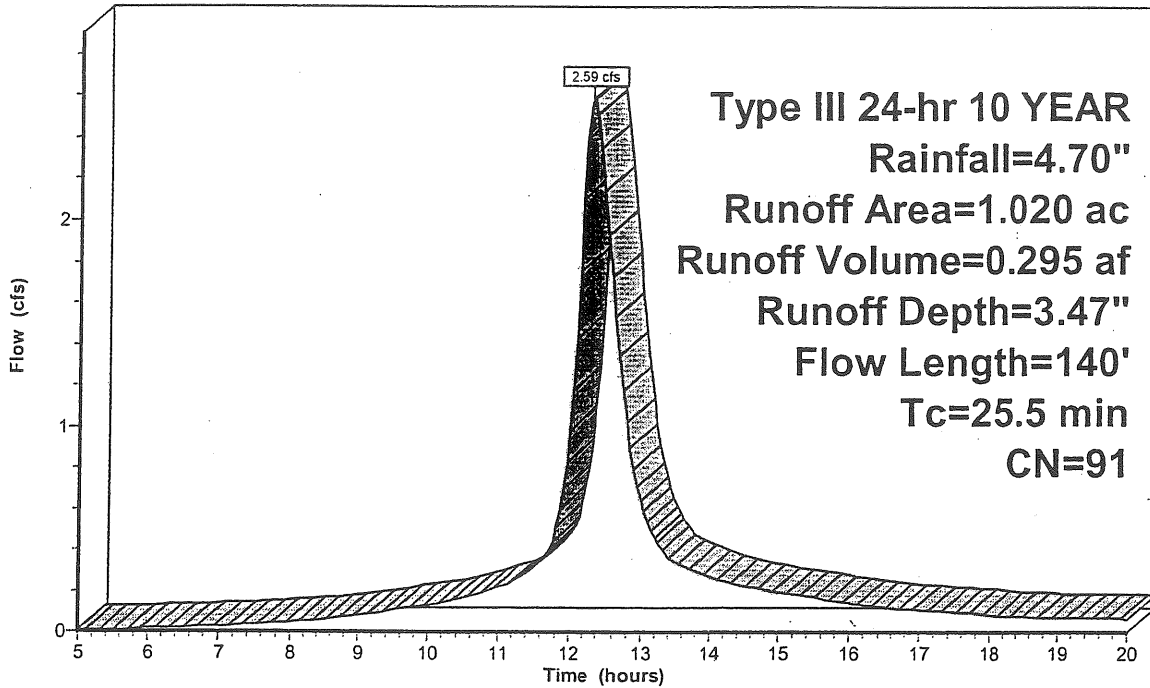
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.70"

Area (ac)	CN	Description
0.300	74	>75% Grass cover, Good, HSG C
0.720	98	Paved parking & roofs
1.020	91	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.5	140	0.0100	0.1		Sheet Flow, GRASS Grass: Dense n= 0.240 P2= 3.00"

Subcatchment 2S: TO CB'S

Hydrograph



Runoff

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Type III 24-hr 10 YEAR Rainfall=4.70"

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10 JJ

Subcatchment 4S: TO DITCH

Runoff = 0.77 cfs @ 12.39 hrs, Volume= 0.088 af, Depth= 2.70"

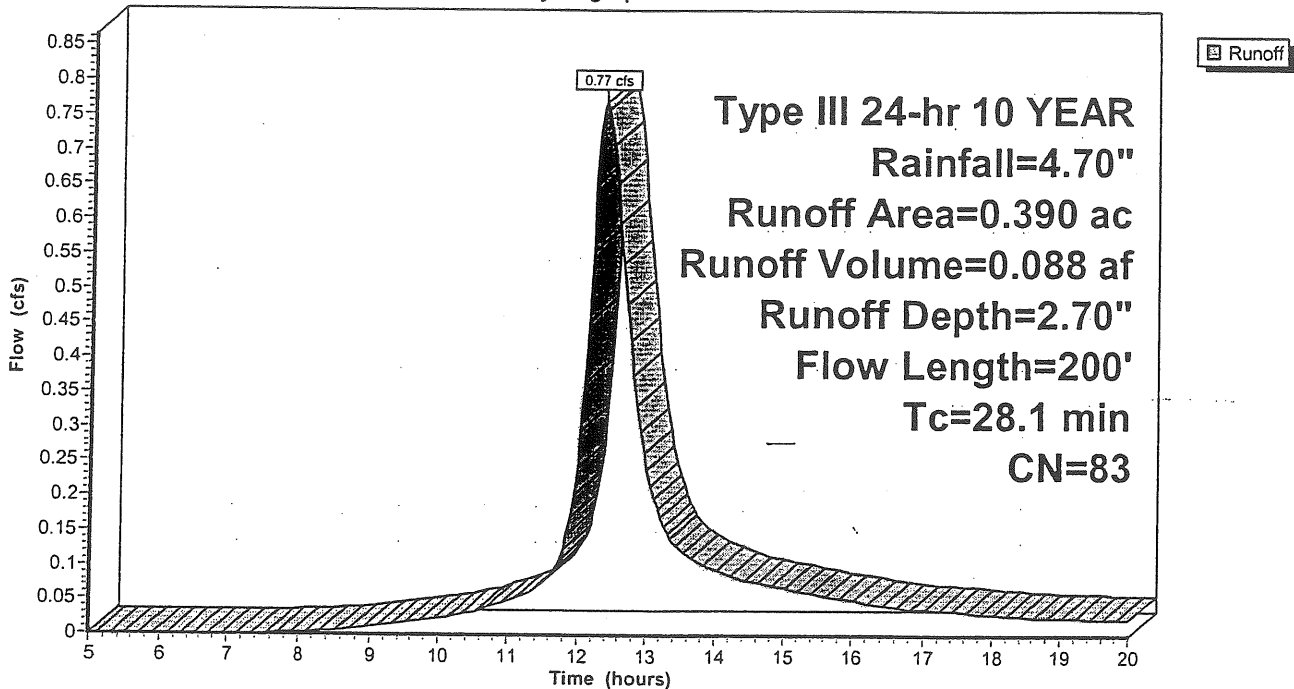
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.70"

Area (ac)	CN	Description
0.150	98	Paved parking & roofs
0.240	74	>75% Grass cover, Good, HSG C
0.390	83	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
26.9	150	0.0100	0.1		Sheet Flow, GRASS
1.2	50	0.0100	0.7		Grass: Dense n= 0.240 P2= 3.00"
					Shallow Concentrated Flow, grass
					Short Grass Pasture Kv= 7.0 fps
28.1	200	Total			

Subcatchment 4S: TO DITCH

Hydrograph



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Type III 24-hr 10 YEAR Rainfall=4.70"

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Reach 1R: ARTIFICIAL REACH

10KK

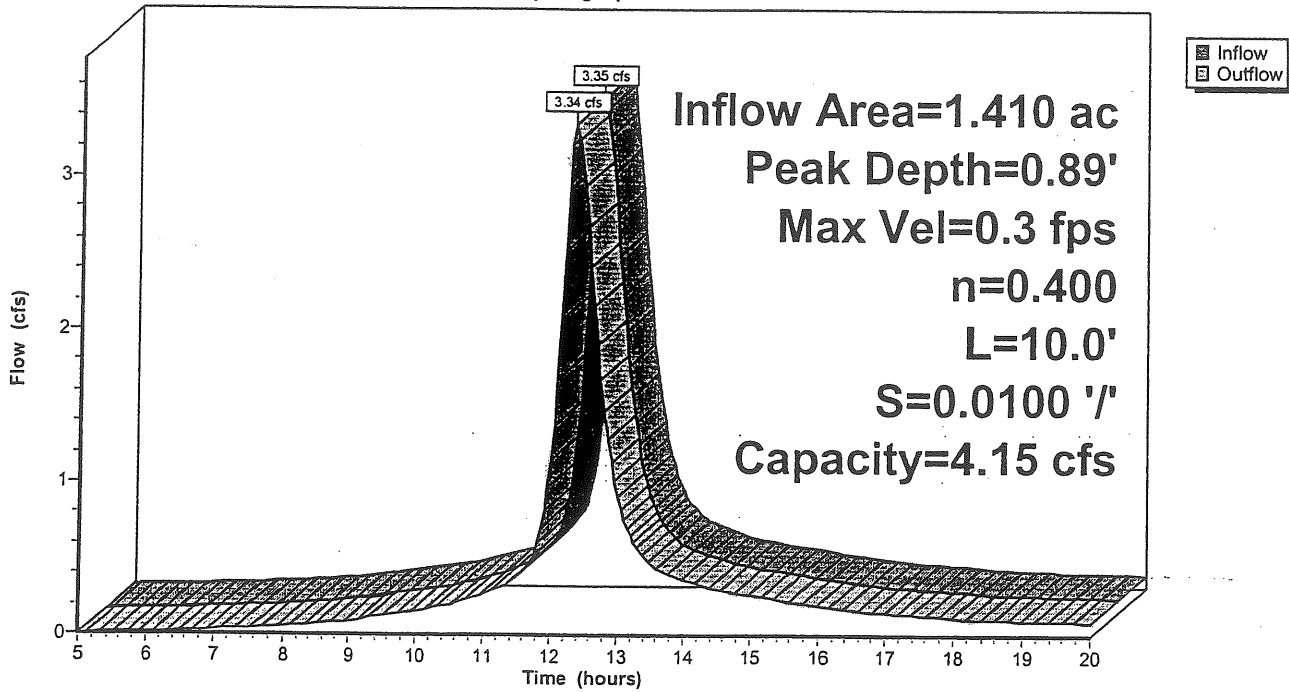
Inflow Area = 1.410 ac, Inflow Depth = 3.26" for 10 YEAR event
Inflow = 3.35 cfs @ 12.35 hrs, Volume= 0.383 af
Outflow = 3.34 cfs @ 12.37 hrs, Volume= 0.383 af, Atten= 0%, Lag= 1.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 0.3 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 0.1 fps, Avg. Travel Time= 1.6 min

Peak Depth= 0.89' @ 12.36 hrs
Capacity at bank full= 4.15 cfs
10.00' x 1.00' deep channel, n= 0.400 Length= 10.0' Slope= 0.0100 '/'
Side Slope Z-value= 3.0 '/'

Reach 1R: ARTIFICIAL REACH

Hydrograph



LOGAN PLACE POSTDEVELOPMENT

Type III 24-hr 25 YEAR Rainfall=5.50"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

10LL

Subcatchment 2S: TO CB'S

Runoff Area=1.020 ac Runoff Depth=4.21"

Flow Length=140' Tc=25.5 min CN=91 Runoff=3.11 cfs 0.357 af

Subcatchment 4S: TO DITCH

Runoff Area=0.390 ac Runoff Depth=3.39"

Flow Length=200' Tc=28.1 min CN=83 Runoff=0.96 cfs 0.110 af

Reach 1R: ARTIFICIAL REACH

Peak Depth=0.99' Max Vel=0.3 fps Inflow=4.06 cfs 0.468 af

n=0.400 L=10.0' S=0.0100 ' / Capacity=4.15 cfs Outflow=4.05 cfs 0.467 af

Total Runoff Area = 1.410 ac Runoff Volume = 0.468 af Average Runoff Depth = 3.98"

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Type III 24-hr 25 YEAR Rainfall=5.50"

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Subcatchment 2S: TO CB'S

10 mm

Runoff = 3.11 cfs @ 12.34 hrs, Volume= 0.357 af, Depth= 4.21"

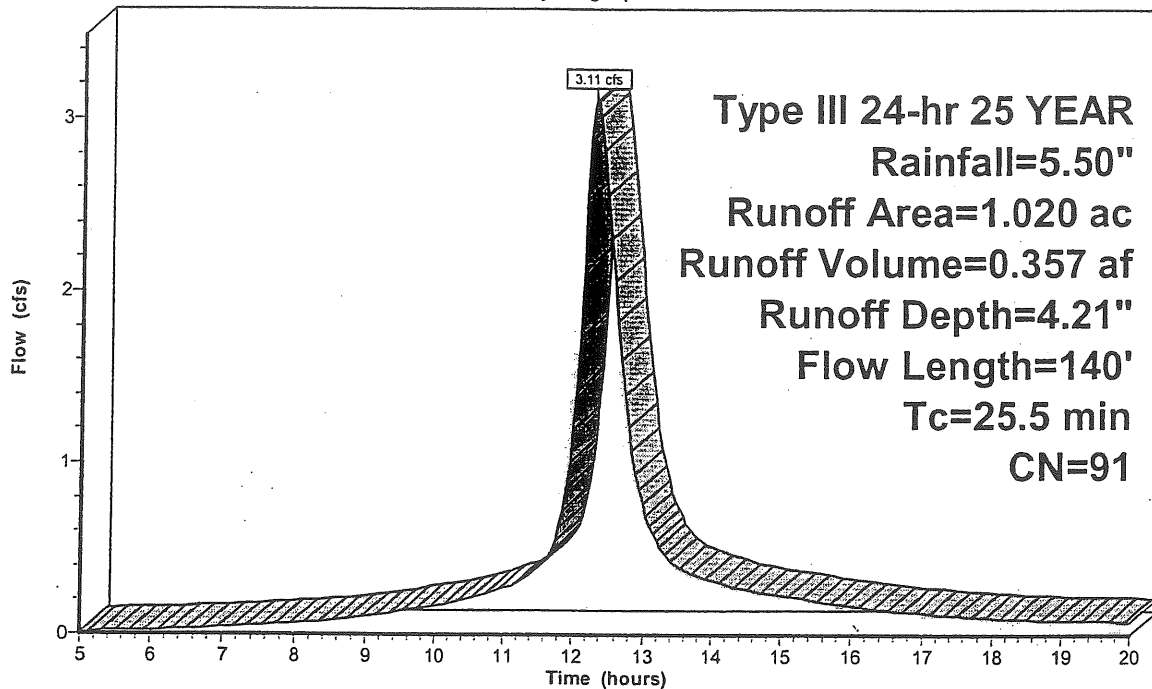
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.50"

Area (ac)	CN	Description
0.300	74	>75% Grass cover, Good, HSG C
0.720	98	Paved parking & roofs
1.020	91	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.5	140	0.0100	0.1		Sheet Flow, GRASS Grass: Dense n= 0.240 P2= 3.00"

Subcatchment 2S: TO CB'S

Hydrograph



Runoff

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Type III 24-hr 25 YEAR Rainfall=5.50"

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Subcatchment 4S: TO DITCH

10m

Runoff = 0.96 cfs @ 12.38 hrs, Volume= 0.110 af, Depth= 3.39"

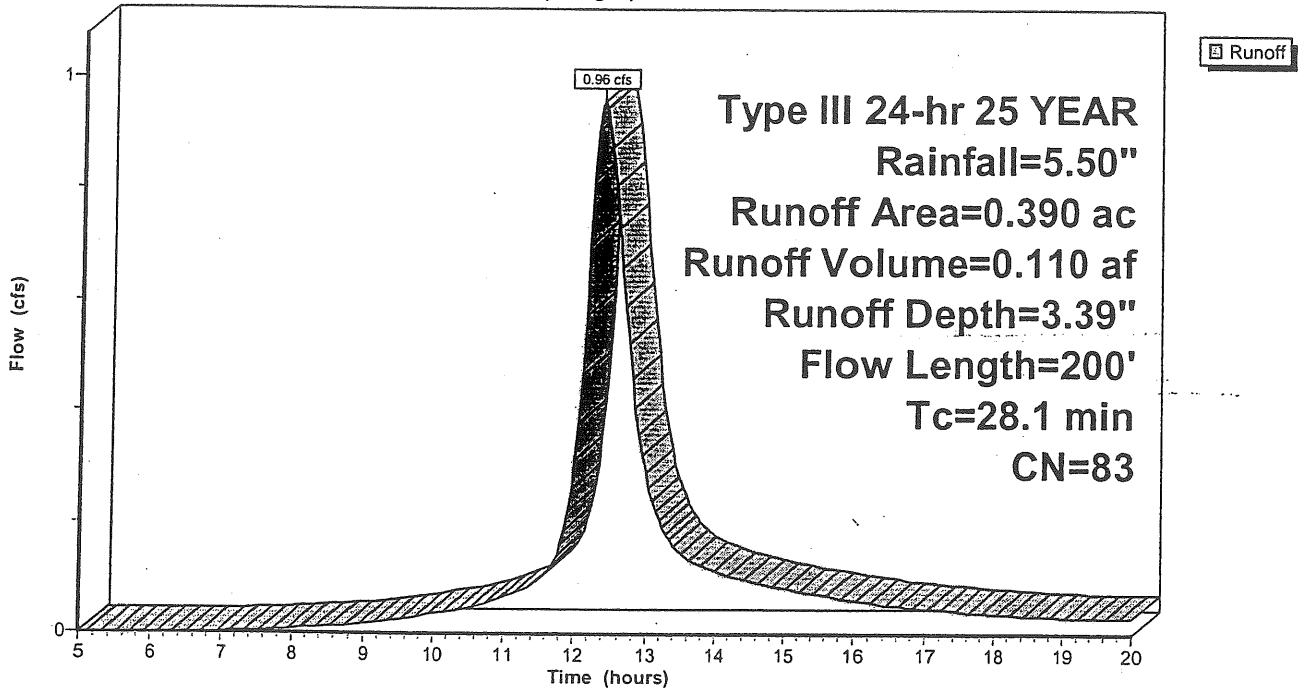
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.50"

Area (ac)	CN	Description
0.150	98	Paved parking & roofs
0.240	74	>75% Grass cover, Good, HSG C
0.390	83	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
26.9	150	0.0100	0.1		Sheet Flow, GRASS
1.2	50	0.0100	0.7		Grass: Dense n= 0.240 P2= 3.00"
					Shallow Concentrated Flow, grass
					Short Grass Pasture Kv= 7.0 fps
28.1	200	Total			

Subcatchment 4S: TO DITCH

Hydrograph



LOGAN PLACE POSTDEVELOPMENT

Type III 24-hr 25 YEAR Rainfall=5.50"

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Reach 1R: ARTIFICIAL REACH

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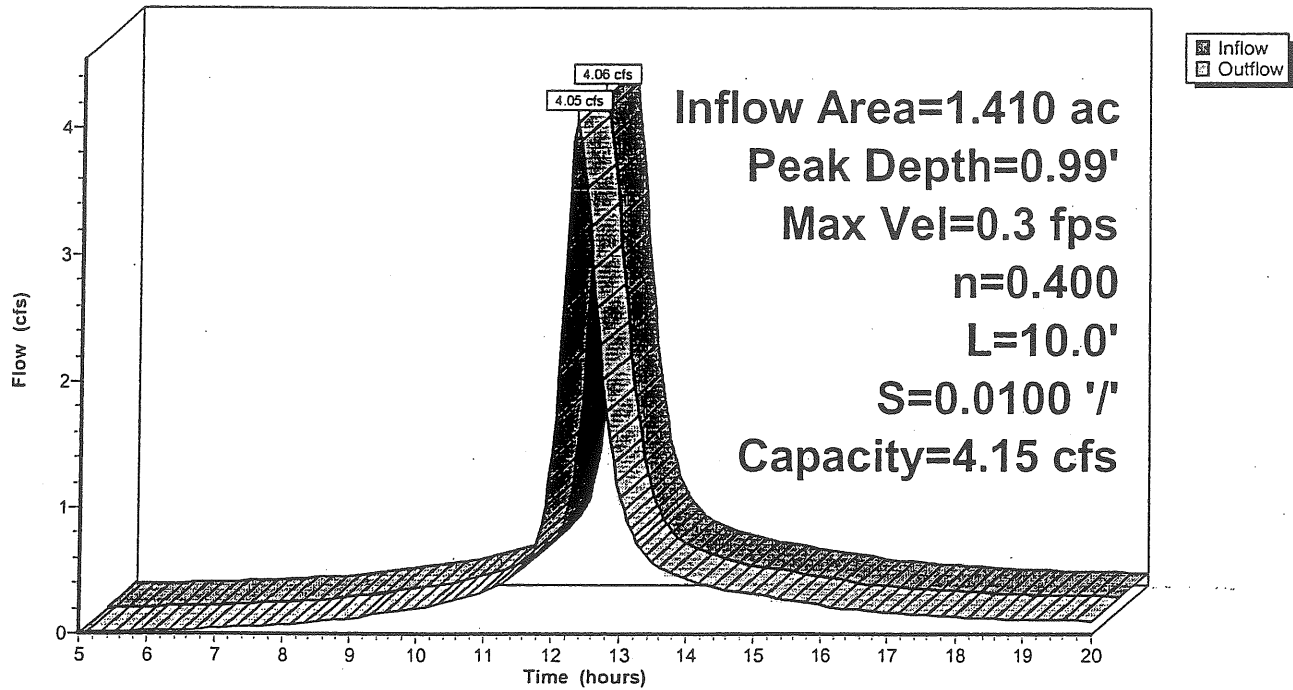
Inflow Area = 1.410 ac, Inflow Depth = 3.98" for 25 YEAR event
 Inflow = 4.06 cfs @ 12.35 hrs, Volume= 0.468 af
 Outflow = 4.05 cfs @ 12.36 hrs, Volume= 0.467 af, Atten= 0%, Lag= 0.9 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Max. Velocity= 0.3 fps, Min. Travel Time= 0.5 min
 Avg. Velocity = 0.1 fps, Avg. Travel Time= 1.5 min

Peak Depth= 0.99' @ 12.36 hrs
 Capacity at bank full= 4.15 cfs
 10.00' x 1.00' deep channel, n= 0.400 Length= 10.0' Slope= 0.0100 '/'
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Reach 1R: ARTIFICIAL REACH

Hydrograph



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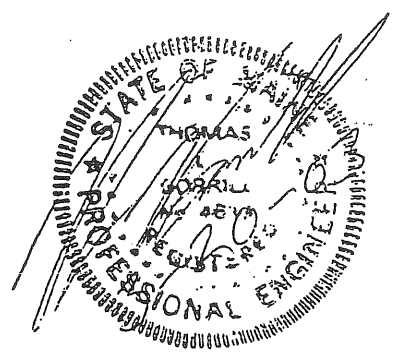
Exhibit 11

**Traffic Impact Study
Frederick Street Apartments
Portland, Maine**

Prepared for:

**York-Cumberland Housing
99 School Street
Gorham, Maine 04038**

March 2003



Prepared by:

GP Gorrill-Palmer Consulting Engineers, Inc.

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Traffic Impact Study
Frederick Street Apartments
Portland, Maine

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Appendix A

Site Location Diagram
Turning Movement Diagrams

Appendix B

Capacity Analyses

Appendix C

Collision Diagrams
Trip Generation Calculations

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Executive Summary

The following Executive Summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report.

Gorrill-Palmer Consulting Engineers, Inc. was retained by York Cumberland Housing of Gorham to complete a traffic impact study for the Frederick Street Apartments, a 50-unit proposed housing development. Access to the site would be provided by Frederick Street off of Congress Street, near I-295. Phase I of the project is to be completed in 2004 with 30 units of housing, with full completion of the site by 2007. Phase I housing is to be targeted for low-income, formerly-homeless individuals with some disability. Phase II housing is to be constructed as mixed-income standard apartments. It should be noted that as the majority of this project is to provide transitional housing for formerly homeless persons, vehicular use at the site is forecast to be significantly less than that of a typical housing development.

The following is a summary of the major findings of the traffic study:

- 1) The proposed development is forecast to generate 5 trip ends in the AM peak hour and 6 trip ends during the PM peak hour for Phase I. The full build out of the development is forecast to generate 15 trip ends in the AM peak hour and 19 trip ends during the PM peak hour. (This level of trip generation does not require a traffic permit from the Maine Department of Transportation (MDOT).
- 2) The level of service analyses show that development traffic will not affect the level of service at Frederick Street entering Congress Street.
- 3) The crash data indicates that there are two high crash locations of note in or near the study area. Based on an analysis of these areas, it is the recommendation of Gorrill-Palmer Consulting Engineers, Inc. that the reconfiguration of the I-295 interchange may reduce the crash rates at both locations. Additional traffic due to the development should not have a significant effect on the crash rate at these areas due to the low volumes forecast for the site.
- 4) The majority of the population at the site is anticipated to utilize the METRO bus system or walk to their destination. Therefore, Gorrill-Palmer Consulting Engineers, Inc. recommends that a sidewalk be provided on Frederick Street if space is available. Since the return or outbound METRO bus stop is along Park Street, we also recommend a crosswalk across Congress Street at Frederick Street.
- 5) The sight lines at Frederick Street exiting onto Congress Street are in excess of MDOT requirements. Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings, which will be located within the right of way, not exceed 3 feet in height and be maintained at or below that height. Planned signage associated with the development should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and

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exiting into the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

Based on these conclusions, it is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that the existing traffic network can safely and effectively accommodate the traffic generated by the proposed development.

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I. Existing Conditions

The existing site is currently an undeveloped area at the end of Frederick Street in Portland. Frederick Street is a dead-end residential street, approximately 20 feet in width. Parking was observed on both sides of the street. The site is in close proximity to I-295 and the proposed I-295 Connector Road.

A total of 50 apartments are proposed for the site. Phase I will consist of 30 units of housing, to be constructed in 2004. The remainder of the site will be completed in 2007.

II. Background Traffic Conditions

Gorrill-Palmer Consulting Engineers, Inc. based the study on the following information:

- A concept plan prepared for York-Cumberland Housing dated February 2003.
- Crash data for the period 1999-2001 supplied by the MDOT.
- Turning movement volumes collected by Gorrill-Palmer Consulting Engineers, Inc. on February 19, 2002 from 7:00 AM to 9:00 AM and again from 3:00 PM to 6:00 PM at the intersection of Congress Street with Frederick and Marston Streets.

Predevelopment Traffic Volumes

The project is expected to be fully completed in the year 2007. The year 2007 predevelopment design hour volumes were determined utilizing the following methodology:

- The raw turning movement volumes collected by Gorrill-Palmer Consulting Engineers, Inc. were seasonally adjusted for a Group I arterial using information furnished by the MDOT by 25% to reach the estimated 30th highest hour for Congress Street. As Frederick Street is a local dead-end street with little volume, no seasonal adjustment was completed for this location.
- Volumes were annually adjusted by two percent per year, based on prior studies in the area and historic count data published by MDOT.
- Gorrill-Palmer Consulting Engineers, Inc. conducted conversations with the City of Portland to determine if any other projects, either in the approval process or under construction, would influence volumes within the study area. The proposed relocation of Mercy Hospital to a site adjacent to the anticipated I-295 Connector Road will increase volumes in the area. However, based on the traffic impact study completed for the project by DeLuca-Hoffman Associates, Inc., trips from this development will not utilize Congress Street east of the connector road. In addition, volumes on Congress Street and the I-295 northbound off-ramp to the west of Frederick Street are expected to be reduced following the completion

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of the Connector Road. Based on our understanding and work with the I-295 Connector Road project, as well as turning movement data acquired for Congress Street at St. John Street, we have reduced through volumes for Congress Street at Frederick Street by 22% and 20% for the AM and PM peak hours, respectively.

The raw volumes shown on Figure 2 of Appendix A were seasonally and annually adjusted to reflect anticipated 2007 adjusted traffic volumes on Figure 3 of Appendix A. The through volumes on Congress Street were reduced by the percentages discussed above to result in the 2007 predevelopment volumes as shown on Figure 4 of Appendix A.

Crash Information

Gorrill-Palmer Consulting Engineers, Inc. examined the High Crash Locations from MDOT for the period of 1999 to 2001, the most recent period available.

In order to evaluate whether a location has a crash problem, MDOT uses two criteria to define High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

1. A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor {CRF} compares the actual crash rate to the rate for similar intersection in the state. A CRF of less than 1.00 indicates a rate of less than average) and:
2. A minimum of 8 crashes over a three-year period.

Based on the published history, the following locations within the study area were determined to be High Crash Locations:

MDOT High Crash Locations: 1999-2001

Node	Location	# of Crashes	CRF
9603	Congress Street at I-295 Northbound Off-Ramp	51	5.88
7185	Congress Street at Frederick and Marston Streets	32	2.64

A discussion of each location follows:

Congress Street at I-295 Northbound Off-Ramp

This location experienced 51 collisions from 1999-2001. A previous study of the I-295 ramps completed by Vanasse Hangen Brustlin (VHB) of Watertown, Massachusetts revealed that approximately 90% of all collisions were rear-end in nature, resulting from sudden stops from traffic at the ramps. The study had several recommendations for reconfigurations of the ramps, including one integrated with the I-295 Connector Road, proposed for completion in 2005. However, none of these recommendations have been undertaken at this time, with none anticipated. It is the opinion of our office, that with the reduction of traffic on this ramp and along Congress Street due to the use of the proposed Connector Road, the incidence

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of rear-end collisions may decline. Further, this project should not have a significant effect on this rate due to the low volumes forecast to be generated.

Congress Street at Frederick and Marston Streets

This location experienced 32 collisions during the most recent three-year period. Based on the collision reports provided by MDOT, 28 of these collisions were of the same type: sideswipe collisions resulting from vehicles weaving across Congress Street to access Marston Street and colliding with through vehicles in an adjacent lane. This pattern appears to be due to an insufficient weave distance from the I-295 northbound off-ramp to Marston Street. The remainder of collisions were either attributable to through movements from Frederick Street to Marston Street or miscellaneous causes.

The recent reconfiguration of the I-295/Congress Street interchange has resulted in vehicles exiting I-295 northbound desiring access to Congress Street westbound direct access to a signal across from Massachusetts Avenue. It is the opinion of our office that this change will greatly reduce the number of collisions at this location, as weave movements from I-295 to Marston Street are no longer necessary.

The MDOT crash printouts as well as the collision diagrams can be found in Appendix C.

III. Trip Generation

Gorrill-Palmer Consulting Engineers, Inc. referenced The Institute of Transportation Engineers (ITE) publication *Trip Generation*, 6th Edition for types of residential development. As each phase of the project is a different type of housing, trip generation was performed separately for each phase.

Phase I: Transitional Housing

For most residential projects, our office references either Land Use Code 210, Single-Family Detached Housing or Land Use Code 220, Apartment. Single-family housing typically has at least two vehicles per unit, and more if older children reside in a home. In addition, they generate the most trips for housing due to activities of children. Apartments typically have between one and two vehicles per unit but less trips associated with children. In the case of Phase I of this project, conversations were conducted with the client to determine the level of vehicular use at this location. It is our understanding that few residents will have a vehicle, resulting in a rate of far less than one vehicle per unit. This site is situated near a METRO bus stop (at the intersection of Frederick and Congress) to allow people to commute without the need for a vehicle. Therefore, it is the opinion of our office that Land Use Code 252, Congregate Care Facility, which is for elderly housing with low vehicle ownership, reflects trip generation rates appropriate for this use. The trip generation rates for each type of housing are summarized below:

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Trip Rate Comparison for Housing

LUC	Description	AM Rate Per Unit	PM Rate Per Unit
210	Single-Family Detached Housing	0.77	1.02
220	Apartment	0.56	0.67
252	Congregate Care Facility	0.15	0.21

Based on the congregate care rate, the following is the anticipated trip generation for Phase I (30 units):

AM Peak Hour: 5 trip ends
 PM Peak Hour: 6 trip ends

Phase II: Mixed-Income Housing

For the purposes of trip generation for Phase II, our office utilized Land Use Code 220, Apartment. The following is the anticipated trip generation for Phase II of the project (20 units):

AM Peak Hour: 11 trip ends
 PM Peak Hour: 13 trip ends

Trip Generation for Entire Site

The following is the anticipated trip generation for full buildout (Phases I+II) of the project (50 units):

AM Peak Hour: 16 trip ends
 PM Peak Hour: 19 trip ends

This level of trip generation does not require a traffic permit from MDOT.

IV. Trip Distribution

Gorrill-Palmer Consulting Engineers, Inc. has utilized the following trip distribution for the purposes of this study:

Phase I:

AM peak hour 50% entering, 50% exiting
 PM peak hour 65% entering, 35% exiting

Phase II:

AM peak hour 30% entering, 70% exiting
 PM peak hour 60% entering, 40% exiting

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V. *Trip Composition*

Gorrill-Palmer Consulting Engineers, Inc. has estimated the trip composition will consist entirely of trips that are primary in nature. This type of trip is typical of residential developments.

VI. *Trip Assignment*

Gorrill-Palmer Consulting Engineers, Inc. has based the trip assignment and the trip distribution on existing traffic patterns in the area. The trip distribution percentages are shown on Figure 5 of Appendix A and the trip assignment is shown on Figure 6 of Appendix A. The anticipated trip assignment on Figure 6 was combined with the predevelopment volumes on Figure 4 to result in the 2007 postdevelopment volumes, shown on Figure 7 of Appendix A.

VII. *Pedestrian Access*

The majority of the population at the site is anticipated to utilize the METRO bus system or walk to their destination. Therefore, Gorrill-Palmer Consulting Engineers, Inc. recommends that a sidewalk be provided on Frederick Street if space is available. Since the return or outbound METRO bus stop is along Park Street, we also recommend a crosswalk across Congress Street at Frederick Street.

VIII. *Site Access*

Frederick Street is a narrow, dead-end residential street. Gorrill-Palmer Consulting Engineers, Inc. recommends that parking be permitted on one side only to allow for emergency vehicular access.

IX. *Study Area*

This project is not anticipated to require a traffic permit from MDOT, as it generates less than 100 trip ends during any peak hour of operation. For the purposes of this study, we have analyzed the intersection of Congress Street with Frederick and Marston Streets.

X. *Capacity Analysis*

Gorrill-Palmer Consulting Engineers, Inc. completed capacity analyses for the intersection of Congress Street with Frederick and Marston Streets. This intersection was evaluated using HCS (Highway Capacity Software) 2000. Levels of service rankings are similar to the academic ranking system where an 'A' is very good with little control delay and an 'F' represents very poor conditions. At an unsignalized intersection, if the level of service falls below a 'D', an evaluation should be made to determine if a traffic signal is warranted.

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The following table summarizes the relationship between delay and level of service for an unsignalized intersection.

Level of Service Criteria for Unsignalized Intersections

Level of Service	Control Delay per Vehicle (sec)
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Gorrill-Palmer Consulting Engineers, Inc. based our analyses on the existing roadway configurations at this location. The analyses were based on Figures 8 and 9 for the predevelopment scenario and Figures 14 and 15 for the post development scenario. The results of the capacity analyses are summarized as follows. The detailed analyses are included in Appendix B.

Level of Service for Congress Street at Frederick Street

Approach	2005 AM Peak Hour				2005 PM Peak Hour			
	Pre		Post		Pre		Post	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Frederick St. NB	28	D	29	D	22	C	23	C
Congress St. EB	<1	A	<1	A	<1	A	<1	A

As can be seen from the above table, Frederick Street at Congress Street is anticipated to operate at an acceptable level of service for all scenarios. Increases in delay due to the project are forecast to be minimal.

XI. Sight Lines

The Maine Department of Transportation has guidelines for roadways within an urban compact. These sightlines are as follows:

MDOT Standards for Sight Distance

Posted Speed (mph)	Sight Distance
25	200
30	250
35	305
40	360
45	425
50	495
55	570

Gorrill-Palmer Consulting Engineers, Inc. has evaluated the available sight lines at the proposed driveway in accordance with MDOT standards.

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The MDOT standards are as follows:

- Driveway observation point: 10 feet off major street travel way
- Height of eye at driveway: 3 ½ feet above ground
- Height of approaching vehicle: 4 ¼ feet above road surface

The results of this sight line analysis exiting Frederick Street are summarized in the following table:

Driveway Sight Line Evaluation: Congress Street

Direction	Posted Travel Speed (mph)	Recommended Sight Line (ft)	Actual Sight Line (ft)
Exiting onto Congress Street Looking: Left	30	250	>350

As shown, the sight lines for these locations exceed MDOT requirements. Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings, which will be located within the right of way, not exceed 3 feet in height and be maintained at or below that height. Signage should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

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XII. Conclusions

The following is a summary of the major findings of the traffic study:

- 1) The proposed development is forecast to generate 5 trip ends in the AM peak hour and 6 trip ends during the PM peak hour for Phase I. The full build out of the development is forecast to generate 15 trip ends in the AM peak hour and 19 trip ends during the PM peak hour. This level of trip generation does not require a traffic permit from the Maine Department of Transportation (MDOT).
- 2) The level of service analyses show that development traffic will not affect the level of service at Frederick Street entering Congress Street.
- 3) The crash data indicates that there are two high crash locations of note in or near the study area. Based on an analysis of these areas, it is the recommendation of Gorrill-Palmer Consulting Engineers, Inc. that the reconfiguration of the I-295 interchange may reduce the crash rates at both locations. Additional traffic due to the development should not have a significant effect on the crash rate at these areas due to the low volumes forecast for the site.
- 4) The majority of the population at the site is anticipated to utilize the METRO bus system or walk to their destination. Therefore, Gorrill-Palmer Consulting Engineers, Inc. recommends that a sidewalk be provided on Frederick Street if space is available. Since the return or outbound METRO bus stop is along Park Street, we also recommend a crosswalk across Congress Street at Frederick Street.
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Based on these conclusions, it is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that the existing traffic network can safely and effectively accommodate the traffic generated by the proposed development.

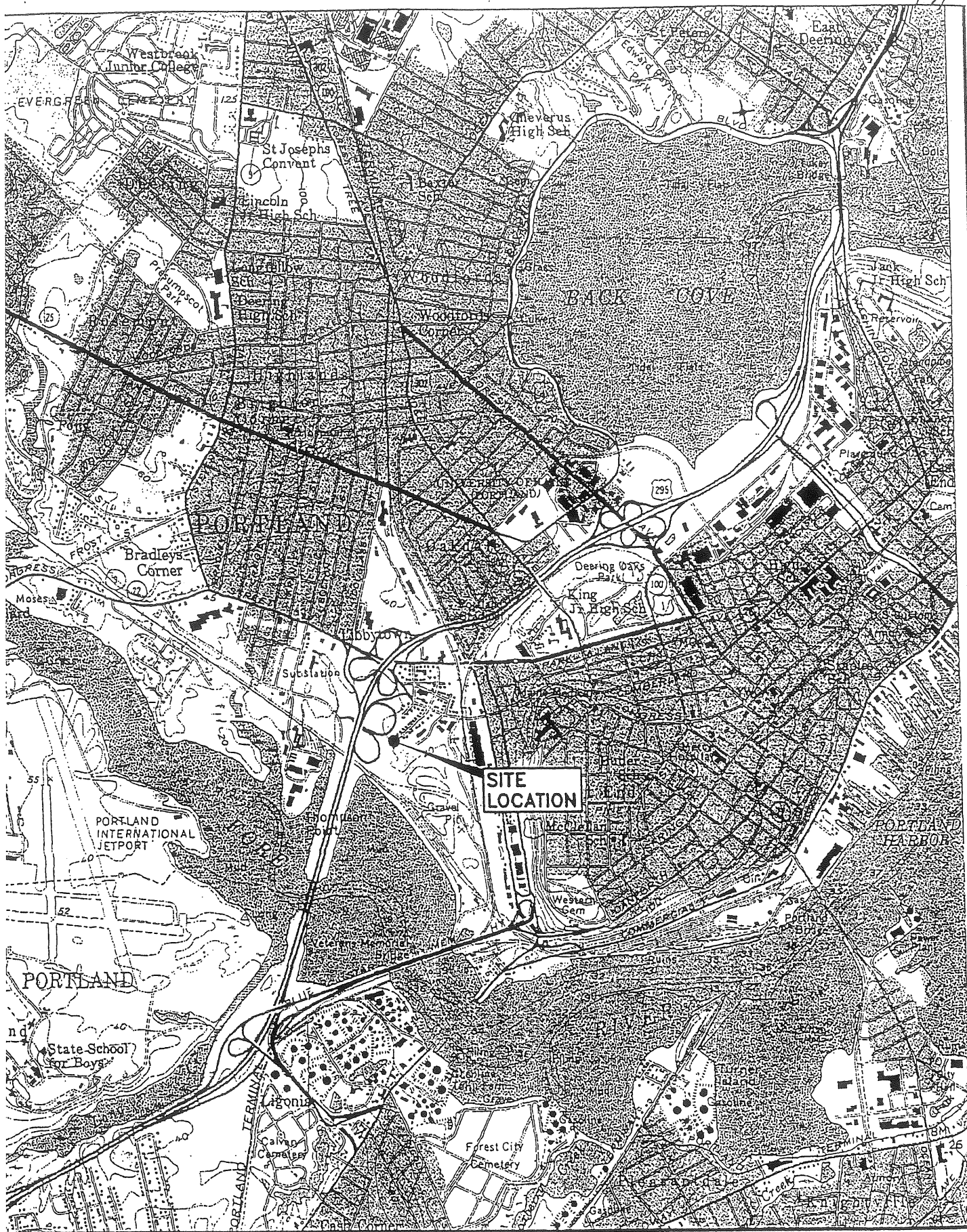
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Appendix A

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Site Location Diagram

Turning Movement Diagram



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U.S.G.S. Location Map
 Proposed Frederick Street Apartments, Portland, Maine
 U.S.G.S. Portland West & Prouts Neck, Maine-7.5 Minute Series (Topographic)

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LAN	Job No.: 729



Gorrill-Palmer Consulting Engineers, Inc.

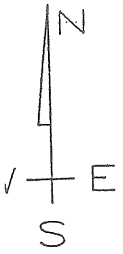
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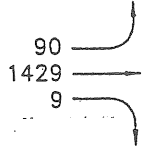
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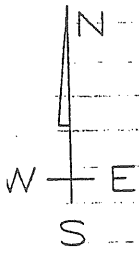


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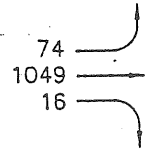
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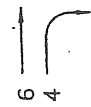


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FREDERICK ST.



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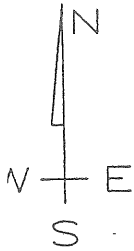
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GP Gorrill-Palmer Consulting Engineers, Inc.
Traffic and Civil Engineering Services
PO Box 1237, 15 Shaker Road

Drawing Name: Raw Data
Project: PROPOSED FREDERICK ST. APARTMENTS

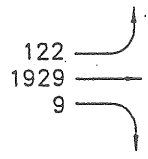
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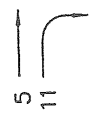
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CONGRESS STREET

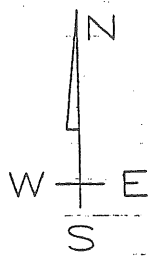


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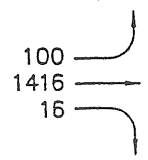
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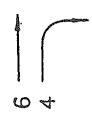


MARSTON ST.

CONGRESS STREET



FREDERICK ST.



Adjustment
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 Annual = $(1.02)^4 = 1.08$
 Total = $(1.25)(1.08) = 1.35$

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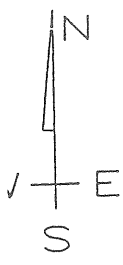
GP Gorrill-Palmer Consulting Engineers, Inc.
 Traffic and Civil Engineering Services
 PO Box 1237, 15 Shaker Road.

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 Project: PROPOSED FREDERICK ST. APARTMENTS

Figure No. 3

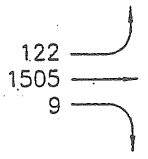
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MARSTON ST.

CONGRESS STREET

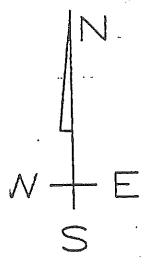


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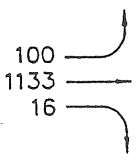
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AM PEAK HOUR

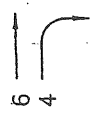


MARSTON ST.

CONGRESS STREET



FREDERICK ST.



rough volumes on Congress Street
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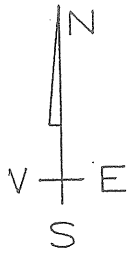
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checked by:	RCN	Scale:	NTS

GP Gorrill-Palmer Consulting Engineers, Inc.
Traffic and Civil Engineering Services
PO Box 1237, 15 Shaker Road
Canaan, VT 05019

Drawing Name: **2007 Predevelopment Volumes**
Project: **PROPOSED FREDERICK ST. APARTMENTS**

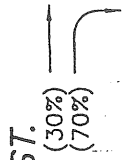
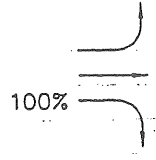
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MARSTON ST.

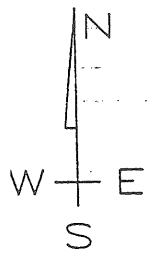
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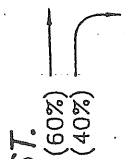
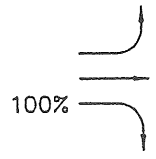
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MARSTON ST.

CONGRESS STREET



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XX%) = Exit

PM PEAK HOUR

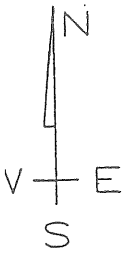
gn: JJB	Date: MAR 2003
t: LAN	Job No.: 729
rkad: RCN	Scale: NTS

GP Corrill-Palmer Consulting Engineers, Inc.
Traffic and Civil Engineering Services
PO Box 1237, 15 Shaker Road

Drawing Name:	Trip Distribution
Project:	PROPOSED FREDERICK ST. APARTMENTS

Figure No.
5

9.5

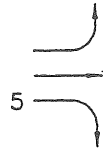


MARSTON ST.

9 Enter
11 Exit
16 Total

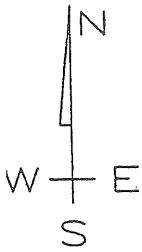
11R

CONGRESS STREET



FREDERICK ST.

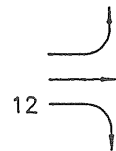
AM PEAK HOUR



MARSTON ST.

12 Enter
7 Exit
19 Total

CONGRESS STREET



FREDERICK ST.

PM PEAK HOUR

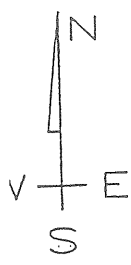
gn:	JJB	Dqle:	MAR 2003
l:	LAN	Job No.:	729
sked:	RCN	Scale:	NTS

GP Gorrill-Palmer Consulting Engineers, Inc.
Traffic and Civil Engineering Services
PO Box 1237, 15 Shaker Road
Canton, MA 01020

Drawing Name:	Trip Assignment
Project:	PROPOSED FREDERICK ST. APARTMENTS

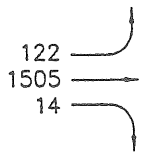
Figure No.
6

115

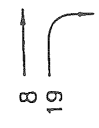


MARSTON ST.

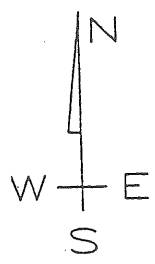
CONGRESS STREET



FREDERICK ST.

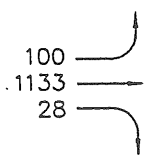


AM PEAK HOUR



MARSTON ST.

CONGRESS STREET



FREDERICK ST.



PM PEAK HOUR

Design: JJB	Date: MAR 2003
Drawn: LAN	Job No.: 729
Checked: RCN	Scale: NTS

GP Gorrill-Palmer Consulting Engineers, Inc.
 Traffic and Civil Engineering Services
 PO Box 1237, 15 Shaker Road
 Conway, ME 04439

Drawing Name:
2007 Postdevelopment Volumes
 Project: **PROPOSED FREDERICK ST. APARTMENTS**

Figure No.
 7

9 u

11+

Appendix B

Capacity Analyses

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TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	J. Bartlett			Intersection	Congress at Frederick/Marston			
Agency/Co.	Gorrill-Palmer Consulting			Jurisdiction	Portland, Maine			
Date Performed	2/21/2003			Analysis Year	2007			
Analysis Time Period	AM Peak Hour							
Project Description JN 729: 2007 Predevelopment								
East/West Street: Congress Street				North/South Street: Frederick St./Marston St.				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	122	1505	9	0	0	0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	122	1505	9	0	0	0		
Percent Heavy Vehicles	11	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	2	0	0	0	0	0	
Configuration	LT		TR					
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	5	0	11	0	0	0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	5	0	11	0	0	0		
Percent Heavy Vehicles	20	0	18	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		LR					
v (vph)	122		16					
C (m) (vph)	1566		171					
v/c	0.08		0.09					
95% queue length	0.25		0.31					
Control Delay	7.5		28.2					
LOS	A		D					
Approach Delay	--	--	28.2					
Approach LOS	--	--	D					

7W

11V

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J. Bartlett	Intersection	Congress at Frederick/Marston
Agency/Co.	Gorrill-Palmer Consulting	Jurisdiction	Portland, Maine
Date Performed	2/21/2003	Analysis Year	2007
Analysis Time Period	AM Peak Hour		

Project Description JN 729: 2007 Postdevelopment

East/West Street: Congress Street

North/South Street: Frederick St./Marston St.

Intersection Orientation: East-West

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	122	1505	14	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	122	1505	14	0	0	0
Percent Heavy Vehicles	11	--	--	0	--	--

Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	0	0
Configuration	LT		TR			
Upstream Signal		0			0	

Minor Street Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	8	0	19	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	8	0	19	0	0	0
Percent Heavy Vehicles	20	0	18	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Configuration	LT			LR				
v (vph)	122			27				
C (m) (vph)	1566			176				
v/c	0.08			0.15				
95% queue length	0.25			0.54				
Control Delay	7.5			29.2				
LOS	A			D				
Approach Delay	--	--		29.2				
Approach LOS	--	--		D				

11w

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	J. Bartlett			Intersection	Congress at Frederick/Marston			
Agency/Co.	Gorrill-Palmer Consulting			Jurisdiction	Portland, Maine			
Date Performed	2/21/2003			Analysis Year	2007			
Analysis Time Period	PM Peak Hour							
Project Description JN 729: 2007 Predevelopment								
East/West Street: Congress Street				North/South Street: Frederick St./Marston St.				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street Movement	Eastbound			Westbound				
	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	100	1133	16	0	0	0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	100	1133	16	0	0	0		
Percent Heavy Vehicles	6	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	2	0	0	0	0		
Configuration	LT		TR					
Upstream Signal		0			0			
Minor Street Movement	Northbound			Southbound				
	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	6	0	4	0	0	0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	6	0	4	0	0	0		
Percent Heavy Vehicles	0	0	25	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach Movement	EB	WB	Northbound			Southbound		
	1	4	7	8	9	10	11	12
Lane Configuration	LT			LR				
v (vph)	100			10				
C (m) (vph)	1597			217				
v/c	0.06			0.05				
95% queue length	0.20			0.14				
Control Delay	7.4			22.4				
LOS	A			C				
Approach Delay	--	--		22.4				
Approach LOS	--	--		C				

9 x
11x

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	J. Bartlett
Agency/Co.	Gorrill-Palmer Consulting
Date Performed	2/21/2003
Analysis Time Period	PM Peak Hour

Site Information

Intersection	Congress at Frederick/Marston
Jurisdiction	Portland, Maine
Analysis Year	2007

Project Description JN 729: 2007 Postdevelopment

East/West Street: Congress Street

North/South Street: Frederick St./Marston St.

Intersection Orientation: East-West

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	100	1133	28	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	100	1133	28	0	0	0
Percent Heavy Vehicles	6	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	0	0
Configuration	LT		TR			
Upstream Signal		0			0	

Minor Street Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	10	0	7	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	10	0	7	0	0	0
Percent Heavy Vehicles	0	0	25	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Configuration	LT			LR				
v (vph)	100			17				
C (m) (vph)	1597			217				
v/c	0.06			0.08				
95% queue length	0.20			0.25				
Control Delay	7.4			23.0				
LOS	A			C				
Approach Delay	--	--		23.0				
Approach LOS	--	--		C				

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Appendix C
Collision Diagrams
Trip Generation Calculations

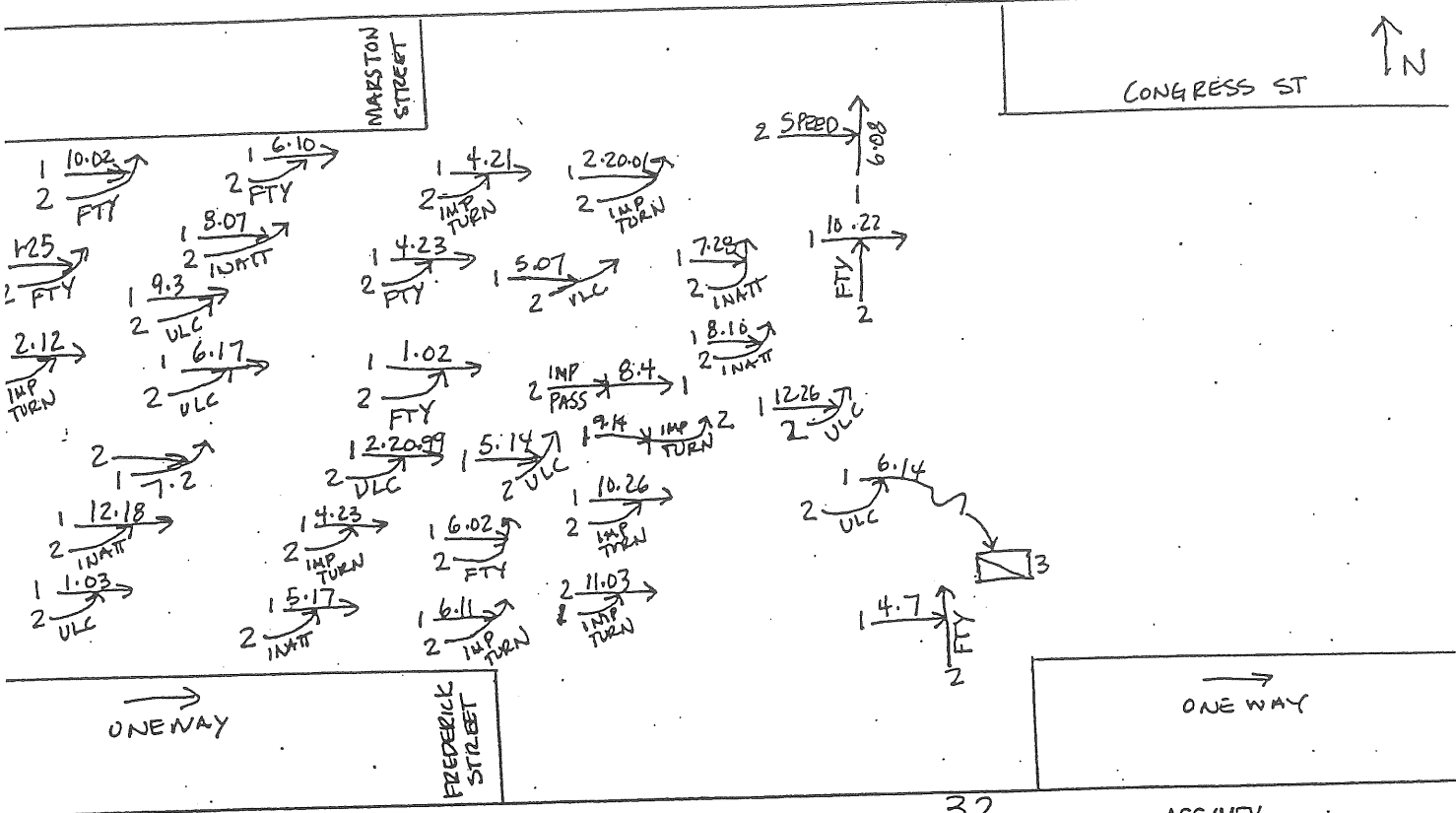
COLLISION DIAGRAM

SHEET 1 OF 1

92

112

LOCATION CONGRESS ST/MARSTON ST/FREDERICK ST
 TOWN PORTLAND NODE NO(S) 7185
 YEAR(S) REVIEWED 1999-2001 DATE PREPARED 2/20/03



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR 32 ACC/MEV _____

- LIGHT**
 1. DAWN (MORNING)
 4. DARK (ST. LIGHTS ON)
 7. OTHER
- ROAD SURFACE**
 1. DRY
 4. ICE/PACKED SNOW-SANDED
 7. OILY
 10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
 1. NO IMPROPER ACTION
 4. FOLLOW TOO CLOSE
 6. DRIVING LEFT OF CENTER - NO PASSING
 8. IMP. UNSAFE LANE CHANGE
 11. UNSAFE BACKING
 14. DRIVER INATTENTION - DISTRACTION
 16. PEDEST. VIOLATION ERROR
 WINDSHIELD GLASS
 20. OTHER VISION OBSCUREMENT
 31. HIT AND RUN
- VEHICULAR**
 41. DEFECTIVE BRAKES
 44. DEFECTIVE SUSPENSION OR FACTOR
2. DAYLIGHT
 5. DARK (NO ST. LIGHTS)
3. SNOW/SLUSH-SANDED
 6. DEBRIS
 9. ICE/PKD. SNOW-NOT SANDED
3. DUSK (EVENING)
 6. DARK (ST. LIGHTS OFF)
2. FAIL TO YLD. RIGHT OF WAY
 5. DISREGARD TRAFFIC CONTROL DEVICE
 NO PASSING
 3. IMP. PARKING START/STOP
 12. NO SIGNAL OR IMP. SIGNAL
 17. PHYSICAL IMPAIRMENT
 19. VISION OBSCURED - SUN/HEADLIGHTS
 30. OTHER HUMAN VIOLATION FACTOR
 51. UNKNOWN
7. IMPROPER PASS-OVERTAKING
 10. IMPROPER TURN
 13. IMPROPER TRAFFIC
 15. DRIVER INEXPERIENCE
 18. VISION OBSCURED -
42. DEFECTIVE TIRE/FAILURE
 45. DEFECTIVE STEERING
 51. UNKNOWN
43. DEFECTIVE LIGHTS
 50. OTHER VEHICLE DEFECT

SYMBOLS

ANGLE →
 BACKING →←←
 FIXED OBJECT →□
 HEAD ON →←
 OVERTURN →○
 PARKED VEHICLE. →◻

PEDESTRIAN →P
 REAR END →←←
 SIDE SWIPE →→→
 TURNING MOVE →↻
 CHANGE LANE →→→
 OUT OF CONTROL →↻

FATAL ACCIDENT →⊕
 VEHICLE (MOVING) →—
 BICYCLE →---[
 ANIMAL →---[
 SLED →---[

WEATHER
 C = CLEAR
 SL = SLEET
 F = FOG
 S = SNOW
 R = RAIN
 CL = CLOUDY
 XW = CROSS WINDS

INJURIES
 K = FATAL
 A = INCAPACITATING
 B = NON-INCAPACITATING
 C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
99.12048	1.02.99	7:20					2	1	2	V2 TO MARSTON
99.08714	2.20.99	16:36					3	1	31, 51	
99.15955	4.23.99	13:35			1		2	1	10	V2 TO MARSTON
99.18411	5.17.99	10:11			1		2	1	14	
99.22707	6.17.99	10:02					2	1	8	V2 TO MARSTON
99.24091	7.07.99	16:00					2	2	BOTH= 51	V1 TO MARSTON

Trip Generation
for Proposed Housing
Portland, Maine

LUC 252 - Congregate Care Facility - Phase I (30 Units)

AM Peak: $T = 0.15(30) = 5$ trips \Rightarrow 2 enter, 3 exit

PM Peak: $T = 0.21(30) = 6$ trips \Rightarrow 4 enter, 2 exit

LUC 220 - Apartment - Phase II (20 Units)

AM Peak: $T = 0.56(20) = 11$ trips \Rightarrow 3 enter, 8 exit

PM Peak: $T = 0.67(20) = 13$ trips \Rightarrow 8 enter, 5 exit

Total for Phases I & II

AM Peak: $T = 5 + 11 = 16$ trips \Rightarrow 5 enter, 11 exit

PM Peak: $T = 6 + 13 = 19$ trips \Rightarrow 12 enter, 7 exit

SOLID WASTE

There will be one dumpster that will be used by both the Logan Place SRO and the proposed Fore River Apartments. The estimated annual volume of solid waste generated by Logan Place is approximately 150 cubic yards per year. Based on this number the proposed Fore River Apartments would generate approximately 100 cubic yards of solid waste per year. With these estimated volumes of solid waste generated by the proposed apartments and the existing SRO apartments the dumpster will be serviced at least twice weekly by a private contractor.

TECHNICAL CAPABILITY

The following firms and individuals have provided technical information contained in this application.

Mitchell & Associates

70 Center Street
Portland, Maine 04101
Telephone: (207) 774-4427
Contact: John D. Mitchell

Landscape Architects

BH2M Engineers

28 State Street
Gorham, Maine 04038
Telephone: (207) 839-2771
Contact: Lester B. Berry

Civil Engineers

Gorrill-Palmer Consulting Engineers, Inc.

P.O. Box 1237
Gray, Maine 04039
Telephone: (207) 657-6910
Contact: Thomas L. Gorrill

Traffic Engineers

CWS Architects

434 Cumberland Avenue
Portland, Maine 04101
Telephone: (207) 774-4441
Contact: Benedict B. Walter

Architects

Sebago Technics (Boundary Survey)

1 Chabot Street
Westbrook, Maine 04098-1339
Telephone: (207) 856-0277
Contact: Matthew W. Ek

Land Surveyors

13a

Registration Numbers

John D. Mitchell	Landscape Architect	Maine # 15
Lester B. Berry	Professional Engineer	Maine # 3341
Thomas L. Gorrill	Professional Engineer	Maine # 4614
Benedict B. Walter	Architect	Maine # 1947

13b

YORK-CUMBERLAND HOUSING BACKGROUND

York-Cumberland Housing Development Corporation (YCHDC) is a community-based, private, 501(c)(3) non-profit Maine corporation established in 1972 whose mission is to promote and provide quality housing options for the benefit of people in need. Originally funded by the Office of Economic Opportunity as a delegate agency of the York County Community Action Agency and the People's Regional Opportunity Program, YCHDC today is a self-supporting organization whose service area encompasses several counties in the State of Maine.

YCHDC is first and foremost an organization devoted to creating and preserving housing options for the benefit of people in need. Consequently, all of its activities during the past 30 years have been focused on housing and housing programs. Since 1972, YCHDC has developed 1,558 units of affordable housing throughout Maine and New Hampshire. Of these, 1,019 units (65%) house very low and low income elderly, 365 units (23%) house very low income and low income families, and 129 (8%) house residents with special needs. In addition, YCHDC has created 39 homeownership opportunities for very low and low-income households.

YCHDC has developed two Low Income Housing Tax Credit developments, both of which MHIF participated in as the tax credit investor: Steeple Square in Westbrook consists of 73 family housing units; Sandy Creek in Bridgton consists of 20 units of family housing. We also manage these properties.

In 1973, the board of directors recognized the need for quality property management services and formed an affiliate, York-Cumberland Housing Management Corporation (YCHMC), a non-profit corporation with tax liability. YCHMC's initial goal was to manage only properties developed by YCHDC. However, as its reputation as an innovative and proficient housing manager quickly grew, YCHMC began receiving requests for management services from unrelated parties. Today, the corporation manages 963 rental units in 45 developments, primarily in York and Cumberland counties; 79% of these units are owned by YCHDC or an affiliate. The professional staff includes President, Chief Financial Officer, Director of Development, Director of Rental Housing, Director of Assisted Living, Director of Facilities Management, Administrative Manager, Administrative Assistants, Bookkeepers, 2 Regional Managers, 4 Property Managers, 3 Occupancy Specialists, 7 Maintenance Technicians, 3 Service Coordinators and 34 Residential Care Staff.

York Cumberland Housing (YCH) has developed 230 units of rental housing utilizing Rural Development funding. Since 1979 YCH has used HUD 202 funds to develop 629 units of rental housing for senior citizens. YCH has developed 498 units of housing using Maine State Housing Authority resources including debt, subsidy and tax credits.

Currently York Cumberland Housing is developing a 30-unit single-room-occupancy apartment building in Portland, a family rental townhouse community in Buxton and elderly rental communities in Windham, Freeport, Gray, Biddeford and Raymond as well as improving eleven HUD 202 properties in its portfolio.

13c

Requirements	# of Bedrooms needed	Please check if applying for Develop.	Development Name	Street Address	City	Units	Eff.	1-BR	2-BR	2-BR	Maximum			
								HDC	HDC	HDC	1 Person	2 Person	3 Person	
HUD/PRAC The Head of Household must be 62 years or older to qualify for these developments.			Baran Place	64 Beech St.	Eliot	41		35	6			23450	26800	30150
			Elwell Farm	443 Long Plains Rd.	Buxton	20		18	2			20500	23400	26350
			Five Graham Street	5 Graham Street	Biddeford	35		30	5			18600	21250	23900
			Jordan Bay Place	10 Levy Lane	Raymond	24		22	2			17200	19700	22150
			Applewood	Rt#202	Waterboro	16	4	10	2			18600	21250	23900
			Brook Hollow	Off Rt #302	Naples	20	5	14	1			17200	19700	22150
			Foxwell II	21 Manson Ave.	Kittery	12		12				23450	26800	30150
			Kallock Terrace	9 Therrien Ave.	Saco	20		18	2			18600	21250	23900
			New Marblehead 3	32 Sandbar Road	Windham	20		20				20500	23400	26350
			Orchard Terrace	133 Portland Ave	OOB	28		26			2	20500	23400	26350
HUD/202 The Head of Household must be 62 years or older, or must need the features of a sight, hearing, or mobility impaired to unit qualify for these developments. If you are not 62, you are only eligible for the modified units and must need the features of them. There is a preference given to people at or below 30% income levels			Pinebluff	119 Cal Mousam Rd.	Kennebunk	24		22				29750	34000	38250
			Prescott Heights	Rt #4 / 78 High St.	N. Berwick	20	5	14	1		2	18600	21250	23900
			Pumpkinville	Off Rt #25	Cornish	16		14				18600	21250	23900
			Ridgewood	101 School St.	Gorham	20		19	1			20500	23400	26350
			Stonacrest	15 Oak Ridge Dr	Standish	12		11	1			27550	31500	35400
			Sunnyside	47 Buzzell Rd.	Wells	20		18			2	29750	34000	38250
			Woodsedge	Saco St.	Alfred	15		14			1	29750	34000	38250
			Blackstone I & II	82 Depot Rd.	Falmouth	20		10/6		1/1	1/1	32750	37450	42100
			Foxwell I	21 Manson Ave.	Kittery	50		38	2	7	3	37500	42900	48250
			Golden Village (Park)	South St	Saco	12		10		2		29750	34000	38250
MSHA / Section 8 The Head of Household must be 62 or disabled to be eligible for these developments. If you are disabled, a form must be filled out by your health care provider. A preference is given to people at or below 30% income levels			Grant House	151 Portland Ave.	So. Berwick	22		19	1	1		37500	42900	48250
			Maple Grove	7 Nott Street	Saco	8		7	1			29750	34000	38250
			New Marblehead 2	21 Oak Lane	Windham	20		16		4		32750	37450	42100
			Wayside Pines	Wayside Ave Ext	Bridgton	12		10		1	1	27550	31500	35400
			Meadowview	16 Skillings St.	Gray	20	4	12		4		20500	23400	26350
			New Marblehead 1	21 Oak Lane	Windham	20	4	14		2		20500	23400	26350
			Parkview Apts.	Park St & Halton	Pittsfield	20		15	2	2	1	15550	17750	20000
			Thirty Birch Lane	30 Birch Lane	Gorham	21		17		4		20500	23400	26350
			Village Square	121 School St.	Gorham	48		43	4		1	20500	23400	26350
														7

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DEVELOPMENTS FOR FAMILIES

Requirements	# of bedrooms needed	Please check if applying for Develop.	Development Name	Street Address	City	Units	Eff.	1-BR	1-BR HDC	2-BR	2-BR HDC	3-BR	3-BR HDC
These developments are subdivided family developments, the Head of Household must be at least 18 years or older.			Avignon	47 Summer St.	Biddeford	8				8			
			Hill St. House	7 Penny Ave.	Biddeford	1						1	
			Hill St. Terrace	285/287 Hill St.	Biddeford	12				12			
			Sandy Creek	1223 Swamp Rd.	Bridgton	20		3		5	2	10	
			Harmon Pines	381 Parker Farm Rd.	Buxton	20		3		5	2	10	
There are income guidelines. The Head of Household must be at least 18 years or older. Section 8 vouchers accepted.			Munjoy Commons	Emerson/North St.	Portland	39	1	7	1	20	1	7	2
			Orchard Court	19 Noble Ave.	Bath	69				69			
			Steeple Square	Walker/Webb Sts.	Westbrook	73		13	10	10	5	34	1

INCOME LIMITS	1 PERSON	2 PERSON	3 PERSON	4 PERSON	5 PERSON	6 PERSON
Biddeford	29750	34000	38250	42500	45900	49300
Bridgton	17200	19700	22150	24600	26550	28550
Buxton	20500	23400	26350	29250	31600	33950
Bath	18500	21150	23800	26450	28550	30700
Westbrook	24600	28080	31620	35100	37920	40740
Munjoy Commons Rent Restricted Market	32750 n/a	37450 n/a	42100 n/a	46800 n/a	50550 n/a	54300 n/a

Executive Summary and Financial Feasibility

Through this submission, Avesta Housing Development Corporation (Avesta) is proposing to meet one of the state's most critical housing needs: creation of workforce housing in Southern Maine. The proposed project, Fore River Apartments, will include 20 one- and two bedroom apartments, a community room and other physical plant amenities to provide a conveniently located home for Portland's working low-and moderate-income individuals and families. Income restrictions for the project will meet RLP, AHP and Fed HOME/CDBG program guidelines by allowing maximum incomes for 60% of the units at 50% AMI, and 40% at 60% AMI.

The proposed project will be located in Portland's Libbytown neighborhood. After an exhaustive search for almost two years this site represents a good location for workforce housing while still on the Portland peninsula and in proximity to community services, recreation, good jobs and many forms of transportation. To ensure that the proposed project will have a positive impact on the neighborhood, the development team has involved the neighborhood in an extensive public process that has already begun. Avesta is a member of GrowSmart Maine and takes pride in project planning and Smart Growth principles. This development provides in-fill housing with a re-use of a garage and vacant office space in a neighborhood that has struggled to hold onto its residential character. With proximity to Metro bus routes and the Downeaster train station as well as a bicycle and pedestrian trail literally in the front yard, Fore River Apartments is a model for alternative modes of transportation and Smart Growth. Avesta already has a contract zone agreement in place and a master plan approved by the planning board for the end of Frederic Street.

The financial feasibility of the proposed project is based on the ability to fund the estimated \$3.6 million in capital cost of development with minimal amortizing debt. To achieve this goal, the proposed development budget seeks to maximize the use of a variety of available subsidy funds. Avesta has requested \$420,000 in CDBG or HOME funds from the City of Portland. Avesta will also submit an application to FHLBBoston for the fall 2004 AHP round, seeking the maximum project funding of \$300,000. This application is seeking LIHTC financing as well as RLP subsidy as provided for in the Non-Profit Set Aside. The \$400,000 Rental Loan Program subsidy available will create a total subsidy package of \$1,120,000. In addition, Avesta Housing will contribute over \$200,000 of developer fee and subsidy to the project. Though the Non-Profit Set Aside provides for \$500,000 in LIHTC allocation, the estimated cost of the project will require a total tax credit allocation of only about \$250,000 to be financially feasible. The proposed budget is based on the experience of the development team with in-fill housing in Portland and has been developed with significant input from the architect. Please see the attached sources and uses for exact figures.

Avesta Housing has brought together an experienced team of housing professionals to ensure the successful and timely development of Fore River Apartments. If this proposal is approved, Avesta will deliver 20 units of much needed, workforce housing to the Portland Peninsula by early 2006.

14a

Avesta Housing
Fore River Apartments

LENDER	AMOUNT	RATE	TERM (YRS)	MONTHLY PAYMENT	SPECIAL TERMS/CONDITIONS (deferrals, balloons, adjustable rate, etc.)
--------	--------	------	------------	-----------------	--

PREDEVELOPMENT SOURCES OF FUNDS

MSHA Pre-Development Loan	60,000	0.00%	18 months	N/A	
				N/A	
				N/A	
PREDEV. SUBTOTAL	60,000				

CONSTRUCTION SOURCES OF FUNDS

City of Portland	420,000	0.00%	30		
Peoples Loan	2,675,000				
FHLB Boston	300,000	0.00%	30		
CONSTR. SUBTOTAL	3,395,000				

PERMANENT SOURCES OF FUNDS (SUBSIDY/DEBT)

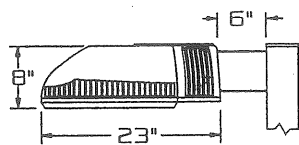
MSHA Subsidy	400,000	0.00%	30	N/A	
Bangor Savings Debt	321,549	1.50%	30	1,110	
Capital Contribution, NNEHIF	1,968,411	N/A		N/A	
City of Portland	420,000	0.00%	30	N/A	
FHLB AHP	300,000	0.00%	30	N/A	
Developer fee Loan	204,825	0.00%	30	N/A	
Avesta Loan	26,000	0.00%	30	N/A	
PERMANENT SUBTOBAL	3,640,785			1,110	

Multiply by 12 months X 12

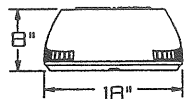
TOTAL ANNUAL DEBT SERVICE	13,316.77
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AEROLUME™

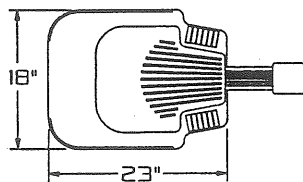
[400 WATT MAX.]



SIDE VIEW

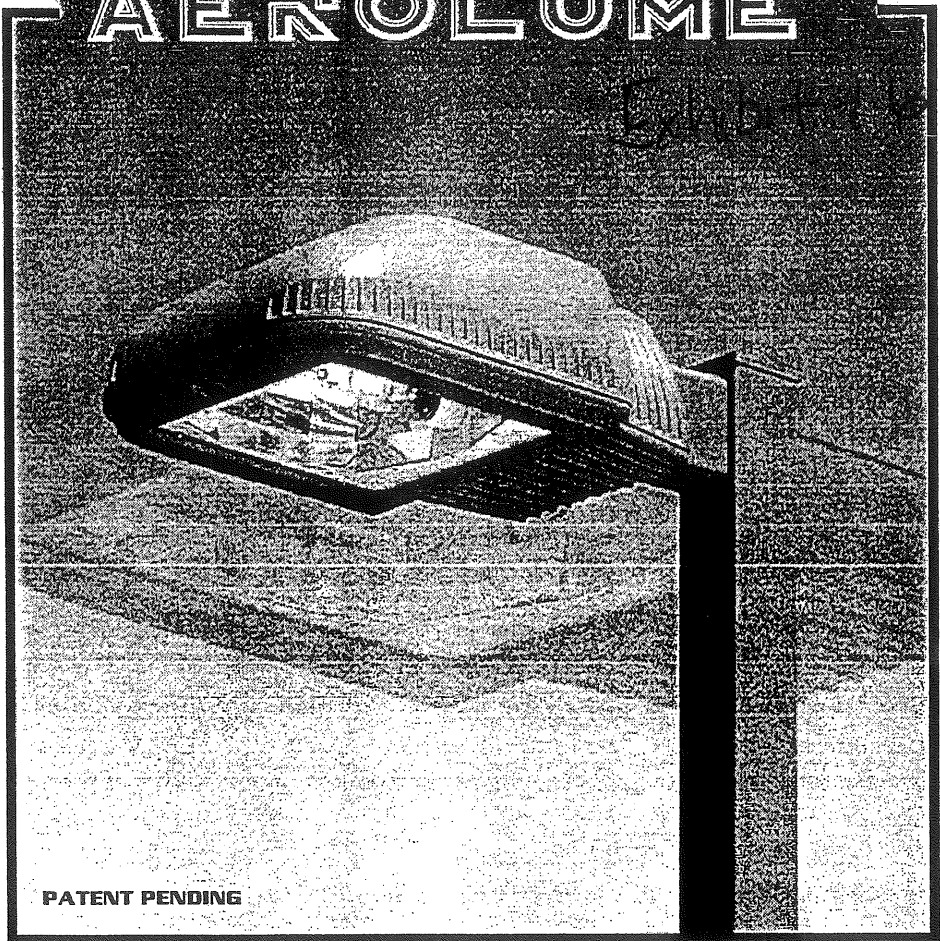


FRONT VIEW



TOP VIEW

E.P.A.- 1.40



PATENT PENDING



SPECIFICATIONS

HOUSING: PRECISE, ONE PIECE CAST ALUMINUM CONSTRUCTION. AERODYNAMIC STYLING OF HOUSING AND BALLAST COMPARTMENT FEATURES RIBBED DETAILS WHICH DISSIPATES HEAT FROM LUMINAIRE INTERIOR TO INCREASE BOTH BALLAST AND LAMP LIFE.

LENS ASSY: PRECISE, ONE PIECE CAST ALUMINUM CONSTRUCTION. DOOR FRAME ENCASES 3/16" CLEAR TEMPERED GLASS LENS SEALED TO DOOR FRAME WITH HIGH TEMPERATURE EPDM GASKET TO COMPLETELY SEAL DOOR FRAME FROM CONTAMINANTS. QUARTER TURN FASTENER DISENGAGES LENS ASSEMBLY AND ACTIVATES ACCULATCH™ HINGE TO ALLOW LENS ASSEMBLY TO HINGE AWAY FROM HOUSING FOR LUMINAIRE ACCESS WITHOUT THE USE OF TOOLS.

OPTICS: COMPUTER DESIGNED ONE PIECE SPECULAR SEGMENTED SIDE REFLECTORS COMBINE WITH AN AUXILIARY HAMMERED PATTERNED TOP REFLECTOR TO PRODUCE A HIGHLY EFFICIENT, SHARP CUTOFF. OPTICAL ASSEMBLY IS ROTATABLE IN 90° INCREMENTS.

GASKETING: CLOSED CELL EPDM GASKETING COMPRESSED BETWEEN DOOR AND HOUSING WORKS IN COMBINATION WITH ACCULATCH™ HINGE TO PRESSURE SEAL OPTICAL CHAMBER.

LAMP HOLDER: MOGUL BASE PORCELAIN. LAMP HOLDER EQUIPPED WITH FACTORY INSTALLED QUICK DISCONNECT PLUG.

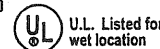
LAMP: (BY OTHERS)

BALLAST: ELECTRICAL COMPONENTS ARE FACTORY PREWIRED WITH QUICK-DISCONNECT PLUGS, AND ARE MOUNTED TO A ONE PIECE HINGED BALLAST PLATE. BALLAST PLATE DISENGAGES FROM HOUSING WITHOUT USE OF TOOLS. BALLAST PLATE HINGES AND IS REMOVABLE FOR SERVICING.

ARM: 3"X5"X6" LONG HEAVY WALL EXTRUDED ALUMINUM. ARM IS DESIGNED WITH SOFT CORNERS AND HORIZONTAL RIBS TO COMPLIMENT STYLING ON HOUSING AND DOOR FRAME.

HARDWARE: ALL EXPOSED HARDWARE IS STAINLESS STEEL.

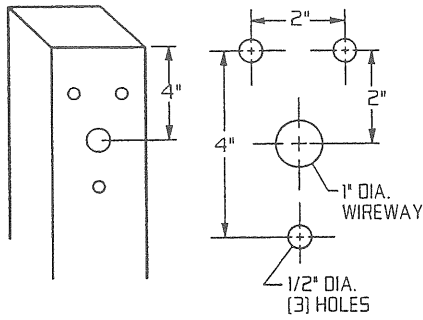
FINISH: POLYESTER POWDER COAT-STATE OF THE ART 20 PSI PRESSURE POWER WASH AT 140° TEMPERATURE INCORPORATES FOUR STEP IRON PHOSPHATE PROCESS TO CLEANSE AND PRETREAT THE METAL SURFACE FOR MAXIMUM PAINT ADHESION. ELECTROSTATICALLY APPLIED TEXTURED POLYESTER POWDER TOP COAT IS BAKED AT 400° TEMPERATURE FOR MAXIMUM HARDNESS AND EXTERIOR DURABILITY.



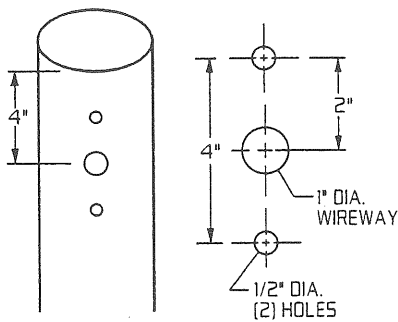
7900 CLYBOURN AVENUE, SUN VALLEY, CA. 91352
(818) 767-3031 (323) 875-1136

FAX NO. (818) 767-4631
www.usaltg.com

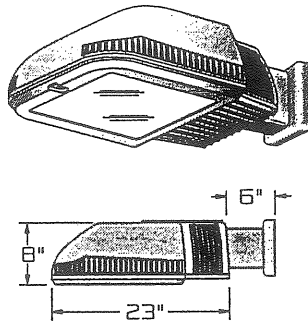
TYPICAL SQUARE POLE TEMPLATE



TYPICAL ROUND POLE TEMPLATE

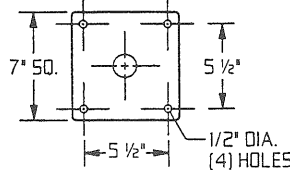


WALL MOUNT



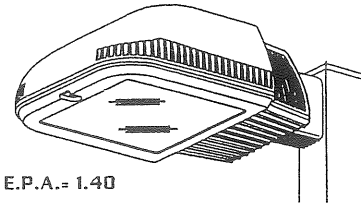
EXTRUDED ALUMINUM ARM AND CAST ALUMINUM WALL BRACKET ASSEMBLY PROVIDED WITH BUILT IN GASKETED WIRE ACCESS FOR FIXTURE/SUPPLY WIRE CONNECTION.

WALL PLATE



LAMP SIZE:
100 - 400 WATT

160a



E.P.A. = 1.40

PATENT PENDING

PRECISE CAST ALUMINUM HOUSING AND DOOR FRAME.

OPTICAL SYSTEM ENCLOSED IN IMPACT RESISTANT TEMPERED GLASS LENS.

REFLECTOR IS ENTIRELY FIELD ROTATABLE.

TOOLESS ENTRY TO LUMINAIRE HOUSING.

BALLAST TRAY IS HINGED AND REMOVABLE WITHOUT THE USE OF TOOLS FOR EASY ACCESS TO ELECTRICAL COMPONENTS.

ORDERING INFORMATION

MODEL NO.:	OPTICS	WATTAGE TYPE VOLTAGE	MOUNTING	FINISH	OPTIONS
AER					
MODEL NO.:	OPTICS	LAMP	MOUNTING	FINISH	OPTIONS
AER	<input type="checkbox"/> TYPE I I (hydroform)	<input type="checkbox"/> 400 <input type="checkbox"/> HPS <input type="checkbox"/> 120	ARM MOUNT	<input type="checkbox"/> DARK BRONZE DBM	<input type="checkbox"/> CLEAR POLYCARBONATE DIFFUSER LEX
	<input type="checkbox"/> TYPE II II (hydroform)	<input type="checkbox"/> 250 <input type="checkbox"/> MH <input type="checkbox"/> 208	<input type="checkbox"/> 1	<input type="checkbox"/> MEDIUM BRONZE MBM	<input type="checkbox"/> HOUSE SIDE SHIELD HS
	<input type="checkbox"/> TYPE III III (segmented)	<input type="checkbox"/> 200 <input type="checkbox"/> MV <input type="checkbox"/> 240	STREET LIGHTING ARM MOUNT	<input type="checkbox"/> BLACK BKM	<input type="checkbox"/> PHOTO CELL + VOLTAGE.. (EXAMPLE: PC120V) PC+V
	<input type="checkbox"/> TYPE IV IV (segmented)	<input type="checkbox"/> 175 <input type="checkbox"/> 277	<input type="checkbox"/> ST23 (TO FIT OVER 2 3/8" O.D. ARM)	<input type="checkbox"/> WHITE WTM	<input type="checkbox"/> TWIST LOCK PHOTO CELL+VOLTAGE (EXAMPLE TPC120V) TPC+V
	<input type="checkbox"/> TYPE IV (FORWARD THROW) IV (segmented)	<input type="checkbox"/> 150 <input type="checkbox"/> 480	ADJUSTABLE KNUCKLE	<input type="checkbox"/> SILVER SLM	<input type="checkbox"/> TWIST LOCK RECEPTACLE ONLY TPR
<input type="checkbox"/> TYPE V V-SQ... (segmented)	<input type="checkbox"/> 100 <input type="checkbox"/> MT	<input type="checkbox"/> NKLE23 (TO FIT OVER 2 3/8" O.D.)	WALL MOUNT	<input type="checkbox"/> SINGLE FUSE (120V., 277V) SF	
			<input type="checkbox"/> NKLE27 (TO FIT OVER 2 7/8" O.D.)		<input type="checkbox"/> DOUBLE FUSE (208V., 240V) DF
			<input type="checkbox"/> WM		
		METAL HALIDE UNITS ONLY USE ED28 LAMP FOR 400 W. USE MEDIUM BASE LAMP FOR 100 W.		SEE PAGE 3 FOR ADDITIONAL COLORS	



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 (818) 767-2031 (22) 875-1136
 FAX NO: (818) 767-4631
 www.usalighting.com



WC Series

Lamp Types: Metal Halide, Super Metal Halide, High Pressure Sodium and Compact Fluorescent. As a standard, clear lamps are installed and shipped in the luminaire.

Housing: The aerodynamic aluminum housing is rectangular in shape. All mounting hardware is stainless steel or electro-zinc plated steel.

Door Frame: The aluminum door frame with two stainless steel captive fasteners allows easy access to optics and ballast. A one piece extruded silicone gasket seals the door frame and housing. When open, the door is held in place by a retainer.

Lens/Gasket: A clear flat tempered glass lens, which is sealed to the door frame with EPDM gasketing is standard.

Wall Mount: A galvanized-steel wall mounting plate easily mounts directly to a standard 4" junction box. The galvanized steel universal plate on the luminaire securely attaches to the wall mounting plate, using a unique clamping design, which is locked into place with two hex head screws. The universal plate allows the fixture to be mounted as a downlight in wet locations, or as an uplight in damp locations.

Optics: Forward Throw (FT) and Type III reflectors are available and interchangeable.

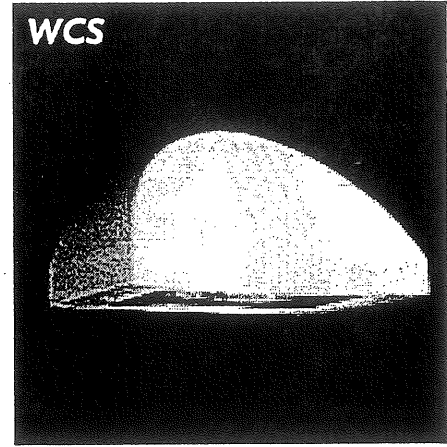
They have Full Cut-Off distributions as defined by the IESNA. Photometric tests were conducted in accordance with IESNA guidelines.

Lampholders: Glazed porcelain, Medium or Mogul base, 4KV pulse rated with spring center contact for HID lamps. CFL lampholders are engineered thermoplastic and matched to the lamp.

Ballasts: HID ballasts are high powerfactor designed for -20°F operation. CFL ballasts are universal electronic 120-277 volt for 50/60 HZ with 20°F starting.

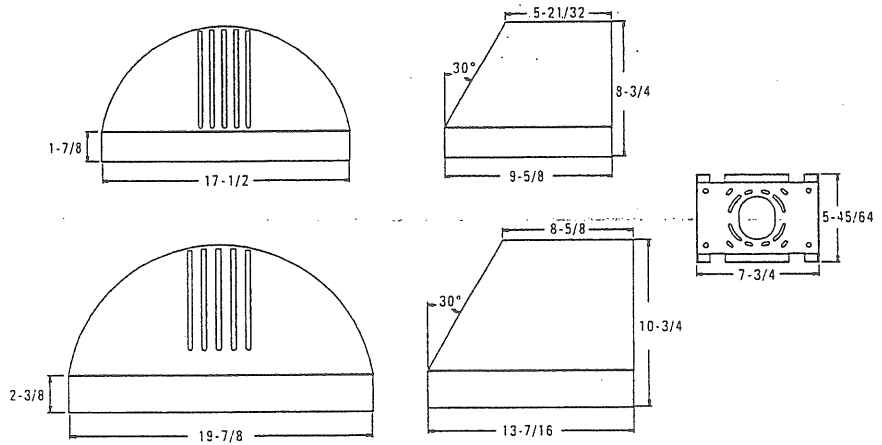
Finishes: Available in bronze, black, satin verde green, platinum plus, and white polyester powder coating.

Extra Value Feature: Community Friendly, Full Cut-Off distribution.

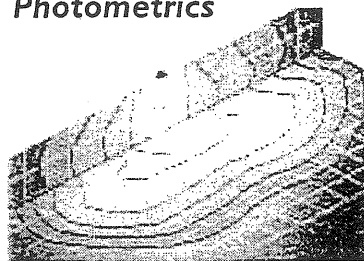


116b

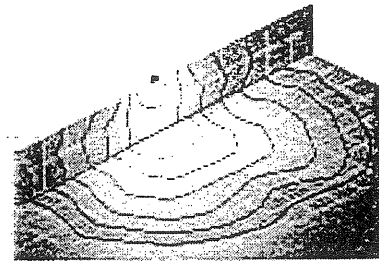
Dimensions



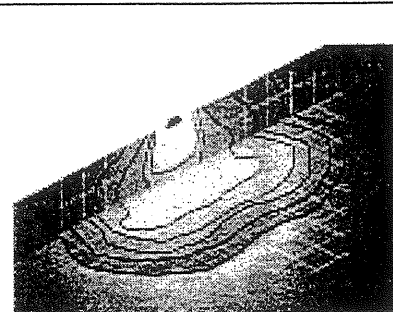
Photometrics



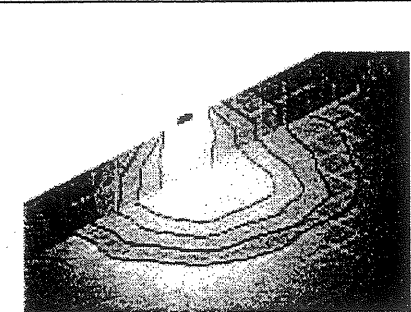
WCM 400MH 3



WCM 400MH FT



WCS 175MH 3



WCS 175MH FT

16c

TO ORDER: Select appropriate choice from each column as in example below.

EXAMPLE:

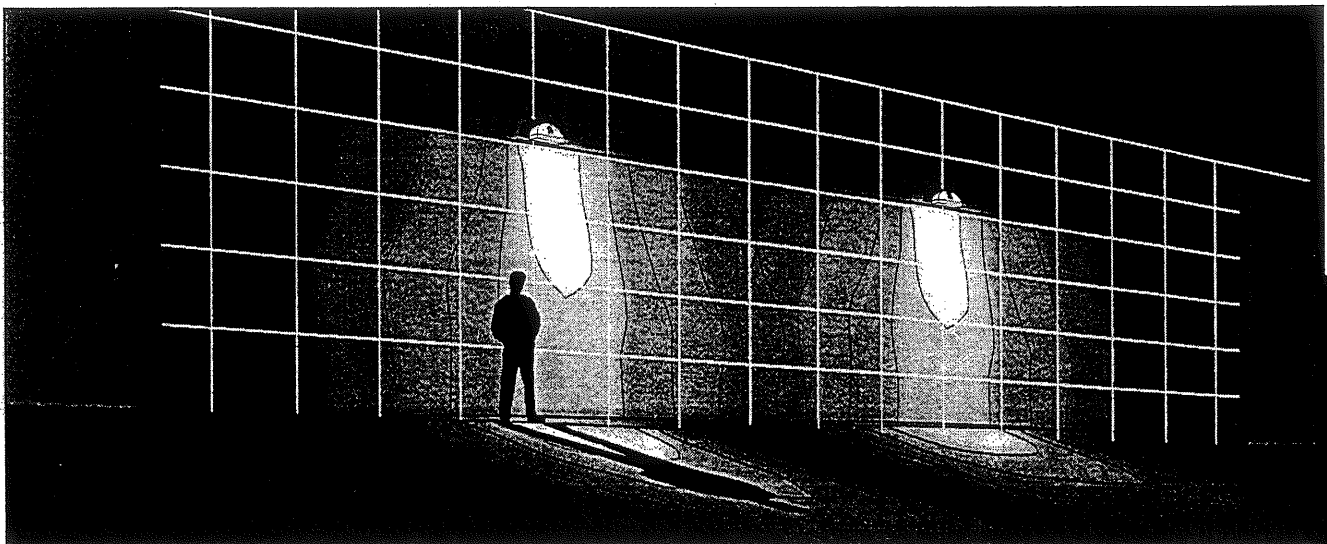
Series	Wattage/Lamp Type	Line Voltage ¹	Optics	Finish	Options	Accessories
WCS	50, 70, 100, 150', 175 MH - Metal Halide 50, 70, 100, 150 HPS - High Pressure Sodium	120 208 240 277 347	3 - Type III FT-Forward Throw	BRZ-Bronze BLK-Black PLP-Platinum Plus WHT-White SVG-Satin Verde Green	LL - Less Lamp PC120V - Photocell PC208V - Photocell PC240V - Photocell PC277V - Photocell PMA - Pole Mount Adaptor SQ - Stand-By Quartz ⁵ TR - Tamper Resistant Fasteners C - Coated Lamp	FS120V - Single Fusing+ FS277V - Single Fusing+ FD208, 240V Double Fusing+ FS347V - Single Fusing PSS - Polycarbonate Shield SW BLK - Surface Wiring Box +++
	26S, 32S, 42S CFL - Single Compact Fluorescent Lamp 26D, 32D, 42D CFL - Double Compact Fluorescent Lamp	UE ⁴ Universal Electronic 120-277V 50 or 60 HZ Ballast	FTM - Forward Throw Medium		BB - CFL Battery Back-Up ⁶ DIM - CFL Control Voltage Dimming Ballast ⁶ FPC - Flat Clear Polycarbonate Lens for CFL ⁷	
WCM	250 MH - Metal Halide 250 SMH - Super Metal Halide 250, 320 PSMH - Pulse Start Metal Halide 400 MHR - Metal Halide Reduced 400 SMHR - Super Metal Halide Reduced 250, 400 HPS - High Pressure Sodium	120 208 240 277 347 480	3 - Type III FT-Forward Throw	BRZ-Bronze BLK-Black PLP-Platinum Plus WHT-White SVG-Satin Verde Green	LL - Less Lamp PC120V - Photocell PC208V - Photocell PC240V - Photocell PC277V - Photocell PMA - Pole Mount Adaptor SQ - Stand-By Quartz ⁵ TR - Tamper Resistant Fasteners C - Coated Lamp	FS120V - Single Fusing+ FS277V - Single Fusing+ FD208, 240V Double Fusing+ FS347V - Single Fusing FD480V - Double Fusing++ PSM - Polycarbonate Shield SW BLK- Surface Wiring Box +++
	57S CFL - Single Compact Fluorescent Lamp 57D CFL - Double Compact Fluorescent Lamp 26T, 32T, 42T CFL- Triple Compact Fluorescent Lamp	UE ⁴ Universal Electronic 120-277V 50 or 60 HZ Ballast			BB - CFL Battery Back-Up ⁶ DIM - CFL Control Voltage Dimming Ballast ⁶ FPC - Flat Clear Polycarbonate Lens for CFL ⁷	

+ Available on HID fixtures only
++ Available on Medium HID fixtures only
+++ SW not compatible with PMA option
SW only available in BLK

- Supplied with a HX-HPF transformer as standard
- Polycarbonate Lens is not available on WCM 42T CFL Uplights
Order glass lens and PS-Polycarbonate Shield
- For international voltages, consult factory
- Fluorescent ballasts are 120-277V, 50 or 60HZ universal electronic

- SQ available in HID units only, with 100-watt minimum lamps
- Dimming ballast is available on single and double 26, 32, 42 watt CFL units only.
Dimming controls by others.
- Battery Back-Up available on single, double, and triple 26, 32, 42 watt CFL unit only
On double and triple units, only one lamp will be energized by BB.

Installation



WALL MOUNTED

Memorandum
Department of Planning and Development
Planning Division



To: Chair Delogu and Members of the Portland Planning Board

From: Barbara Barhydt, Senior Planner

Date: November 18, 2004

Re: Fore River Apartments, 63 Frederic Street
Applicant: Avesta Fore River Housing

Introduction

Avesta Fore River Housing LP is proposing to construct 20 apartments in a three-story building at 63 Frederic Street. The project will consist of twelve (12) two-bedroom and eight (8) one-bedroom units. The applicant's submittal is included as Attachment A in the packet.

Background: Contract Zone and Logan Place

The proposed Fore River Apartments project is the second phase of Logan Place located on Frederic Street. On November 3, 2003, the City Council vacated the dead-end portion of Frederic Street (Attachment B, Council Order 91) and adopted a contract zone for 52 Frederic Street (Attachment C, Council Order 92). The contract zone is for a two-phased residential project with 30 single room occupancy (SRO) units in Phase I and the second phase is for twenty (20) one- and two-bedroom apartments. The Planning Board approved the site plan and subdivision plan for Phase I on November 23, 2003. Logan Place is under construction.

Fore River Apartment Findings:

Site: The Fore River Apartment site is at 63 Frederic Street, which is on the northwest side of the street. Phase I, Logan Place, is on the southwest side of the street (vicinity map).

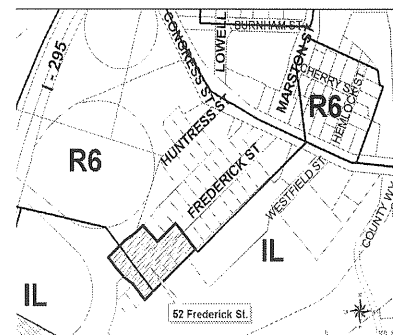
Tax Map: Chart 67, Block K, lot 19

Lot Size: 34,651 square feet

Footprint: 6,992 square feet

Total Area: 20,629 square feet

Zoning: Contract Zone



Vicinity Map

- Proposal:** A total of twenty apartments are proposed consisting of twelve (12) two-bedroom and eight (8) one-bedroom units. The units will be available to households earning a maximum of 60% and 40% of the area median income. Each unit will consist of a living area, bedrooms, a full bathroom and full kitchen. The building will include a community meeting space, community kitchen and laundry facilities. All of the units will be handicapped adaptable and two units will be handicapped accessible.
- Building Height:** Three stories, maximum height allowed in contract zone is 45 feet
- Parking:** Total of 48 parking spaces for Phase I and Phase II.
- Existing Land Use:** An existing 4,550 square foot garage housing a landscape construction company and an adjoining maintenance lot. The lease ends on June 2006.
- Start Date:** While a lease for the landscaping business exists, Avesta Housing anticipates that the business will move soon. Construction could begin in the summer of 2005.

Site Plan and Subdivision Considerations

1. Traffic Submitted information: Attachment A, Exhibit 11, Traffic Impact Study

The applicant has submitted the March 2003 traffic study by Gorrill Palmer Consulting Engineers, Inc. that was done for Logan Place and Fore River Apartments. The Planning Board placed the following condition of approval on the site plan for Logan Place (Phase I) pertaining to traffic concerns:

As part of Phase I of the project, crosswalks will be installed by the applicant on both Congress Street and Park Avenue prior to occupancy. Supplemental advance warning devices and other strategies shall be determined following a review of conditions by the applicant's engineer in consultations with City's Crosswalk Committee. All work deemed necessary shall be the responsibility of the applicant.

The contractor for Logan Place was prepared to paint the crosswalks recently, but the City's Crosswalk Committee has requested that the applicant submit a plan for warning devices or other strategies to create safe pedestrian crosswalks across Congress Street and Park Avenue prior to installing any crosswalks. The applicant is preparing a response to this request.

Thomas Errico, Portland's Traffic Engineer Consultant, has reviewed the October 26, 2004 submittal for the Fore River Apartments and his comments of 11/12/04 are as follows:

1. As noted previously, a detailed improvement plan for pedestrian facilities on Congress Street at Frederic Street and at Park Avenue needs to be provided.
2. Pedestrian ramps should be provided at the proposed snow storage drive on the north side of the proposed building. At all locations where the sidewalk meets curb, pedestrian ramps should be provided.
3. A plan that provides recommendations for on-street parking regulatory signage should be provided.

Mr. Errico's comments were forwarded to the applicant and they are addressing his concerns.

2. **Parking Submitted information: Attachment A, Cover Letter, Project Description**

The contract zone requires eight parking spaces for the SRO and 40 spaces for Phase II, Fore River Apartments. The total number of parking spaces has not changed since the contract zone. John Peverada, Parking Manager, asked to have his August 5, 2003 memorandum included in this review (see Attachment D), particularly his suggestion that the applicant agree to add additional off-street parking if deemed necessary and that the approval of Phase II be contingent on correcting any parking deficiencies. There are no new parking demand figures since Logan Place is not completed and occupied yet.

3. **Utilities - Submitted information: Attachment A, Exhibit 9 and Attachment E, Sheets 3 and 4.**

As approved for Logan Place, the following utilities are available for Fore River Apartments:

- An eight-inch water main in Frederic Street with both a two and six-inch stub available for the apartment building domestic and fire suppression use;
- A twelve-inch sanitary sewer line is located in Frederic Street with a new manhole and six-inch connection for the building;
- A natural gas line is located in Frederic Street and there is a stub to serve the apartment building; and
- Underground electric, telephone and cable lines will serve the building.

The capacity letters from the utility companies are included in Exhibit 9 of Attachment A.

4. **Stormwater - Submitted information: Attachment A, Exhibit 10 and Attachment E, Sheets No. 3 through No. 7**

James Seymour, Development Review Engineer, has the following preliminary comments regarding the Fore River Apartments:

1. The curb at the end of the parking lot within the vacated portion of Frederic Street should be a mountable curb, since vehicle access may be needed to reach the underground utilities. The exterior light located at that point should be moved. It blocks access and would certainly be damaged with snow removal. The detail of the mountable curb must be submitted for review by public works and the fire department.
2. The snow dump area near the playground does not have any drainage structures proposed. Mr. Seymour feels something is probably needed there and would like the applicant consider the drainage in that area.
3. The parking lot has over 25 spaces, so storm water treatment is required according to EPA and DEP regulations. An Engineer's stamp is needed on the plan for the stormwater design and treatment plan.

5. **Solid Waste Disposal - Submitted information: Attachment A, Exhibit 12**

One dumpster is proposed to serve both Logan Place and Fore River Apartments to serve the estimated 250 cubic yards of waste per year from the total development. A private hauler will service the dumpster two times per week. The dumpster location is shown on Attachment E, Sheet No. 2.

6. **Scenic Beauty - Submitted information: Attachment A, Exhibit 5**

Several easements were granted as part of the contract zone for Logan Place. A public recreation easement was granted which provides a pedestrian connection to the trail that is being constructed along the I-295 Connector. The easement is 6 feet in width and runs the length of the applicant's property. It provides access for pedestrians, bicyclists and other non-motorized transport (other than wheelchair and emergency vehicles, which are permitted).

7. **Financial Capability - Submitted information: Attachment A, Exhibit 14**

The Avesta Housing Development Corporation is proposing to provide workforce housing for families earning a maximum of 60% and 40% of the area median income. There are no market rate units proposed, which had been discussed at the contract zone. The financing for this project is shown in Attachment A, Exhibit 14a and includes the following:

Predevelopment Source of Funds	\$60,000
▪ MSHA Pre-Development Loan	
Construction Sources of Funds	\$3,395,000
▪ City of Portland –HCD Funds	
▪ Loan from People Bank	
▪ FHLB Boston	
Permanent Sources of Funds	\$3,640,785
▪ MSHA Subsidy	
▪ Bangor Savings Debt	
▪ Capital Contribution, NNEHIF	
▪ City of Portland	
▪ FHLB AHP	
▪ Developer Fee Loan	
▪ Avesta Loan	

8. **Bulk, Location, Height of Proposed Buildings - Submitted information: Attachment A, Cover Letter and Attachment E, Sheet No. A3.1, Building Elevations**

The elevations of the proposed building are shown on (Attachment E, Sheet No. A3.1). The building façade is divided into three sections, which are defined with recessed areas and two projecting bays on either end of the structure. The building has a peaked roof with gables facing the front. The exterior siding includes both vinyl clapboard siding and vinyl shingles. Double-hung and casement windows are used for the building. The units have individual balconies.

9. **Landscaping - Submitted information: Attachment, Exhibit E, Sheet No. 2**

A six foot high wooden fence is proposed along the property line abutting 51 and 53 Frederic Street with a chain link fence installed along the remainder of the property line (I-295 Connector installation). A playground is proposed alongside the building. Canadian Hemlocks are proposed along the rear property line, six Serviceberry trees are proposed alongside the wooden fence, and ornamental pears and crabapples are located around the parking lot. Jeff Tarling, City Arborists, finds the landscape plan to be acceptable, however he recommends that proposed trees be increased in size to 2 to 2.5 inch caliper for the deciduous trees and 5 to 6 feet for the Canadian Hemlock.

10. **Exterior Lighting - Submitted information: Attachment A, Exhibit 16 and Attachment E, Sheet 2**

The catalog cuts and typical photometric information for the proposed exterior lights are submitted in Exhibit 16. The planning staff recommends that the applicant prepare a photometric plan of the property in order to determine specific light levels and any spillover effects prior to a public hearing.

11. **Fire**

Lt. McDougall, Portland Fire Department, has reviewed and approved the site plan for Fore River Apartments.

Next Steps

1. This item is tentatively scheduled for a public hearing on January 11, 2004.

Attachments:

- Attachment A: Submittal for Fore River Apartments, Exhibits 1 through 16, separate document in Planning Board packet
- Attachment B: Council Order 91, Vacating Portion of Frederic Street
- Attachment C: Council Order 92, Contract Zone
- Attachment D: John Peverada, Parking Manager, August 5, 2003 memorandum
- Attachment E: Plans, Sheet No. 1 through 7, Recording Pat, Sheet 2 (E.8) and Building Elevations, Sheet A3.1

Order 91 – 03/04
Postponed on 10/20/03
Passage: 11/03/08 8-0 (At Large Vacant)

JAMES F. CLOUTIER (MAYOR) (A/L)
PETER E. O'DONNELL (1)
KAREN A. GERAGHTY (2)
NATHAN H. SMITH (3)
CHERYL A. LEEMAN (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

JAMES I. COHEN (5)
VACANT (A/L)
JILL C. DUSON (A/L)
NICHOLAS M. MAVODONES (A/L)

ORDER VACATING FREDERICK STREET

ORDERED, that Frederick Street, as described on the attached Attachment A, is hereby vacated pursuant to 23 MRSA §3027, reserving to the City of Portland a utility easement, an access easement for City vehicles, and a public recreational easement across said portion of Frederick Street;

BE IT FURTHER ORDERED, that no damages shall be awarded.

Order 9d-03/04
Tab 27 10-20-03
AH. C

JAMES F. CLOUTIER (MAYOR) (A/L)
PETER E. O'DONNELL (1)
KAREN A. GERAGHTY (2)
NATHAN H. SMITH (3)
CHERYL A. LEEMAN (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

JAMES I. COHEN (5)
VACANT (A/L)
JILL C. DUSON (A/L)
NICHOLAS M. MAVODONES (A/L)

ORDER AUTHORIZING AMENDMENT TO CITY CODE
SEC. 14-49 (ZONING MAP AMENDMENT)
RE: CONTRACT FOR REZONING FOR FREDERIC STREET

ORDERED, that the Zoning Map of the City of Portland, dated December 2000, as amended and on file in the Department of Planning & Development, and incorporated by reference into the Zoning Ordinance by Sec. 14-49 of the Portland City Code, is hereby amended to reflect a contract zone as detailed in the attached Contract Zone Agreement with Avesta Housing Development Corporation, formerly known as York-Cumberland Housing Development Corporation, and YC Portland LP.

A True Copy
Attest Brandi L. Maxwell
Brandi L. Maxwell
Asst. City Clerk
12/02/2003

Given first reading: 10/20/03
Public Hearing, Amended & Passed: 11/03/03 8-0 (At Large Vacant)

12/3/03 @ 1:58:36
CCRD
BK 20632 PG 330
AHC-1

CONTRACT ZONE AGREEMENT

YC PORTLAND, LP AND
AVESTA HOUSING DEVELOPMENT CORPORATION

AGREEMENT made this 1st day of December, 2003 by YC PORTLAND, LP, a
Maine limited partnership with a place of business in Portland, Maine and AVESTA HOUSING
DEVELOPMENT CORPORATION, formerly known as York-Cumberland Housing
Development Corporation, a nonprofit corporation with a place of business in Portland, Maine,
and each of their successors and assigns (hereinafter collectively "OWNER").

WITNESSETH

WHEREAS, AVESTA Housing Development Corporation owns a parcel of land located
at 49-69 Frederic Street in Portland, consisting of parcels shown on City of Portland Tax Map
76, Block A, Lots 3 through 8 and Map 67, Block K, Lot 19, and more particularly described in
a deed from Ralph Romano III to AVESTA Housing Development Corporation dated March 18,
2003 and recorded in the Cumberland County Registry of Deeds in Book 19064, Page 96
(collectively the "PROPERTY"); and

WHEREAS, OWNER has requested a rezoning of the PROPERTY in order to permit
the development of a two-phase housing project, the first phase to consist of up to thirty (30)
low-income efficiency apartment units with related social services, and the second phase to
consist of up to twenty (20) units of one- and two- bedroom mixed-income family apartments;
and

WHEREAS, OWNER's funding sources require that each of the two phases be held in
separate ownership; and

Att. C.2

WHEREAS, the parcels comprising Chart 76 Block A Lot 5 through 8 and a portion of Lot 4 are owned by YC Portland LP (Phase I); and

WHEREAS, the parcels comprising Chart 67 Block K Lot 19, Chart 75 Block A Lot 3 and a portion of Lot 4 are owned by York-Cumberland Housing Development Corporation (Phase II); and

WHEREAS, the present use (2003) of that portion of the **PROPERTY** comprising the proposed second phase, namely a commercial landscaping business with internal office and garage and outside storage and a small building for general office use, will continue until commencement of development of such second phase, which shall be not later than June 15, 2006; and

WHEREAS, the Portland Planning Board determined the rezoning and proposed development would provide needed housing in the City, both low income restricted (Phase I) and low/moderate income restricted (Phase II) as is consistent with the housing component of the Comprehensive Plan, and would not negatively impact the surrounding residential community; and

WHEREAS, the Planning Board of the City of Portland, pursuant to 30-A M.R.S.A. § 4352(8) and Portland City Land Use Code (the "Code") §§ 14-60 to 14-62 and 14-264, and after notice and hearing and due deliberation thereon, recommended the rezoning of the **PROPERTY** as aforesaid, subject, however, to certain conditions; and

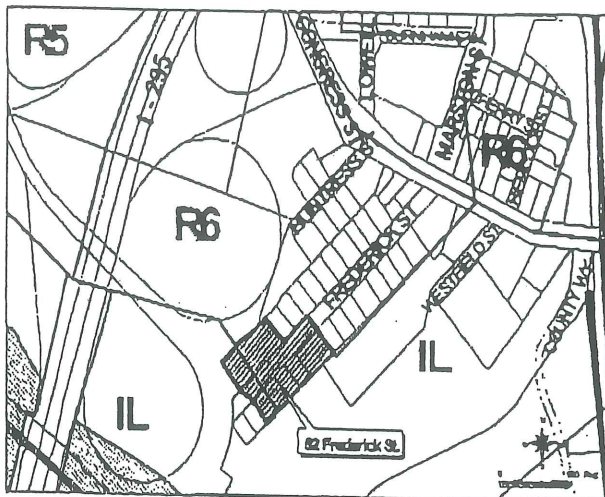
WHEREAS, the **CITY** has determined that because of the unusual nature and unique location of the proposed development it is necessary and appropriate to impose by agreement the following conditions and restrictions in order to ensure that the rezoning is consistent with the **CITY'S** comprehensive land use plan; and

C-3

WHEREAS, the City Council of the CITY authorized the execution of this Agreement on November 3, 2003, by City Council Order No. 92, a true copy of which is attached hereto as Attachment 1;

NOW, THEREFORE, in consideration of the rezoning, OWNER covenants and agrees as follows:

1. Effective upon the recording of this Agreement at the Cumberland County Registry of Deeds, but no later than thirty (30) days after the date of Portland City Council approval, the CITY hereby amends the Zoning Map of the City of Portland, dated December, 2000 (as amended from time to time and on file in the Department of Planning and Urban Development, and incorporated by reference into the Zoning Ordinance by § 14-49 of the Code) by adopting the map change amendment shown below. If this Agreement is not recorded by said date, then the contract rezoning shall become null and void and the zoning of the **PROPERTY** shall revert to the pre-existing R-6 and I-L zones.



Proposed Zone Change
from R6, Residential, and IL, Industrial, to Contract Zone
for 52 Frederick Street

2. The **PROPERTY** is to be developed in two phases, Phase I to consist of up to thirty (30) efficiency apartments and Phase II to consist of up to twenty (20) apartments, all as more fully set forth below. (See Attachment 2 and Attachment 3)

Phase I shall be owned by YC Portland LP, or its successor, and shall consist of that portion of the **PROPERTY** shown on Attachment 4A and Attachment 5.

Phase II shall be owned by AVESTA Housing Development Corporation, or its successor, and shall consist of that portion of the **PROPERTY** shown on Attachment 2 and Attachment 3.

C.4

3. Execution of this Agreement binds both YC Portland LP and AVESTA Housing Development Corporation, and their successors and assigns, to the terms of Phase I and Phase II as set forth in this Agreement.
4. Any change in ownership of either Phase I or Phase II shall be brought to the Planning Board for its review and approval, but this requirement shall not apply to the granting of mortgages by OWNER or to the enforcement by the mortgagees of their rights under such mortgages. The Planning Board shall have a maximum of sixty (60) days from the City's receipt of a complete application for a change in ownership to act on the application. Should the Planning Board be unable to respond within such time frame, the application shall be deemed approved.
5. Permitted Uses. OWNER shall be authorized to establish and maintain the following uses on the PROPERTY:

a.

Within Phase I, up to thirty (30) efficiency apartments shall be constructed. For purposes of this Agreement, "efficiency apartment" is defined as a self-contained living unit of no less than two hundred and fifty (250) square feet of living space, with a kitchen (at minimum, a kitchen sink, stove and refrigerator), and a bathroom. Each efficiency apartment shall be occupied by no more than one (1) person.

Four (4) offices and a conference room within the Phase I building shall be allowed for use by the twenty four (24) hour on-site staff and related personnel, who may provide the following services to the residents:

- provision of case management;
- life skills training;
- mental health and substance abuse counseling;
- employment, educational and legal services.

In addition, one of the four offices noted above may be used by the OWNER for property management space for the PROPERTY only. Such space shall not constitute a property management office for any other property owned or operated by OWNER or its successors or assigns.

There shall be on site laundry facilities and a common meeting room on each floor of the building, all for use of residents and staff only.

Phase I shall have parking in an amount from eight (8) to twenty (20) spaces.

b.

Within Phase II, up to a total of twenty (20) apartment units, containing one and two bedroom dwelling units (or any combination thereof) shall be constructed, together with an office within the Phase II building for on-site property management for the PROPERTY only. Such space shall not constitute a

C.5

property management office for any other property owned or operated by **OWNER** or its successors or assigns.

Phase II shall have parking in an amount no less than 1.75 spaces per unit.

Phase II shall also be required to provide not less than 1200 square feet in playground area and equipment for use by residents of both Phase I and Phase II.

- c. Use of a portion of the Phase II site (identified as "existing garage – presently leased by LST Landscaping Co." on Attachment 4A) currently containing a landscape business, as well as a separate small office building (identified as "existing office" on Attachment 4A) to be used for general office purposes, may continue for a period ending on June 15, 2006.

The uses specified herein supersede the otherwise permitted uses contained within the underlying R-6 and I-L zones.

6. Separate performance guarantees shall be issued for Phases I and II. The amounts and terms of such performance guarantees shall be determined by the Planning Authority at the time of Site Plan and Subdivision approval for each Phase but each Phase must provide minimum financial guarantees such that each Phase constitutes a separate and complete project. Loaming and seeding the land area comprising a portion of Phase I and a portion of Phase II designated on Attachment 2, note 9, shall be accomplished prior to the issuance of a Certificate of Occupancy for Phase I, unless construction of Phase II has commenced. This condition ensures a complete site in the event Phase II is never built.

7. **OWNER** shall be responsible for ongoing maintenance of the **PROPERTY**, including snowplowing, salting, sanding, sweeping, lighting, trash pickup, playground maintenance, mowing, etc.

8. The **OWNER** shall grant to the City a fifty (50) foot easement in the vacated portion of Frederic Street as delineated by note 2 on Attachment 6. This easement shall be for purposes of locating, installing and maintaining utilities; vehicle ingress and egress of **CITY** vehicles (snowplows, trash trucks and other **CITY** vehicles).

In addition, the **OWNER** shall grant to the **CITY** a forty (40) by fifty (50) foot easement to allow for snowplows, trash trucks and other City vehicles to enter and turn around at the southwesterly corner of Phase I (See Attachment 7A), which easement shall be voluntarily extinguished by the **CITY** if and when the Turn Around Easement for Phase II is constructed (See Attachment 6 note 1 "Turn around Easement"). The **OWNER** shall not be required to pave the Phase I Turn Around Easement, provided (i) the same is built of compacted gravel, (ii) construction of Phase II Turn Around shall begin no later than June 15, 2006, at the conclusion of which the Phase II Turn Around Easement shall be paved according to City standards; and (iii) the **OWNER** escrows with the **CITY** an amount equal to the estimated cost of paving the Phase II Turn Around Easement, such escrow to be made at the same time as the establishment

C.6

of the performance guarantees for Phase I. If the Phase II Turn Around should not be constructed as provided herein, then the owner will pave the Phase I Turn Around on or before December 31, 2006. If the Phase II Turn Around should not be constructed, then the City may apply the escrow to the costs of paving the Phase I Turn Around.

The OWNER shall also grant to the CITY a thirty (30) foot easement at the northwesterly corner of Phase II for snowplows, garbage trucks and other CITY vehicles to enter and turn (See Attachment 6, note 1. The OWNER shall pave this easement according to City standards. Such easements shall be granted prior to the development of Phase I. The form of such easements shall be reviewed and approved by Corporation Counsel in connection with the Site Plan approval process for Phase I and Phase II.

Finally, the OWNER shall grant to the CITY a recreational easement across its property in an area and width acceptable to the CITY for purposes of providing pedestrian, bicycle and similar non-motorized (other than wheelchair and emergency vehicles, which shall be permitted) as well as other pedestrian recreational uses by the public across its property to the I-295 connector roadway.

In addition, a general access/vehicular and pedestrian easement by and between YC Portland LP and AVESTA Housing Development Corporation shall be granted such that each Phase of the PROPERTY is able to access the sites as depicted on Attachment 3. YC Portland LP shall also grant a parking easement substantially in accordance with the site as depicted on the Master Plan, and as delineated on Attachment 3 for twelve (12) full and seven (7) partial motor vehicles to be parked within the confines of Phase I.

9. The PROPERTY will be developed substantially in accordance with the Site Plans and Elevations shown on Attachment 2 and 3, submitted by Mitchell and Associates dated July 25, 2003 and revised October 8, 2003.

10. The Planning Board shall review and approve the Phase I and Phase II according to the site plan and subdivision provisions of the Portland Land Use Code.

11. In addition to the space and bulk requirements of paragraph 12 below and the applicable provisions of article IV (subdivisions) and article V (site plan) of the Code, development proposals for both phases shall demonstrate a unified design of the site, including the architecture, the layout of the buildings, pedestrian and vehicular circulation plan, open space, drainage, and the topography, soil conditions, vegetation, and other natural features of the site.

12. *Space and Bulk Requirements.* The following space and bulk requirements shall apply to each lot comprising Phase I and Phase II:

- | | |
|---|----------------|
| a. Minimum lot size: | None. |
| b. Minimum area per dwelling (density): | 725 SF. |
| c. Minimum street frontage: | 50 feet. |
| d. Minimum front yard: | none required. |

C.7

- e. Minimum rear yard: Ten (10) feet between structures adjacent to abutting residence.
- f. Minimum side yard: Ten (10) feet between structures adjacent to abutting residence.
- g. Minimum lot width: 50 feet.
- h. Maximum lot coverage: Phase I : 80%.
Phase II: 80%.
- i. Maximum structure height: 45 feet.
- j. Open space ratio: Phase I: 20%.
Phase II: 20%.
- k. Parking requirements:
Phase I: 8 to 20 parking spaces.
Phase II: a minimum of 1.75 spaces per unit.

13. The provisions of this Agreement, including the permitted uses listed in paragraph 2, are intended to replace the uses and requirements of the underlying I-L and R-6 zones.

14. YC Portland LP agrees to maintain, in perpetuity, the rent levels and income requirements for Phase I as follows:

- 30% of units at 40% of Area Median Income
- 30% of units at 50% of Area Median Income
- 40% of units at 60% of Area Median Income

These affordability restrictions shall be secured by covenants and restrictions and conditions in any deeds conveyed out by **OWNER**.

15. AVESTA Housing Development Corporation agrees to maintain, in perpetuity, the rent levels and income requirements for Phase II as follows:

No less than 40% of the units shall remain affordable to residents whose income does not exceed 60% of the then current Area Median Income as published periodically by the Federal Housing and Urban Development (HUD) agency.

These affordability restrictions shall be secured by covenants and restrictions and conditions in any deeds conveyed out by **OWNER**.

16. In the event of a breach by **OWNER** or its successors or assigns of the zoning provisions contained herein (whether such breach is determined to have occurred by the Zoning Administrator, the Zoning Board of Appeals or a court), the Planning Board, after notice and hearing, may recommend to the City Council that the contract zone and this Agreement be amended, or be rescinded, such rescinding to result in the termination of this Agreement and a reversion of the **PROPERTY** to the R-6 and I-L zones in place before the execution of this

C-8

Agreement.

The above stated restrictions, provisions, and conditions are an essential part of the rezoning, shall run with the **PROPERTY**, shall bind and benefit **OWNER**, any entity affiliated with **OWNER** that takes title to the **PROPERTY**, their successors and assigns, and any party in possession or occupancy of said **PROPERTY** or any part thereof, and shall inure to the benefit of and be enforceable by the **CITY**, by and through its duly authorized representatives.

OWNER shall file a counterpart original of this Agreement in the Cumberland County Registry of Deeds.

If any of the restrictions, provisions, conditions, or portions thereof set forth herein is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such determination shall not affect the validity of the remaining portions hereof.

Except as expressly modified herein, the development, use, and occupancy of the subject premises shall be governed by and comply with the provisions of the Portland City Code and any applicable amendments thereto or replacement thereof.

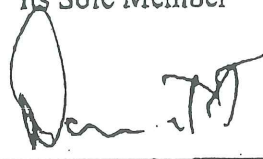
WITNESS:

YC PORTLAND, LP

BY: PINETREE HOUSING
DEVELOPMENT LLC, its General
Partner

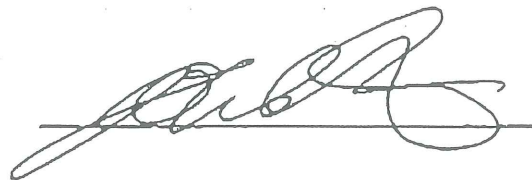
By: AVESTA Housing
Development Corporation,
its Sole Member




By 
Dana Totman, its President

C.9

WITNESS:



AVESTA HOUSING
DEVELOPMENT CORPORATION


By 
Dana Totman, its President

STATE OF MAINE
CUMBERLAND, ss.

Dec. 1, 2003

Personally appeared before me the above-named Dana Totman, in his capacity as President of AVESTA Housing Development Corporation, Sole Member of Pinetree Housing Development LLC, General Partner of YC Portland, LP, 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 said corporation, limited liability company and limited partnership.

Before me,


Notary Public/~~Attorney at Law~~

NANCY D. BENNETT
Notary Public, Maine
My Commission Expires September 11, 2009

Prepared For:
 Applicant:
 1000 Main Street
 Portland, Maine 04101
 Tel: 207.761.1000

Prepared By:
 ATTWOOD & ASSOCIATES
 1000 Main Street
 Portland, Maine 04101
 Tel: 207.761.1000

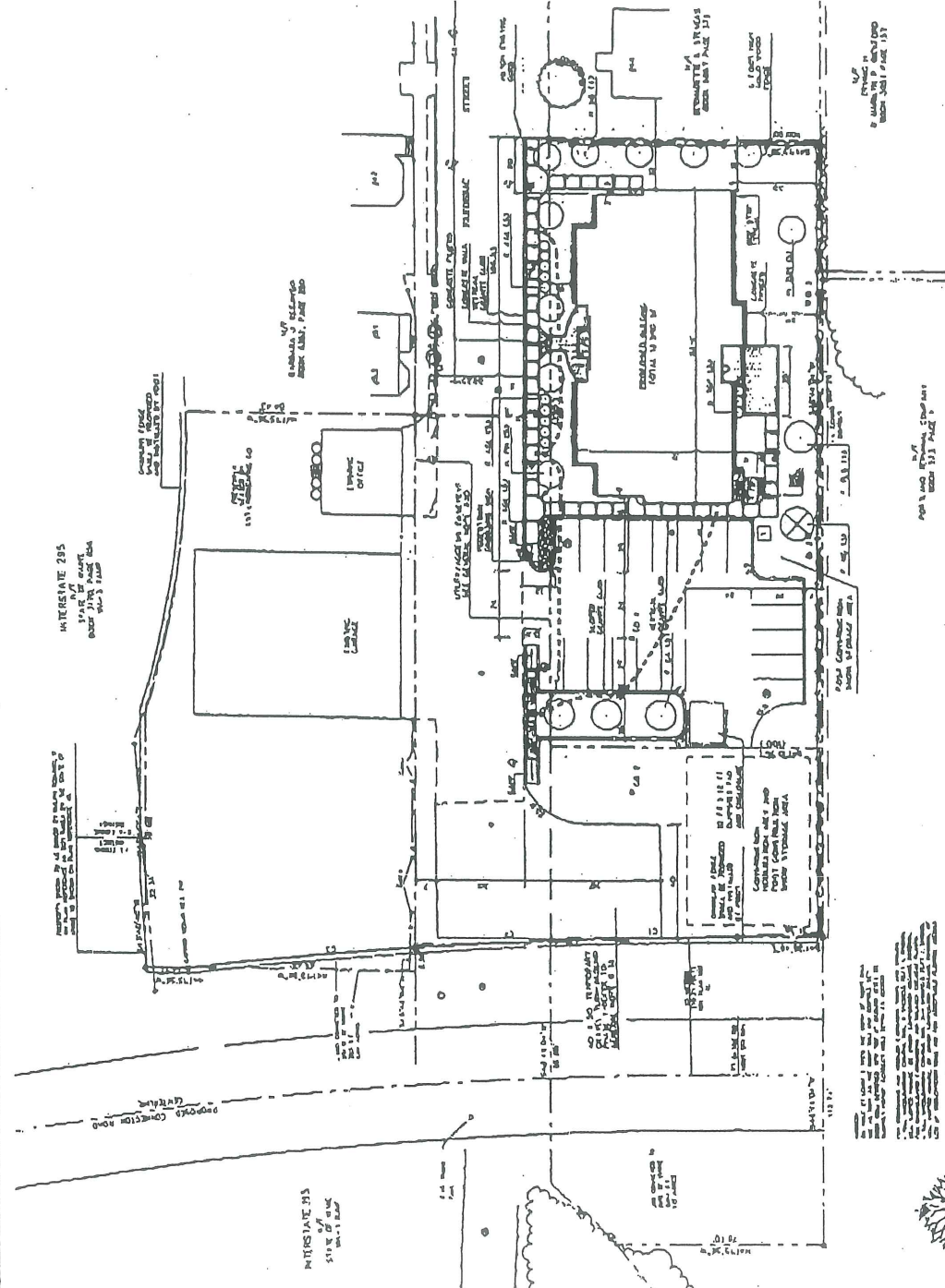
52 Frederic Street
 PORTLAND, MAINE
LOGAN PLACE

DATE: 02/19/04
 DRAWING NO.: 112-P014-017

THE LAYOUT, DIMENSIONS & FINISHES PLAN

- GENERAL NOTES**
1. THIS PLAN IS TO BE CONSIDERED A PRELIMINARY PLAN.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES.
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 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES.
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES.
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 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES.
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES.

THIS PLAN IS TO BE CONSIDERED A PRELIMINARY PLAN. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE APPLICABLE AGENCIES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE APPLICABLE AGENCIES.



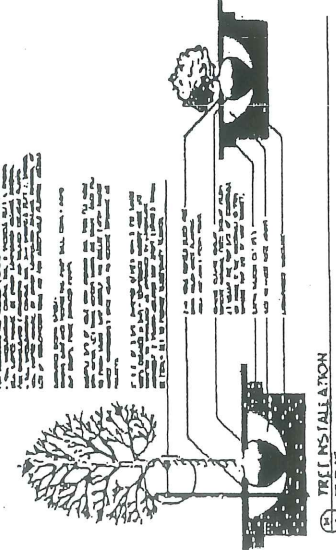
ATTACHMENT 4A

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	MECHANICAL ROOM
[Symbol]	ELECTRICAL ROOM
[Symbol]	PLUMBING ROOM
[Symbol]	OFFICE
[Symbol]	RECEPTION
[Symbol]	CONFERENCE ROOM
[Symbol]	RESTROOMS
[Symbol]	LANDSCAPING
[Symbol]	TREES
[Symbol]	WALKWAYS
[Symbol]	DRIVEWAYS
[Symbol]	POLES
[Symbol]	STAIRS
[Symbol]	ELEVATORS
[Symbol]	DOORS
[Symbol]	WINDOWS
[Symbol]	CEILING
[Symbol]	FLOOR
[Symbol]	WALLS
[Symbol]	ROOF
[Symbol]	FOUNDATION
[Symbol]	STRUCTURE
[Symbol]	UTILITIES
[Symbol]	ADDITIONS
[Symbol]	REVISIONS
[Symbol]	NOTES

REVISIONS

NO.	DATE	DESCRIPTION
1	02/19/04	ISSUED FOR PERMIT
2	02/19/04	REVISED PER COMMENTS
3	02/19/04	REVISED PER COMMENTS
4	02/19/04	REVISED PER COMMENTS
5	02/19/04	REVISED PER COMMENTS
6	02/19/04	REVISED PER COMMENTS
7	02/19/04	REVISED PER COMMENTS
8	02/19/04	REVISED PER COMMENTS
9	02/19/04	REVISED PER COMMENTS
10	02/19/04	REVISED PER COMMENTS



C.12

Architectural

0000 FINISHES

0100 WALLS

0200 FLOORS

0300 ROOFS

0400 CEILING

0500 DOORS

0600 WINDOWS

0700 STAIRS

0800 ELEVATIONS

0900 DETAILS

1000 SCHEDULES

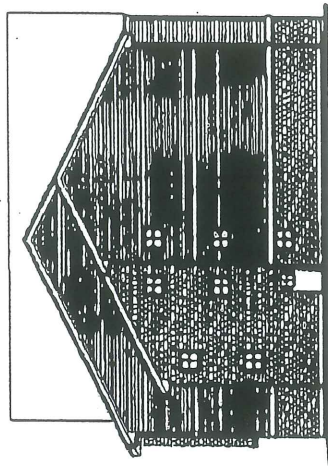
1100 NOTES

1200 LEGEND

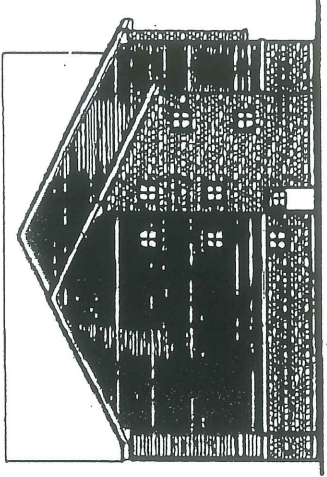
1300 INDEX

LOGAN PLACE

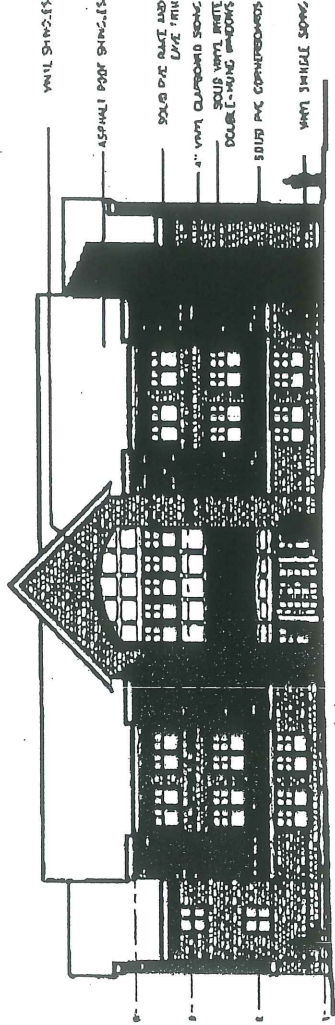
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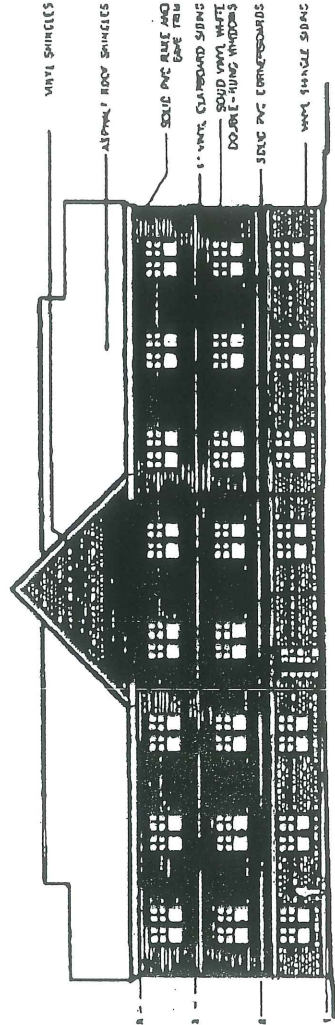
B RIGHT SIDE ELEVATION



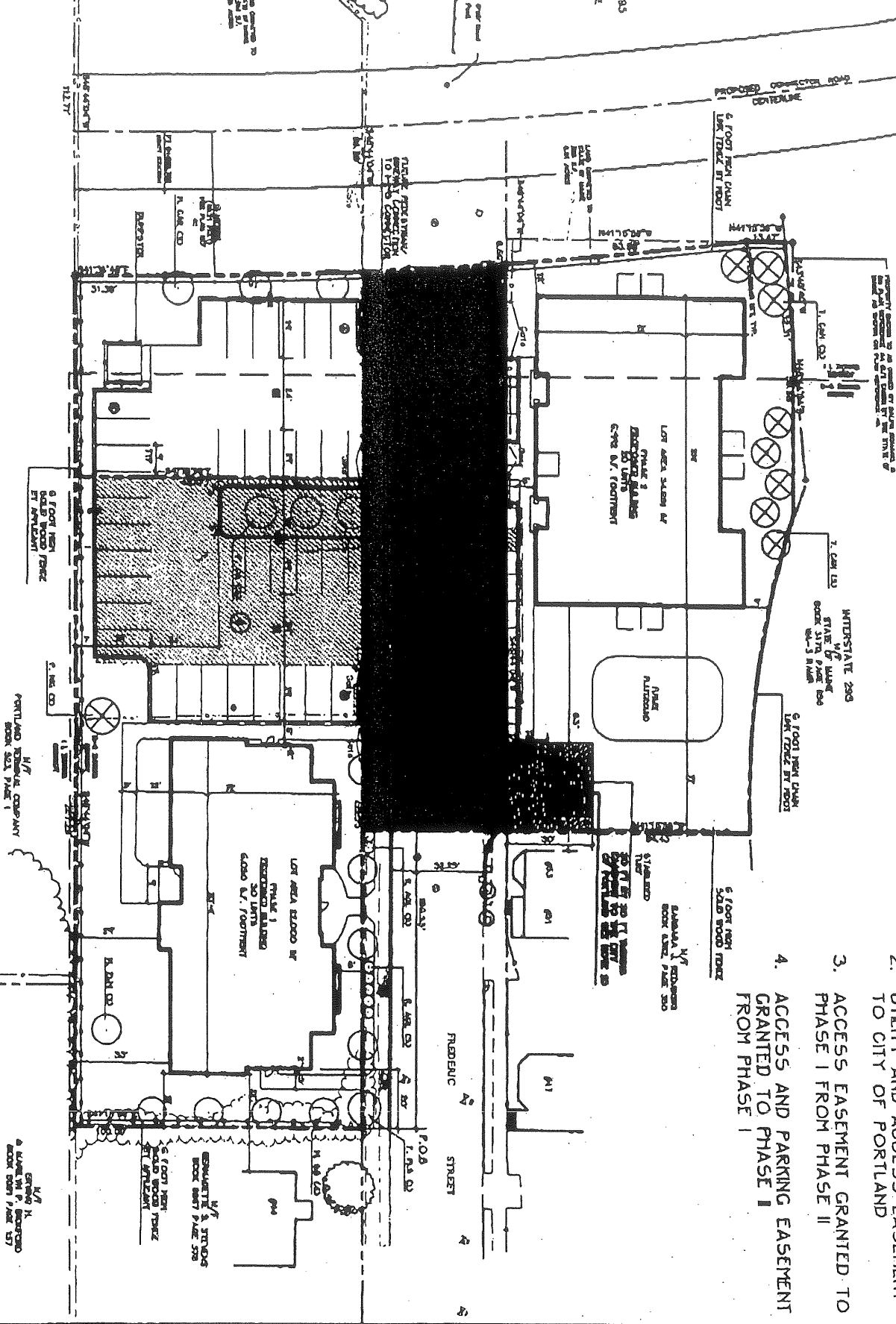
D LEFT SIDE ELEVATION
ATTACHMENT 5



A STREET FRONT ELEVATION



C REAR ELEVATION



EASEMENT NOTES

1. TURN AROUND EASEMENT TO CITY OF PORTLAND
2. UTILITY AND ACCESS EASEMENT TO CITY OF PORTLAND
3. ACCESS EASEMENT GRANTED TO PHASE I FROM PHASE II
4. ACCESS AND PARKING EASEMENT GRANTED TO PHASE I FROM PHASE I

ATTACHMENT 6

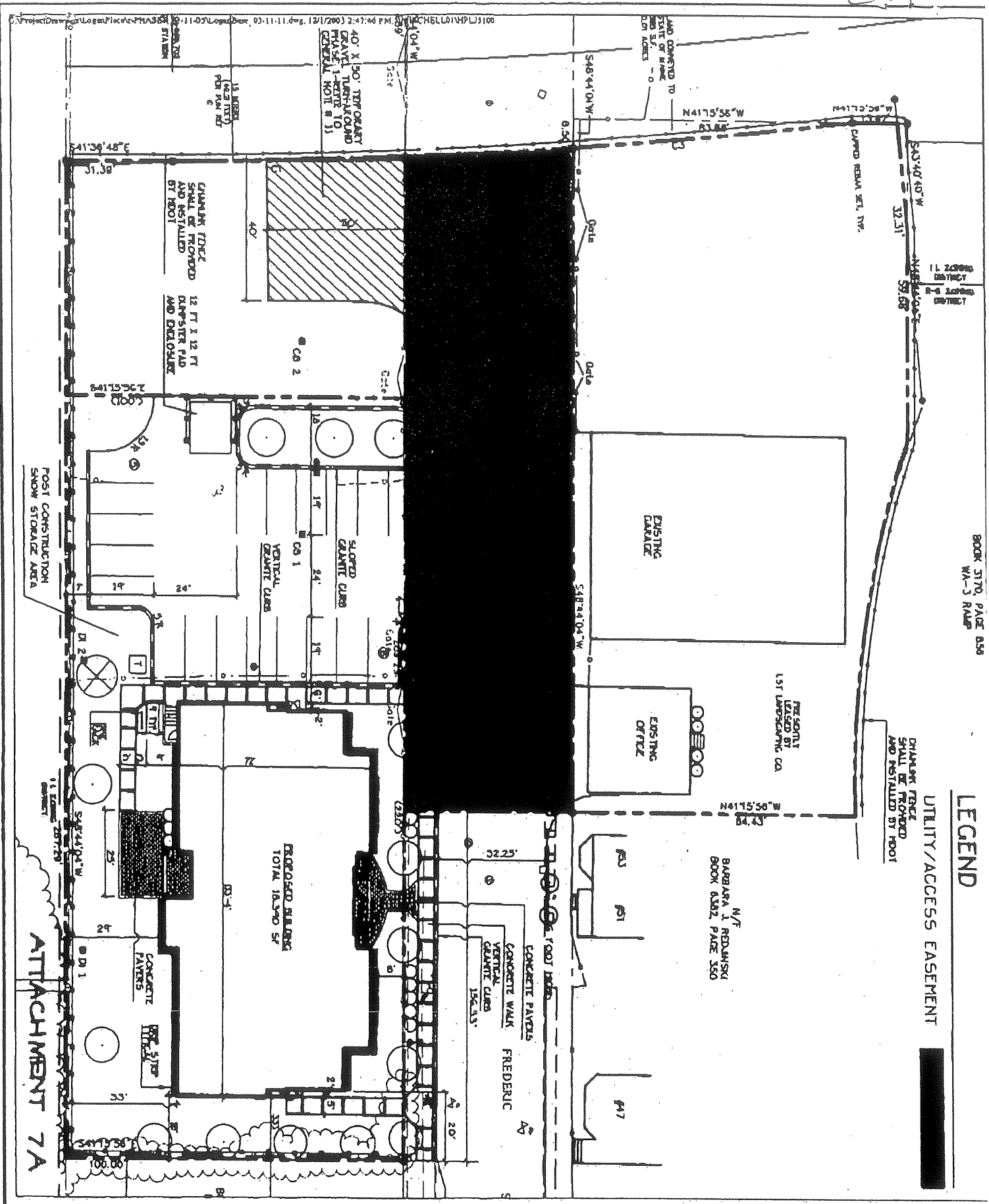
Mitchell & Associates
 Landscape Architects
 70 Center Street
 Portland, Maine 04101
 (207) 774-4427

Title: LOGAN PLACE ATTACHEMENT 4
 EASEMENT EXHIBIT

Date: 09/02/03

Scale: N.T.S.

Project: LOGAN PLACE



BOOK 3170, PAGE 858
WA-3 RALPH

LEGEND

UTILITY/ACCESS EASEMENT



CHUNKY TRUCK SHALL BE REMOVED AND INSTALLED BY HOOT

REAR PORCH USED BY 1ST LABORATORY CO.

N/F BARBARA J REDMAN/SHU BOOK 6362 PAGE 550

REAR PORCH TOTAL 18,390 SF

ATTACHMENT 7A

Mitchell & Associates
Landscape Architects
70 Center Street
Portland, Maine 04101
(207) 774-4427

Title: **LOGAN PLACE-PHASE 1
EASEMENT EXHIBIT**

Date: 10/29/03

Scale: N.T.S.

Project: LOGAN PLACE

**CITY OF PORTLAND
MEMORANDUM**

TO: Jaimey Carron, Planning Board Chair

FROM: John Peverada, Parking Manager

DATE: August 5, 2003

RE: Frederic Street SRO Parking

I have reviewed Alan Holt's memo concerning the above referenced project. I honestly do not have any experience with SROs however; I can provide you with the following information.

The Year 2000 census data from state of Maine shows
over 57% of households own 2 or more vehicles.
Only 7.6% of Maine households do not own a vehicle.

Only about 3% of the population uses mass transit.

My experience with people who stay at the Oxford Street Homeless Shelter and come into our office to request on street residential parking permits, confirms the above. Additionally, the residents of Frederick Street are constantly calling our office concerning blocked driveways or other parking issues, and quite frankly I do not want to add to their complaints with additional vehicles on the street.

While I cannot comment on the out of town SROs that are referenced in Alan's memo, I can say that I have heard from residents of the Portland YMCA's 97 SRO units that they are not allowed to park in the parking lot. I have never checked into the validity of this, and maybe they are just confused, but in any event residents of the Portland YMCA SRO are parking on the neighboring streets. I know that for fact as the son of one of our employees just moved out after living there for over a year. He claims that he almost had his car towed for the YMCA lot on two occasions, and he was told under no uncertain terms that he was not allowed to park his vehicle in the YMCA parking lots at any time.

Jaimey, I think that this is a good project, but I honestly think that more parking is needed to make it work without negatively impacting the existing neighborhood. However with that being said, based on the fact that the applicant owns additional land at that location, I would be willing to go along with the plan as proposed, provided that the applicant agreed to add additional off street parking spaces if they were deemed necessary at a future date. I also think that a notation should be made that holds up the approval of phase 2 until any parking deficiencies in phase one are corrected.

Please do not hesitate to contact me if you have any questions or concerns, and pass this memo on to other members of the board.

Public Comment
received 1/11/05

From: Sharon Herrick <sharon@peterherrick.com>
To: <bab@portlandmaine.gov>
Date: 1/11/2005 2:30:17 PM
Subject: ref by W. Cherubini-Avesta/planning brd mtg this evening

Hi Barbara,

My name is Sharon Herrick and I am a Frederick St. resident. I was referred to you by Wendy Cherubini.

I am unable to attend this evening's planning meeting but I wanted to participate in the public comment and she recommended that I email you.

My public comment:

As Frederick Street residents my husband and I have fully and actively supported Avesta Housing's phase one project, Logan Place. We believe in affordable housing for everyone.

We are pleased with the efforts that Avesta, and in particular Jay Waterman, have demonstrated regarding neighborhood concerns such as parking and pedestrian safety. We look forward to those efforts actualized in the spring with the installation of a pedestrian crosswalk at Frederick and Marston streets. This intersection has been noted by the police department and reported by Gorrill Palmer as a high collision area. My son and I were nearly struck by two colliding cars as we attempted to cross this intersection. My family, residents and area businesses will be pleased with the crosswalk installation.

While we whole-heartedly support the Fore River Apartments/phase two project for additional affordable housing in Portland we realize that the density of our neighborhood will double. Because of this we would like the planning board to consider making this neighborhood an area in which additional lighting, sidewalks and slowing traffic along Congress Street is a priority.

I have been working on these issues and have been in discussions with public works, housing, the police department, local business (including the newly formed Friends of the Ballpark District--a coalition of area businesses working to revitalize the area), residents and our District 3 city councilor, Donna Carr. We all would like to live and work in a place in which walking in the Libbytown and Valley St. areas is one that is safe and vibrant instead of the existenting state--"fear for your life".

If HCD funding is available for these efforts sooner, rather than later, then our soon-to-be highly active neighborhood will be a rich extension to Portland's West End.

Thank you for your time and consideration.

Sincerely,

Sharon and Peter Herrick
1030 Congress St.
761.0676

CC: Wendy Cherubini <wrc@portlandmaine.gov>

**FORE RIVER APARTMENTS PROJECT
VICINITY OF
63 FREDERIC STREET
FOR
SITE PLAN AND SUBDIVISION REVIEW
AVESTA FORE RIVER HOUSING, APPLICANT**

*Tabled 1/11/05
lack of quorum*

*Heard & acted upon on
January 25, 2005*

Submitted to:

Portland Planning Board
Portland, Maine
January 11, 2005

Prepared by:

Barbara Barhydt, Senior Planner
January 7, 2005

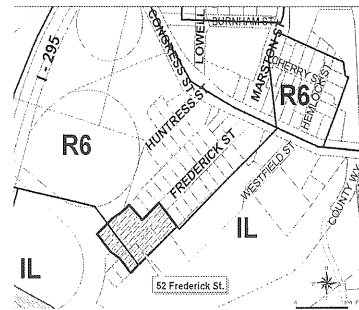
I. INTRODUCTION

Avesta Fore River Housing LP is proposing to construct 20 apartments in a three-story building at 63 Frederic Street. The project will consist of twelve (12) two-bedroom and eight (8) one-bedroom units. The proposed Fore River Apartments project is the second phase of Logan Place located on Frederic Street. On November 3, 2003, the City Council vacated the dead-end portion of Frederic Street (Attachment A, Council Order 91) and adopted a contract zone for 52 Frederic Street (Attachment B, Council Order 92). The contract zone is for a two-phased residential project with 30 single room occupancy (SRO) units in Phase I and the second phase is for twenty (20) one- and two-bedroom apartments. The Planning Board approved the site plan and subdivision plan for Phase I on November 23, 2003. Logan Place is under construction.

A total of 194 notices were sent to area residents. A notice also appeared in the January 3, 2005 edition of the *Portland Press Herald*.

II. SUMMARY OF FINDINGS

- Site:** The Fore River Apartment site is at 63 Frederic Street, which is on the northwest side of the street across from Phase I, Logan Place.
- Tax Map:** Chart 67, Block K, lot 19
- Lot Size:** 34,651 square feet
- Footprint:** 6,992 square feet
- Total Area:** 20,629 square feet
- Zoning:** Contract Zone



Vicinity Map

- Proposal:** A total of twenty (20) apartments are proposed consisting of twelve (12) two-bedroom and eight (8) one-bedroom units. The units will be available to households earning a maximum of 60% and 40% of the area median income. Each unit will consist of a living area, bedrooms, a full bathroom and full kitchen. The building will include a community meeting space, community kitchen and laundry facilities. All of the units will be handicapped adaptable and two units will be handicapped accessible.
- Bld. Height:** Three stories, maximum height allowed in contract zone is 45 feet
- Parking:** Total of 48 parking spaces for Phase I and Phase II.
- Land Use:** There is an existing 4,550 square foot garage housing a landscape construction company with an adjoining maintenance lot. The lease ends on June 2006, but the business is expected to relocate soon. Construction could begin in the summer of 2005.

III. PROPOSED DEVELOPMENT

The Fore River Apartments are the second phase of a two-phase development. Phase one is called Logan Place and it is for thirty (30) single room occupancy units. A subdivision plat was approved for Phase I, which created lot 1 for Logan Place with 22,000 square feet and lot 2 for the second phase of the development with 34,651 square feet.

The Fore River Apartments (Phase II) will consist of 20 apartments, with twelve two-bedroom units and eight one-bedroom units. The units will be affordable for households earning a maximum of 60% and 40% of the area median income. The proposed building is a three-story wood-frame structure with a total floor area of 20,629 square feet. The exterior materials include vinyl clapboard and shingle siding, double-hung and casement windows and an asphalt roof. Each housing unit will consist of a living area, bedrooms, a full bathroom and a full kitchen. The building includes a common meeting space, community kitchen and laundry facilities. There will be two handicapped accessible units and the other units will be handicapped adaptable.

In Phase II, a permanent turn-around will be built and it will be paved to the Department of Public Works' specifications. The subdivision plat also notes an access easement for utilities and a recreational access easement that allows for a connection to the trail being created along the I-296 Connector. A total of 48 parking spaces are proposed to serve both phases of this development.

The original submission from the applicant was distributed at the workshop. Excerpts from this packet are included as attachments to this report. The correspondence from John Mitchell, Mitchell & Associates, dated December 20, 2004 and January 4, 2005 are included as Attachments C and D, respectively.

IV. STAFF REVIEW

The proposed development has been reviewed by staff for conformance with the relevant review standards of the subdivision and site plan ordinances. Staff comments are highlighted in this report.

A. SUBDIVISION REVIEW

Subdivision Recording Plat: The proposed development with 20 rental units is a subdivision under the State's Subdivision Law. The recording plat for Fore River Apartments also depicts the four permanent easements that are proposed:

1. A turn-around easement to the City;
2. Utility and access easement and recreational access easement granted to the City of Portland from Phase II;
3. Access Easement granted to Phase I from Phase II; and
4. Access and parking easement granted to Phase II from Phase I.

The recording plat is included as Attachment N.

1. Water and Air Pollution
An environmental assessment report prepared by Mainland Consultants for the project was submitted as part of the record for Phase I. The development will not result in undue water or air pollution.
2. Water, Sanitary Sewer, and Utilities
As approved for Logan Place, the following utilities are available for Fore River Apartments:

- An eight-inch water main in Frederic Street with both a two and six-inch stub available to the apartment building for domestic and fire suppression use;
- A twelve-inch sanitary sewer line is located in Frederic Street with a new manhole and six-inch connection for the building;
- A natural gas line is located in Frederic Street and there is a stub to serve the apartment building; and
- Underground electric, telephone and cable lines will serve the building.

The capacity letters from the City and utility companies are included as Attachment E-a through f.

4. Soil Erosion

The erosion and sedimentation control plan is presented on Sheet no. 5 of Attachment O. Jim Seymour, Development Review Engineer, has reviewed and approved the plan.

5. Traffic

The applicant has submitted the March 2003 traffic study by Gorrill Palmer Consulting Engineers, Inc. that was done for Logan Place and Fore River Apartments (Executive Summary included as Attachment F). The Planning Board placed the following condition of approval on the site plan for Logan Place (Phase I) pertaining to traffic concerns:

As part of Phase I of the project, crosswalks will be installed by the applicant on both Congress Street and Park Avenue prior to occupancy. Supplemental advance warning devices and other strategies shall be determined following a review of conditions by the applicant's engineer in consultations with City's Crosswalk Committee. All work deemed necessary shall be the responsibility of the applicant.

The City's Crosswalk Committee reviewed the applicant's plans for crosswalks on December 9, 2004 and January 6, 2004. The Crosswalk Committee recommends to the Planning Board the plan (dated 12/20/04) for warning devices for crosswalks across Congress Street and Park Avenue. The proposed crosswalks are designed to provide safe pedestrian access for residents of Logan Place and Fore River Apartments to the Metro bus stops on Congress Street and Park Avenue. The improved crosswalks will also provide improved pedestrian circulation in the neighborhood and to the I-295 connector trail. The improvements that are proposed include the following (Attachment G):

Congress Street Crossing

- Provide an overhead installation mounted on span wires.
- The overhead pedestrian crossing symbol sign shall be the standard fluorescent yellow-green
- The previously proposed overhead LED pedestrian sign shall be mounted on the westerly span wire support pole to provide visibility to Congress Street traffic approaching on the curve.
- Provide pedestrian crossing advance warning fluorescent yellow-green sign on each side of Congress Street.

Park Avenue Crossing

- Provide two standard fluorescent yellow-green pedestrian signs on the existing span wire that holds the land use sign.
- Provide pedestrian ramps on each side of Park Avenue.
- The Committee will revisit this crossing after occupancy of the facility to determine if additional measures are required.

Mr. Waterman met with Dave Stevens at Hood Dairy regarding the proposed crosswalk over Park Avenue. Mr. Stevens reviewed the proposed crosswalk and supports the design, which includes the loss of an on-street parking space in front of the dairy (Mr. Waterman's e-mail is included as Attachment H). As part of the Logan Place approval, the applicant is working with METRO to relocate the Congress Street bus stop near Frederic Street to a location east of Frederic Street. Handicapped ramps are required for the Park Avenue crossing, so Public Works has agreed to pay for the construction of those ramps using HCD funds. Avesta Housing will coordinate this work between their contractor and the City's Public Works Department. The crosswalks cannot be installed during the winter, thus the applicant has agreed to install the support structures and electrical service for the Congress Street assemble this winter and then complete both installations with the required painting by May 15, 2005. The Board may want to include this time period as a condition of approval.

Thomas Errico, Portland's Traffic Engineer Consultant, has reviewed and approved the plans dated October 26, 2004 and revised January 5, 2005.

6. Parking

The contract zone requires eight parking spaces for the SRO and 35 spaces (1.75 spaces per unit) for Phase II, Fore River Apartments. Thus the contract zone requires a minimum of forty-three (43) parking spaces for both phases of this development. The applicant is proposing a total of forty-eight (48) spaces, which exceeds the minimum requirement by five spaces.

John Peverada, Parking Manager, resubmitted his August 5, 2003 memorandum (Attachment I) in which he recommends that the applicant agree to add additional off-street parking if deemed necessary and that the approval of Phase II be contingent on correcting any parking deficiencies.

As stated above, the applicant is proposing to exceed the minimum number of required parking spaces by five spaces. During the contract zone discussion, the required parking for the site was discussed extensively. The project has not changed since the contract was adopted and Phase I was approved, except that now all of the Phase II apartments are for lower income households. In addition, the applicant is installing two crosswalks (see Traffic 5 above) with significant improvements at each location. The crosswalks are designed to encourage safe pedestrian access for residents of Logan Place (formerly homeless individuals) and Fore River Apartments (lower income households) to the METRO bus stops. Since this contract zone approval, the Planning Board has approved several residential projects with one required parking space per unit according to the R-7 standards or contract zone provisions. Logan Place is under construction, so no new parking demand figures are available at this time.

If the Board shares Mr. Peverada's concerns, the Board may want to consider a condition of approval seeking an evaluation of Phase I parking usage and needs one year after occupancy and submit this information to the Planning Authority for review.

7. Stormwater Management

The text is excerpted from the Stormwater Management Report and is included as Attachment J. Mr. James Seymour, Development Review Engineer, has reviewed and approved the grading and drainage plan for Fore River Apartments (Attachment K), which is coordinated with the improvements in Phase I. The applicant addressed Mr. Seymour's preliminary questions by proposing a drain inlet in the snow storage area that leads to an underground storm drain. The sidewalk runs along the front of the building and designed to provide handicapped access to the structure. Mr. Seymour's concerns about the limited grade differences between the sidewalk and the first floor elevation have been addressed. A roof gutter system along the front of the building is proposed, which is tied into the underground storm drain system. In addition, the foundation will extend eight inches above the finished floor elevations (see Attachment P, foundation detail) and noted on the Grading plan (Attachment O, sheet 3)

8. Solid Waste Disposal

One dumpster is proposed to serve both Logan Place and Fore River Apartments to serve the estimated 250 cubic yards of waste per year from the total development. A private hauler will service the dumpster two times per week. The dumpster is shown on the site plan.

9. Scenic Beauty

Several easements were granted as part of the contract zone for Logan Place. A public recreation easement was granted which provides a pedestrian connection to the trail that is being constructed along the I-295 Connector. It is shown as Easement No. 2 on the subdivision plat. It provides access for pedestrians, bicyclists and other non-motorized transport (other than wheelchair and emergency vehicles, which are permitted) across the property to the trail connection (Recording Plat Attachment N).

10. Comprehensive Plan

The proposal for twenty apartments provides affordable rental units for households earning 40 to 60% of the region's median income. The proposed development addresses the following policies and objectives of Housing: Sustaining Portland's Future, the housing element of Portland's Comprehensive Plan adopted in 2002:

Policy #1 – Ensure and adequate and diverse supply of housing for all

- Ensure the construction of a diverse mix of housing types that offers a continuum of options across all income levels, which are both renter and owner-occupied.
- A variety of housing choices should be available such that no one should have to spend more than 30% of their income for housing.
- Encourage higher density housing located near services, such as schools, businesses, institutions, employers and public transportation.
- Increase Portland's rental housing stock to maintain a reasonable balance between supply and demand yielding consumer choice, affordable rents, and reasonable

return to landlords.

Policy #3 - Maintain and Enhance Neighborhood Stability and Integrity

- Encourage new housing development in proximity to neighborhood assets such as open space, schools, community services and public transportation.

Policy #4 - Sustainable Development

- Maximize development where public infrastructure and amenities, such as schools, parks, public/alternative transportation, sewer lines, and roads exist or may be expanded at minimal costs.
 - Encourage development on vacant lots along accepted city streets.
 - Encourage housing near schools, parks and athletic facilities.
 - Encourage higher density housing along arterials and in or near downtown.

11. Financial Capability

The Avesta Housing Development Corporation is proposing to provide workforce housing for families earning a maximum of 60% and 40% of the area median income. The financing for this project is shown in Attachment L, and includes the following:

Predevelopment Source of Funds	\$60,000
▪ MSHA Pre-Development Loan	
Construction Sources of Funds	\$3,395,000
▪ City of Portland –HCD Funds	
▪ Loan from People Bank	
▪ FHLB Boston	
Permanent Sources of Funds	\$3,640,785
▪ MSHA Subsidy	
▪ Bangor Savings Debt	
▪ Capital Contribution, NNEHIF	
▪ City of Portland	
▪ FHLB AHP	
▪ Developer Fee Loan	
▪ Avesta Loan	

12. Groundwater: The development as proposed will not adversely affect the quality or quantity of groundwater.

13. Flood Hazard/Shoreland: The development is not located within in a restricted flood zone or shoreland zone.

14. Wetlands and waterways: The development site does not include any wetlands and there are no rivers, streams or brooks within or abutting the development.

B. SITE PLAN REVIEW

1/2. Traffic (see Subdivision Paragraph #5 above)

3/4. Bulk, Location, Height of Proposed Buildings
The apartment building is proposed on the westerly side of the site with a sidewalk

running along the front of the structure. A playground is located just north of the building. The elevations of the proposed building are shown on (Attachment P). The building façade is divided into three sections, which are defined with recessed areas and two projecting bays on either end of the structure. The building has a peaked roof with gables facing the front. The exterior siding includes both vinyl clapboard siding and vinyl shingles. Double-hung and casement windows are used for the building. The units have individual balconies.

5. Sewers, Stormdrains, Water (see subdivision review paragraphs 2, 3 and 7)
6. Landscaping
A six foot high wooden fence is proposed along the property line abutting 51 and 53 Frederic Street with a chain link fence installed along the remainder of the property line (I-295 Connector installation). A playground is proposed alongside the building. Canadian Hemlocks are proposed along the rear property line, six Serviceberry trees are proposed alongside the wooden fence, and ornamental pears and crabapples are located around the parking lot. Jeff Tarling, City Arborist, finds the landscape plan (Attachment O, sheet 2, dated Oct. 26, 2004 and revised Dec. 2, 2005) and the proposed plant sizes to be acceptable.
7. Soil and Drainage (see subdivision review paragraph 7)
8. Exterior Lighting
The catalog cuts and typical photometric information for the proposed exterior lights are consistent with what was approved for Phase I. The planning staff has reviewed the photometric plan and it meets the City's technical standards for lighting.
9. Fire
Lt. McDougall, Portland Fire Department, has reviewed and approved the site plan for Fore River Apartments.
10. Easements
The subdivision plat (Attachment N) for Fore River Apartments also depicts the four permanent easements that are proposed and described in the Contract Zone (Attachment B, pages 5 and 6):
 - a. A turn-around easement to the City;
 - b. Utility and access easement and recreational access easement granted to the City of Portland from Phase II;
 - c. Access Easement granted to Phase I from Phase II; and
 - d. Access and parking easement granted to Phase II from Phase I.

V. NEIGHBORHOOD MEETING

The required neighbor meeting was held on December 20, 2004 and the meeting certification, notice, sign-in sheet and minutes are included as Attachment M.

VI. STAFF RECOMMENDATION

The Planning Staff recommends approval of the subdivision and site plan application subject to the crosswalk condition listed in the proposed motion.

VII. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant and on the basis of information contained in Planning Report #2-05 relevant to standards for Subdivision and Site Plan regulations, and other findings as follows:

1. That the plan [is or is not] in conformance with the Subdivision standards of the land use code [subject to the following conditions:]

Potential Condition of Approval:

2. That the plan [is or is not] in conformance with the site plan standards of the land use code [subject to the following conditions]

Potential Conditions of Approval:

1. A conditional occupancy permit may be granted for Logan Place, Phase I, subject to the condition that the proposed crosswalk installations for Congress Street in and Park Avenue shall be installed by May 15, 2005.

Attachments:

- Attachment A: Council Order 91, Vacating Portion of Frederic Street
- Attachment B: Council Order 92, Contract Zone
- Attachment C: Correspondence from John Mitchell, Mitchell & Associates, 12/20/04
- Attachment D: Correspondence from John Mitchell, Mitchell & Associates, 1/4/05
- Attachment E: Utility Capacity Letters
- Attachment F: Executive Summary of Traffic Report
- Attachment G: Correspondence from Peter Hedrich, Gorrill-Palmer Consulting regarding Crosswalks
- Attachment H: E-Mail Correspondence from Jay Waterman, Avesta Housing, 1/5/04
- Attachment I: John Peverada, Parking Manager, August 5, 2003 memorandum
- Attachment J: Stormwater Summary
- Attachment K: James Seymour, Development Review Engineer, e-mail correspondence, 1-7-05
- Attachment L: Applicant's Financial Capability Information
- Attachment M: Neighborhood Packet
- Attachment N: Recording Plat, dated October 26, 2004 and revised January 6, 2005.
- Attachment O: Site Plans:
 - Sheet No. 1 Existing Conditions, 10/16/04
 - Sheet No. 2 Layout, lighting and planting 10/26/04, revised 1/6/05
 - Sheet No. 3. Grading, drainage & utilities, 10/26/04, revised 1/7/05
 - Sheet No. 4 Site Details, 10/26/04, revised 12/2/04
 - Sheet No. 5 Site Details and Erosion & Sedimentation Control Plan, 10/26/04, revised 12/2/04
 - Sheet No. 6 Predevelopment drainage plan, 10/26/04
 - Sheet No. 7 Post development drainage plan, 10/26/04, revised 12/2/04
 - Sheet No. 8 Photometric, 10/26/04
- Attachment P: Architectural Plans:
 - Building Elevations, 1/5/05
 - Roof Details, 1/5/05
 - Fore River-Foundation Wall @ Front of Building, 1/6/05

Order 91 – 03/04
Postponed on 10/20/03
Passage: 11/03/08 8-0 (At Large Vacant)

JAMES F. CLOUTIER (MAYOR) (A/L)
PETER E. O'DONNELL (1)
KAREN A. GERAGHTY (2)
NATHAN H. SMITH (3)
CHERYL A. LEEMAN (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

JAMES I. COHEN (5)
VACANT (A/L)
JILL C. DUSON (A/L)
NICHOLAS M. MAVODONES (A/L)

ORDER VACATING FREDERICK STREET

ORDERED, that Frederick Street, as described on the attached Attachment A, is hereby vacated pursuant to 23 MRSA §3027, reserving to the City of Portland a utility easement, an access easement for City vehicles, and a public recreational easement across said portion of Frederick Street;

BE IT FURTHER ORDERED, that no damages shall be awarded.

Order 92-03/04
Tab 27 10-20-03
Att. B

JAMES F. CLOUTIER (MAYOR) (A/L)
PETER E. O'DONNELL (1)
KAREN A. GERAGHTY (2)
NATHAN H. SMITH (3)
CHERYL A. LEEMAN (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

JAMES I. COHEN (5)
VACANT (A/L)
JILL C. DUSON (A/L)
NICHOLAS M. MAVODONES (A/L)

ORDER AUTHORIZING AMENDMENT TO CITY CODE
SEC. 14-49 (ZONING MAP AMENDMENT)
RE: CONTRACT FOR REZONING FOR FREDERIC STREET

ORDERED, that the Zoning Map of the City of Portland, dated December 2000, as amended and on file in the Department of Planning & Development, and incorporated by reference into the Zoning Ordinance by Sec. 14-49 of the Portland City Code, is hereby amended to reflect a contract zone as detailed in the attached Contract Zone Agreement with Avesta Housing Development Corporation, formerly known as York-Cumberland Housing Development Corporation, and YC Portland LP.

A True Copy
Attest Brandi L. Maxwell
Brandi L. Maxwell
Asst. City Clerk
12/02/2003

Given first reading: 10/20/03
Public Hearing Amended & Passed: 11/03/03 8-0 (At Large Vacant)

12/3/03 @ 1:58:56
CCRD
BK 20632 PG 331
AHB-1

CONTRACT ZONE AGREEMENT

YC PORTLAND, LP AND
AVESTA HOUSING DEVELOPMENT CORPORATION

AGREEMENT made this 1st day of December, 2003 by YC PORTLAND, LP, a
Maine limited partnership with a place of business in Portland, Maine and AVESTA HOUSING
DEVELOPMENT CORPORATION, formerly known as York-Cumberland Housing
Development Corporation, a nonprofit corporation with a place of business in Portland, Maine,
and each of their successors and assigns (hereinafter collectively "OWNER").

WITNESSETH

WHEREAS, AVESTA Housing Development Corporation owns a parcel of land located
at 49-69 Frederic Street in Portland, consisting of parcels shown on City of Portland Tax Map
76, Block A, Lots 3 through 8 and Map 67, Block K, Lot 19, and more particularly described in
a deed from Ralph Romano III to AVESTA Housing Development Corporation dated March 18,
2003 and recorded in the Cumberland County Registry of Deeds in Book 19064, Page 96
(collectively the "PROPERTY"); and

WHEREAS, OWNER has requested a rezoning of the PROPERTY in order to permit
the development of a two-phase housing project, the first phase to consist of up to thirty (30)
low-income efficiency apartment units with related social services, and the second phase to
consist of up to twenty (20) units of one- and two- bedroom mixed-income family apartments;
and

WHEREAS, OWNER's funding sources require that each of the two phases be held in
separate ownership; and

Att. B.2

WHEREAS, the parcels comprising Chart 76 Block A Lot 5 through 8 and a portion of Lot 4 are owned by YC Portland LP (Phase I); and

WHEREAS, the parcels comprising Chart 67 Block K Lot 19, Chart 75 Block A Lot 3 and a portion of Lot 4 are owned by York-Cumberland Housing Development Corporation (Phase II); and

WHEREAS, the present use (2003) of that portion of the **PROPERTY** comprising the proposed second phase, namely a commercial landscaping business with internal office and garage and outside storage and a small building for general office use, will continue until commencement of development of such second phase, which shall be not later than June 15, 2006; and

WHEREAS, the Portland Planning Board determined the rezoning and proposed development would provide needed housing in the City, both low income restricted (Phase I) and low/moderate income restricted (Phase II) as is consistent with the housing component of the Comprehensive Plan, and would not negatively impact the surrounding residential community; and

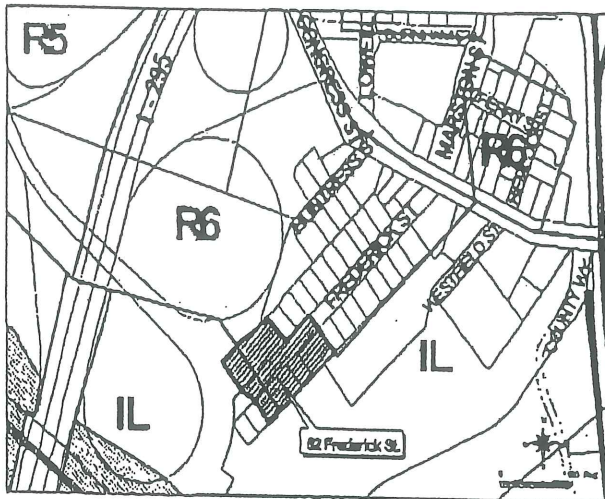
WHEREAS, the Planning Board of the City of Portland, pursuant to 30-A M.R.S.A. § 4352(8) and Portland City Land Use Code (the "Code") §§ 14-60 to 14-62 and 14-264, and after notice and hearing and due deliberation thereon, recommended the rezoning of the **PROPERTY** as aforesaid, subject, however, to certain conditions; and

WHEREAS, the **CITY** has determined that because of the unusual nature and unique location of the proposed development it is necessary and appropriate to impose by agreement the following conditions and restrictions in order to ensure that the rezoning is consistent with the **CITY'S** comprehensive land use plan; and

WHEREAS, the City Council of the CITY authorized the execution of this Agreement on November 3, 2003, by City Council Order No. 92, a true copy of which is attached hereto as Attachment 1;

NOW, THEREFORE, in consideration of the rezoning, OWNER covenants and agrees as follows:

1. Effective upon the recording of this Agreement at the Cumberland County Registry of Deeds, but no later than thirty (30) days after the date of Portland City Council approval, the CITY hereby amends the Zoning Map of the City of Portland, dated December, 2000 (as amended from time to time and on file in the Department of Planning and Urban Development, and incorporated by reference into the Zoning Ordinance by § 14-49 of the Code) by adopting the map change amendment shown below. If this Agreement is not recorded by said date, then the contract rezoning shall become null and void and the zoning of the PROPERTY shall revert to the pre-existing R-6 and I-L zones.



Proposed Zone Change
from R6, Residential, and IL, Industrial, to Contract Zone
for 52 Frederick Street

2. The PROPERTY is to be developed in two phases, Phase I to consist of up to thirty (30) efficiency apartments and Phase II to consist of up to twenty (20) apartments, all as more fully set forth below. (See Attachment 2 and Attachment 3)

Phase I shall be owned by YC Portland LP, or its successor, and shall consist of that portion of the PROPERTY shown on Attachment 4A and Attachment 5.

Phase II shall be owned by AVESTA Housing Development Corporation, or its successor, and shall consist of that portion of the PROPERTY shown on Attachment 2 and Attachment 3.

B-4

3. Execution of this Agreement binds both YC Portland LP and AVESTA Housing Development Corporation, and their successors and assigns, to the terms of Phase I and Phase II as set forth in this Agreement.
4. Any change in ownership of either Phase I or Phase II shall be brought to the Planning Board for its review and approval, but this requirement shall not apply to the granting of mortgages by OWNER or to the enforcement by the mortgagees of their rights under such mortgages. The Planning Board shall have a maximum of sixty (60) days from the City's receipt of a complete application for a change in ownership to act on the application. Should the Planning Board be unable to respond within such time frame, the application shall be deemed approved.

5. Permitted Uses. OWNER shall be authorized to establish and maintain the following uses on the PROPERTY:

a.

Within Phase I, up to thirty (30) efficiency apartments shall be constructed. For purposes of this Agreement, "efficiency apartment" is defined as a self-contained living unit of no less than two hundred and fifty (250) square feet of living space, with a kitchen (at minimum, a kitchen sink, stove and refrigerator), and a bathroom. Each efficiency apartment shall be occupied by no more than one (1) person.

Four (4) offices and a conference room within the Phase I building shall be allowed for use by the twenty four (24) hour on-site staff and related personnel, who may provide the following services to the residents:

- provision of case management;
- life skills training;
- mental health and substance abuse counseling;
- employment, educational and legal services.

In addition, one of the four offices noted above may be used by the OWNER for property management space for the PROPERTY only. Such space shall not constitute a property management office for any other property owned or operated by OWNER or its successors or assigns.

There shall be on site laundry facilities and a common meeting room on each floor of the building, all for use of residents and staff only.

Phase I shall have parking in an amount from eight (8) to twenty (20) spaces.

b.

Within Phase II, up to a total of twenty (20) apartment units, containing one and two bedroom dwelling units (or any combination thereof) shall be constructed, together with an office within the Phase II building for on-site property management for the PROPERTY only. Such space shall not constitute a

B-5

property management office for any other property owned or operated by **OWNER** or its successors or assigns.

Phase II shall have parking in an amount no less than 1.75 spaces per unit.

Phase II shall also be required to provide not less than 1200 square feet in playground area and equipment for use by residents of both Phase I and Phase II.

- c. Use of a portion of the Phase II site (identified as "existing garage – presently leased by LST Landscaping Co." on Attachment 4A) currently containing a landscape business, as well as a separate small office building (identified as "existing office" on Attachment 4A) to be used for general office purposes, may continue for a period ending on June 15, 2006.

The uses specified herein supersede the otherwise permitted uses contained within the underlying R-6 and I-L zones.

6. Separate performance guarantees shall be issued for Phases I and II. The amounts and terms of such performance guarantees shall be determined by the Planning Authority at the time of Site Plan and Subdivision approval for each Phase but each Phase must provide minimum financial guarantees such that each Phase constitutes a separate and complete project. Loaming and seeding the land area comprising a portion of Phase I and a portion of Phase II designated on Attachment 2, note 9, shall be accomplished prior to the issuance of a Certificate of Occupancy for Phase I, unless construction of Phase II has commenced. This condition ensures a complete site in the event Phase II is never built.

7. **OWNER** shall be responsible for ongoing maintenance of the **PROPERTY**, including snowplowing, salting, sanding, sweeping, lighting, trash pickup, playground maintenance, mowing, etc.

8. The **OWNER** shall grant to the City a fifty (50) foot easement in the vacated portion of Frederic Street as delineated by note 2 on Attachment 6. This easement shall be for purposes of locating, installing and maintaining utilities; vehicle ingress and egress of **CITY** vehicles (snowplows, trash trucks and other **CITY** vehicles).

In addition, the **OWNER** shall grant to the **CITY** a forty (40) by fifty (50) foot easement to allow for snowplows, trash trucks and other City vehicles to enter and turn around at the southwesterly corner of Phase I (See Attachment 7A), which easement shall be voluntarily extinguished by the **CITY** if and when the Turn Around Easement for Phase II is constructed (See Attachment 6 note 1 "Turn around Easement"). The **OWNER** shall not be required to pave the Phase I Turn Around Easement, provided (i) the same is built of compacted gravel, (ii) construction of Phase II Turn Around shall begin no later than June 15, 2006, at the conclusion of which the Phase II Turn Around Easement shall be paved according to City standards; and (iii) the **OWNER** escrows with the **CITY** an amount equal to the estimated cost of paving the Phase II Turn Around Easement, such escrow to be made at the same time as the establishment

B. 6

of the performance guarantees for Phase I. If the Phase II Turn Around should not be constructed as provided herein, then the owner will pave the Phase I Turn Around on or before December 31, 2006. If the Phase II Turn Around should not be constructed, then the City may apply the escrow to the costs of paving the Phase I Turn Around.

The OWNER shall also grant to the CITY a thirty (30) foot easement at the northwesterly corner of Phase II for snowplows, garbage trucks and other CITY vehicles to enter and turn (See Attachment 6, note 1. The OWNER shall pave this easement according to City standards. Such easements shall be granted prior to the development of Phase I. The form of such easements shall be reviewed and approved by Corporation Counsel in connection with the Site Plan approval process for Phase I and Phase II.

Finally, the OWNER shall grant to the CITY a recreational easement across its property in an area and width acceptable to the CITY for purposes of providing pedestrian, bicycle and similar non-motorized (other than wheelchair and emergency vehicles, which shall be permitted) as well as other pedestrian recreational uses by the public across its property to the I-295 connector roadway.

In addition, a general access/vehicular and pedestrian easement by and between YC Portland LP and AVESTA Housing Development Corporation shall be granted such that each Phase of the PROPERTY is able to access the sites as depicted on Attachment 3. YC Portland LP shall also grant a parking easement substantially in accordance with the site as depicted on the Master Plan, and as delineated on Attachment 3 for twelve (12) full and seven (7) partial motor vehicles to be parked within the confines of Phase I.

9. The PROPERTY will be developed substantially in accordance with the Site Plans and Elevations shown on Attachment 2 and 3, submitted by Mitchell and Associates dated July 25, 2003 and revised October 8, 2003.

10. The Planning Board shall review and approve the Phase I and Phase II according to the site plan and subdivision provisions of the Portland Land Use Code.

11. In addition to the space and bulk requirements of paragraph 12 below and the applicable provisions of article IV (subdivisions) and article V (site plan) of the Code, development proposals for both phases shall demonstrate a unified design of the site, including the architecture, the layout of the buildings, pedestrian and vehicular circulation plan, open space, drainage, and the topography, soil conditions, vegetation, and other natural features of the site.

12. *Space and Bulk Requirements.* The following space and bulk requirements shall apply to each lot comprising Phase I and Phase II:

- a. Minimum lot size: None.
- b. Minimum area per dwelling (density): 725 SF.
- c. Minimum street frontage: 50 feet.
- d. Minimum front yard: none required.

B.7

- e. Minimum rear yard: Ten (10) feet between structures adjacent to abutting residence.
- f. Minimum side yard: Ten (10) feet between structures adjacent to abutting residence.
- g. Minimum lot width: 50 feet.
- h. Maximum lot coverage: Phase I : 80%.
Phase II: 80%.
- i. Maximum structure height: 45 feet.
- j. Open space ratio: Phase I: 20%.
Phase II: 20%.
- k. Parking requirements:
Phase I: 8 to 20 parking spaces.
Phase II: a minimum of 1.75 spaces per unit.

13. The provisions of this Agreement, including the permitted uses listed in paragraph 2, are intended to replace the uses and requirements of the underlying I-L and R-6 zones.

14. YC Portland LP agrees to maintain, in perpetuity, the rent levels and income requirements for Phase I as follows:

30% of units at 40% of Area Median Income

30% of units at 50% of Area Median Income

40% of units at 60% of Area Median Income

These affordability restrictions shall be secured by covenants and restrictions and conditions in any deeds conveyed out by **OWNER**.

15. AVESTA Housing Development Corporation agrees to maintain, in perpetuity, the rent levels and income requirements for Phase II as follows:

No less than 40% of the units shall remain affordable to residents whose income does not exceed 60% of the then current Area Median Income as published periodically by the Federal Housing and Urban Development (HUD) agency.

These affordability restrictions shall be secured by covenants and restrictions and conditions in any deeds conveyed out by **OWNER**.

16. In the event of a breach by **OWNER** or its successors or assigns of the zoning provisions contained herein (whether such breach is determined to have occurred by the Zoning Administrator, the Zoning Board of Appeals or a court), the Planning Board, after notice and hearing, may recommend to the City Council that the contract zone and this Agreement be amended, or be rescinded, such rescinding to result in the termination of this Agreement and a reversion of the **PROPERTY** to the R-6 and I-L zones in place before the execution of this

B-8

Agreement.

The above stated restrictions, provisions, and conditions are an essential part of the rezoning, shall run with the **PROPERTY**, shall bind and benefit **OWNER**, any entity affiliated with **OWNER** that takes title to the **PROPERTY**, their successors and assigns, and any party in possession or occupancy of said **PROPERTY** or any part thereof, and shall inure to the benefit of and be enforceable by the **CITY**, by and through its duly authorized representatives.

OWNER shall file a counterpart original of this Agreement in the Cumberland County Registry of Deeds.

If any of the restrictions, provisions, conditions, or portions thereof set forth herein is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such determination shall not affect the validity of the remaining portions hereof.

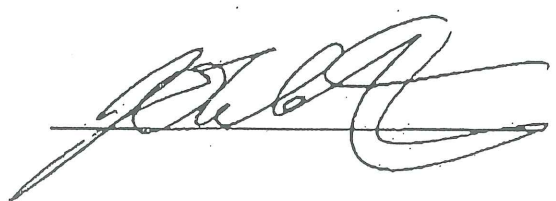
Except as expressly modified herein, the development, use, and occupancy of the subject premises shall be governed by and comply with the provisions of the Portland City Code and any applicable amendments thereto or replacement thereof.

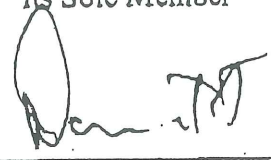
WITNESS:

YC PORTLAND, LP

BY: PINETREE HOUSING
DEVELOPMENT LLC, its General
Partner

By: AVESTA Housing
Development Corporation,
its Sole Member

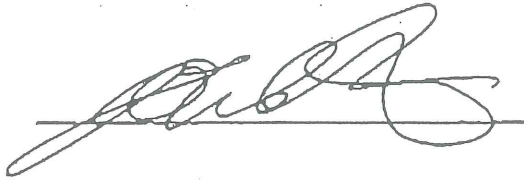



By 
Dana Totman, its President

B.9

WITNESS:

AVESTA HOUSING
DEVELOPMENT CORPORATION



By 
Dana Totman, its President

STATE OF MAINE
CUMBERLAND, ss.

Dec. 1, 2003

Personally appeared before me the above-named Dana Totman, in his capacity as President of AVESTA Housing Development Corporation, Sole Member of Pinetree Housing Development LLC, General Partner of YC Portland, LP, 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 said corporation, limited liability company and limited partnership.

Before me,


Notary Public/~~Attorney at Law~~

NANCY D. BENNETT
Notary Public, Maine
My Commission Expires September 11, 2008

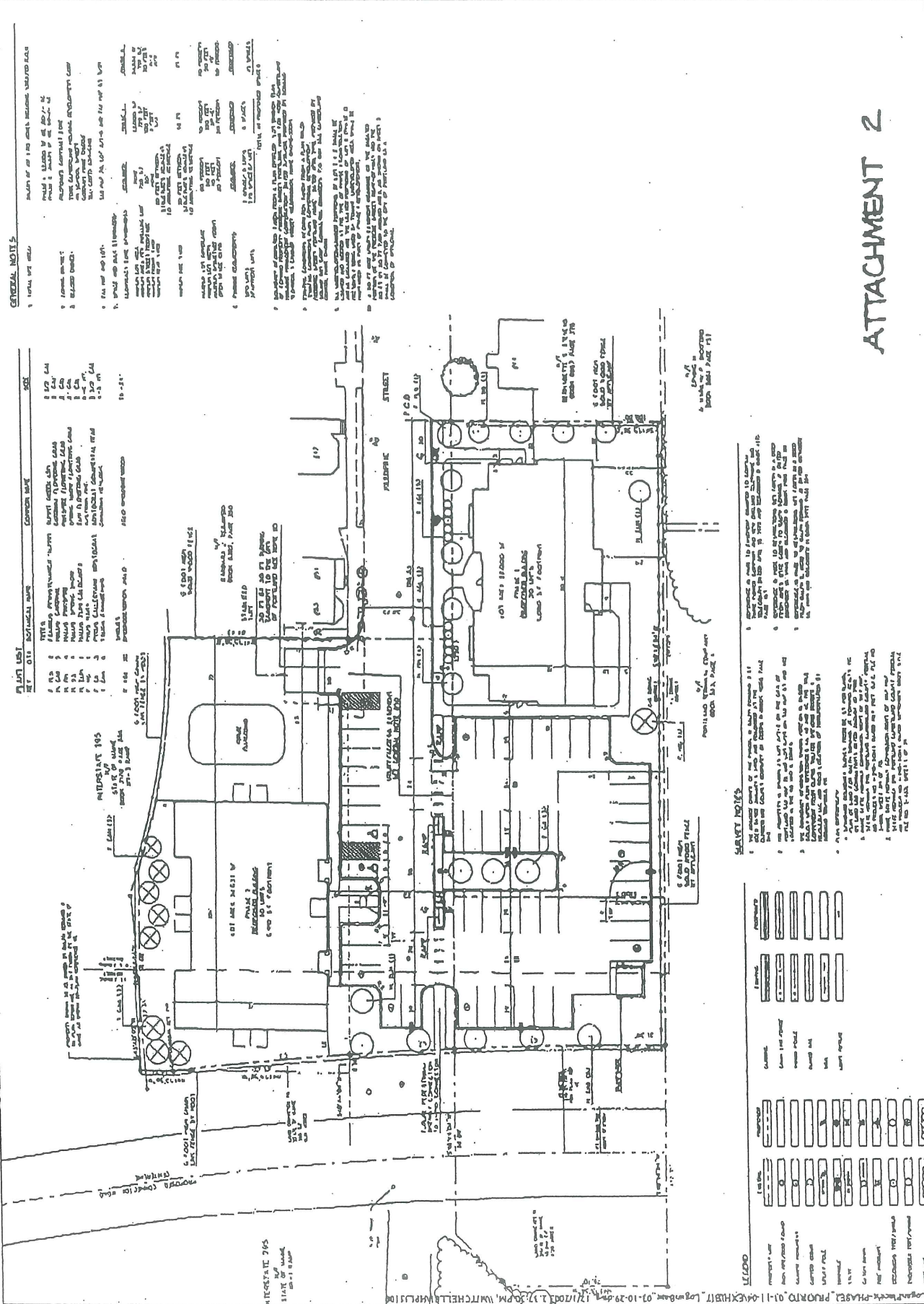
GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MASSACHUSETTS STATE BOARD OF BUILDING REGULATIONS AND THE NATIONAL BUILDING CODE.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL BUILDING DEPARTMENT AND THE STATE BOARD OF BUILDING REGULATIONS.
3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT AND THE STATE BOARD OF BUILDING REGULATIONS.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
5. ALL UTILITIES SHALL BE PROTECTED AND MARKED PRIOR TO CONSTRUCTION.
6. THE CONTRACTOR SHALL MAINTAIN PROPER RECORDS OF ALL CONSTRUCTION ACTIVITIES.
7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING UTILITIES AND STRUCTURES.
9. ALL MATERIALS SHALL BE STORED PROPERLY ON-SITE.
10. THE CONTRACTOR SHALL MAINTAIN A CLEAN AND SAFE WORK SITE AT ALL TIMES.

**52 & 01 Frederic Street
 PHASE I and PHASE II
 MASTER PLAN**

2

DATE: 02/19/04
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: [Number]



ATTACHMENT 2

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MASSACHUSETTS STATE BOARD OF BUILDING REGULATIONS AND THE NATIONAL BUILDING CODE.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL BUILDING DEPARTMENT AND THE STATE BOARD OF BUILDING REGULATIONS.
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8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING UTILITIES AND STRUCTURES.
9. ALL MATERIALS SHALL BE STORED PROPERLY ON-SITE.
10. THE CONTRACTOR SHALL MAINTAIN A CLEAN AND SAFE WORK SITE AT ALL TIMES.

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CONCRETE	100	YD	100.00	100.00
2	STEEL	50	TON	200.00	100.00
3	BRICK	1000	SQ YD	100.00	100.00
4	ROOFING	100	SQ YD	100.00	100.00
5	PAINT	100	GAL	100.00	100.00
6	LABOR	1000	HOUR	100.00	100.00
7	ELECTRICAL	100	UNIT	100.00	100.00
8	PLUMBING	100	UNIT	100.00	100.00
9	MECHANICAL	100	UNIT	100.00	100.00
10	FOUNDATION	100	UNIT	100.00	100.00
11	ROOF STRUCTURE	100	UNIT	100.00	100.00
12	WALLS	100	UNIT	100.00	100.00
13	FLOORS	100	UNIT	100.00	100.00
14	CEILING	100	UNIT	100.00	100.00
15	MECHANICAL SYSTEMS	100	UNIT	100.00	100.00
16	ELECTRICAL SYSTEMS	100	UNIT	100.00	100.00
17	PLUMBING SYSTEMS	100	UNIT	100.00	100.00
18	MECHANICAL SYSTEMS	100	UNIT	100.00	100.00
19	ELECTRICAL SYSTEMS	100	UNIT	100.00	100.00
20	PLUMBING SYSTEMS	100	UNIT	100.00	100.00

Project No. 111111
 Date: 02/19/04
 Scale: 1/8" = 1'-0"

52 Frederic Street
 PORTLAND, MAINE
LOGAN PLACE

DATE: 02/19/04
 DRAWN BY: [Name]
 CHECKED BY: [Name]

PROJECT NO. 111111
 SHEET NO. 2
 TOTAL SHEETS: 2

- GENERAL NOTES**
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MAINE CONSTRUCTION CODES AND ALL CITY ORDINANCES.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE.
 3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY ENGINEER.
 4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
 5. ALL UTILITIES SHALL BE PROTECTED AND MARKED PRIOR TO CONSTRUCTION.

NOTES

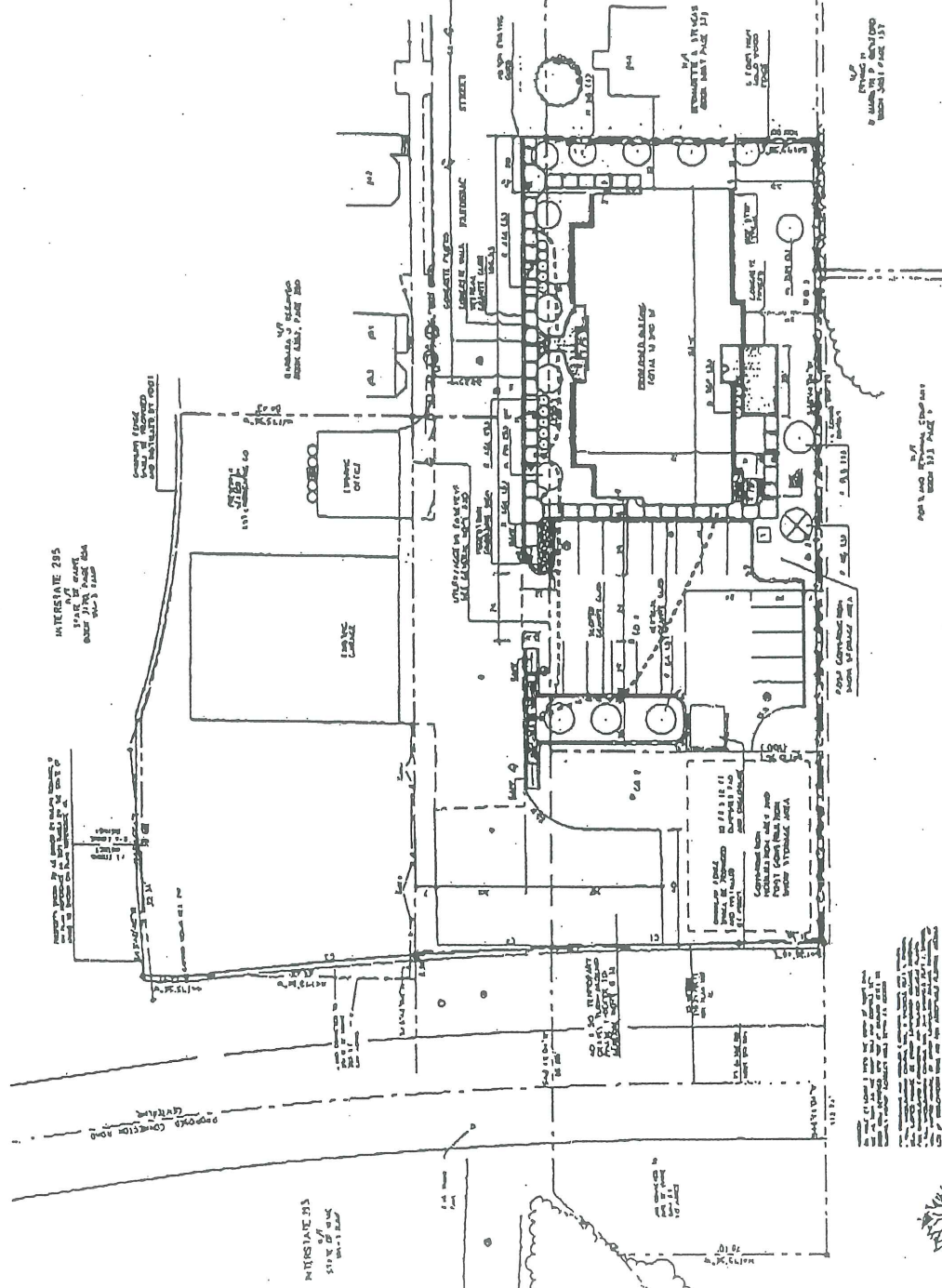
1. THE EXISTING CONCRETE FOUNDATION SHALL BE REINFORCED WITH #4 BARS AT 12" ON CENTER.

2. THE EXISTING ROOF SHALL BE DEMOLISHED AND REPLACED WITH A NEW GABLE ROOF WITH 12/12 PITCH.

3. THE EXISTING INTERIOR WALLS SHALL BE DEMOLISHED AND REPLACED WITH NEW BRICK WALLS.

4. THE EXISTING FLOOR SHALL BE DEMOLISHED AND REPLACED WITH NEW CONCRETE FLOOR.

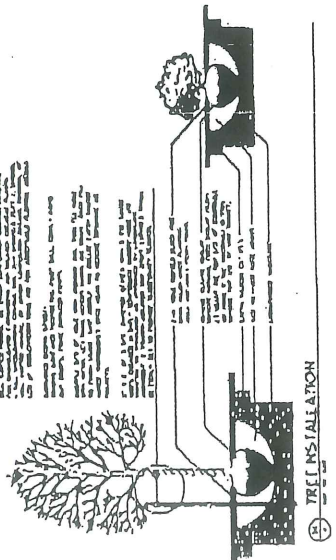
5. THE EXISTING CEILING SHALL BE DEMOLISHED AND REPLACED WITH NEW DRYWALL CEILING.



ATTACHMENT 4A

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	EXISTING WALL
[Symbol]	NEW WALL
[Symbol]	EXISTING FLOOR
[Symbol]	NEW FLOOR
[Symbol]	EXISTING CEILING
[Symbol]	NEW CEILING
[Symbol]	EXISTING ROOF
[Symbol]	NEW ROOF
[Symbol]	EXISTING UTILITIES
[Symbol]	NEW UTILITIES
[Symbol]	EXISTING EASEMENTS
[Symbol]	NEW EASEMENTS
[Symbol]	EXISTING SETBACKS
[Symbol]	NEW SETBACKS



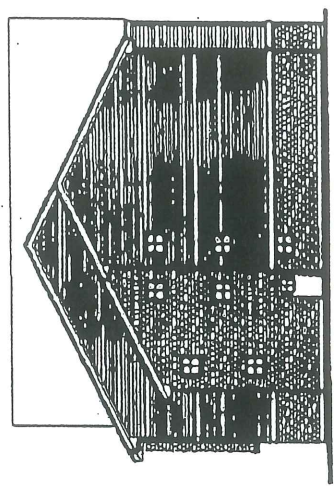
B.12

CRS

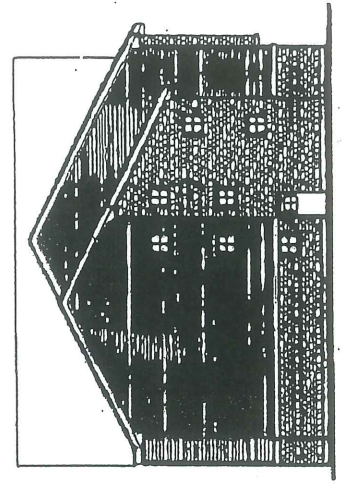
Architects
 4800 Riverside
 Tulsa, Oklahoma 74116
 Phone: (918) 438-1111
 Fax: (918) 438-1112
 Website: www.crsarchitects.com

LOGAN PLACE

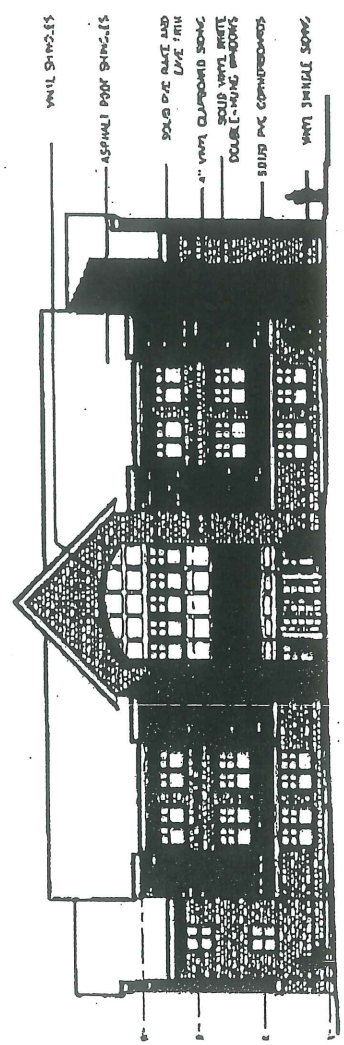
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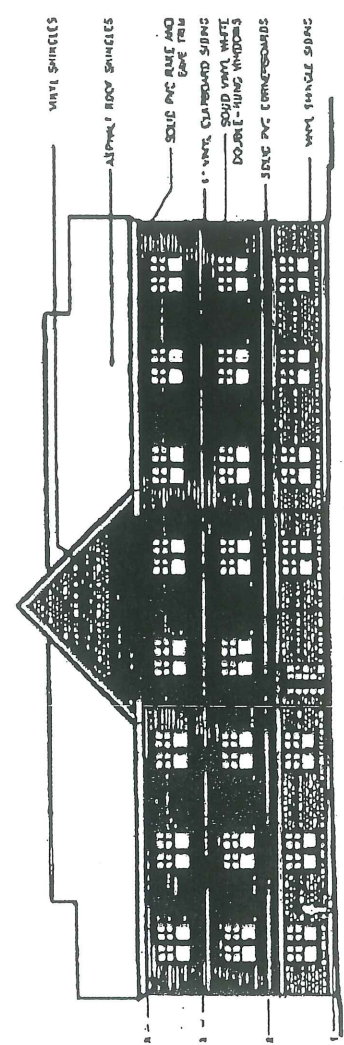
B RIGHT SIDE ELEVATION



D LEFT SIDE ELEVATION

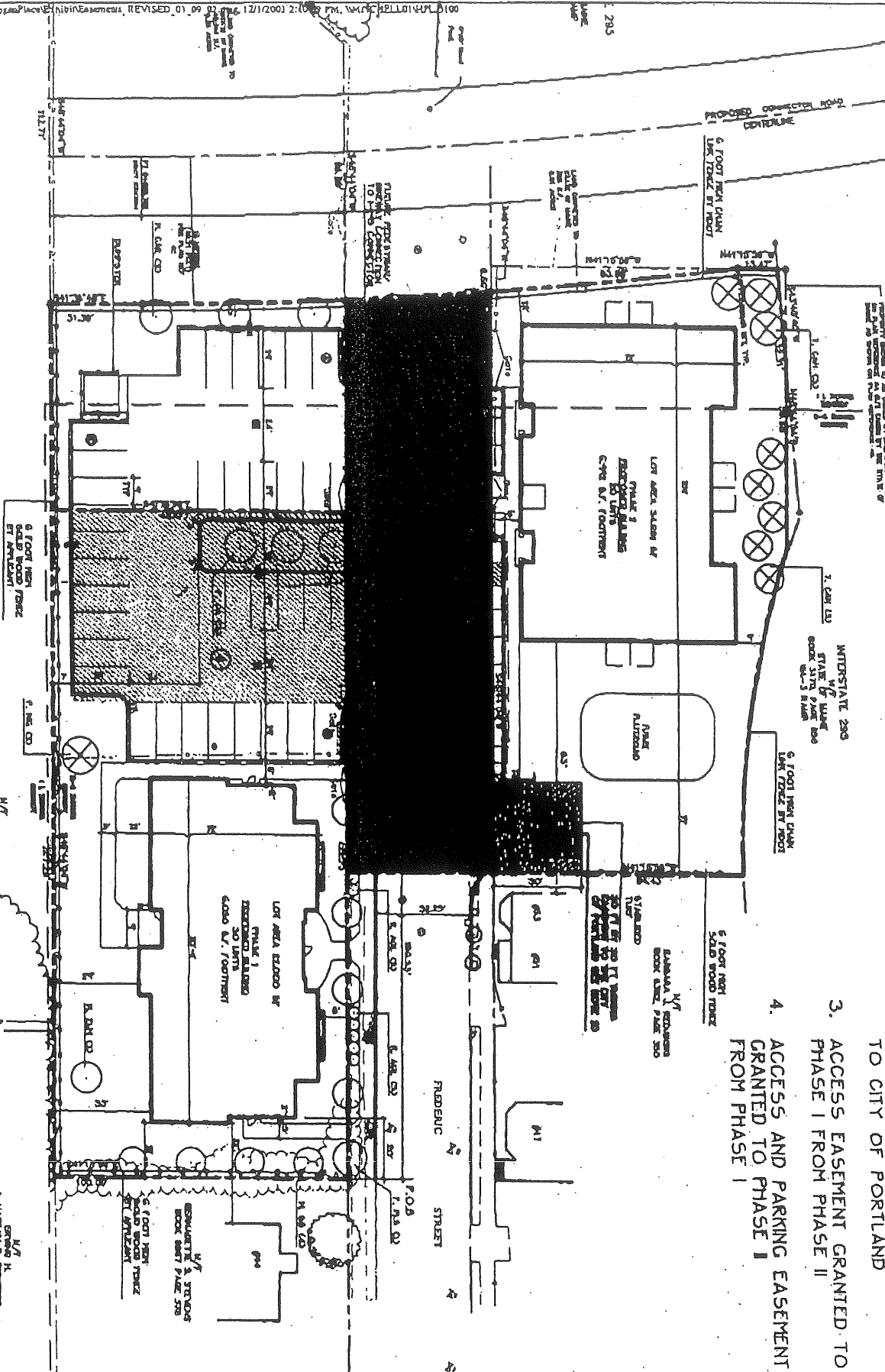


A FRONT ELEVATION



C REAR ELEVATION

ATTACHMENT 5



- ### EASEMENT NOTES
1. TURN AROUND EASEMENT TO CITY OF PORTLAND
 2. UTILITY AND ACCESS EASEMENT TO CITY OF PORTLAND
 3. ACCESS EASEMENT GRANTED TO PHASE I FROM PHASE II
 4. ACCESS AND PARKING EASEMENT GRANTED TO PHASE I FROM PHASE I

ATTACHMENT 6

Mitchell & Associates
 Landscape Architects
 70 Center Street
 Portland, Maine 04101
 (207) 774-4427

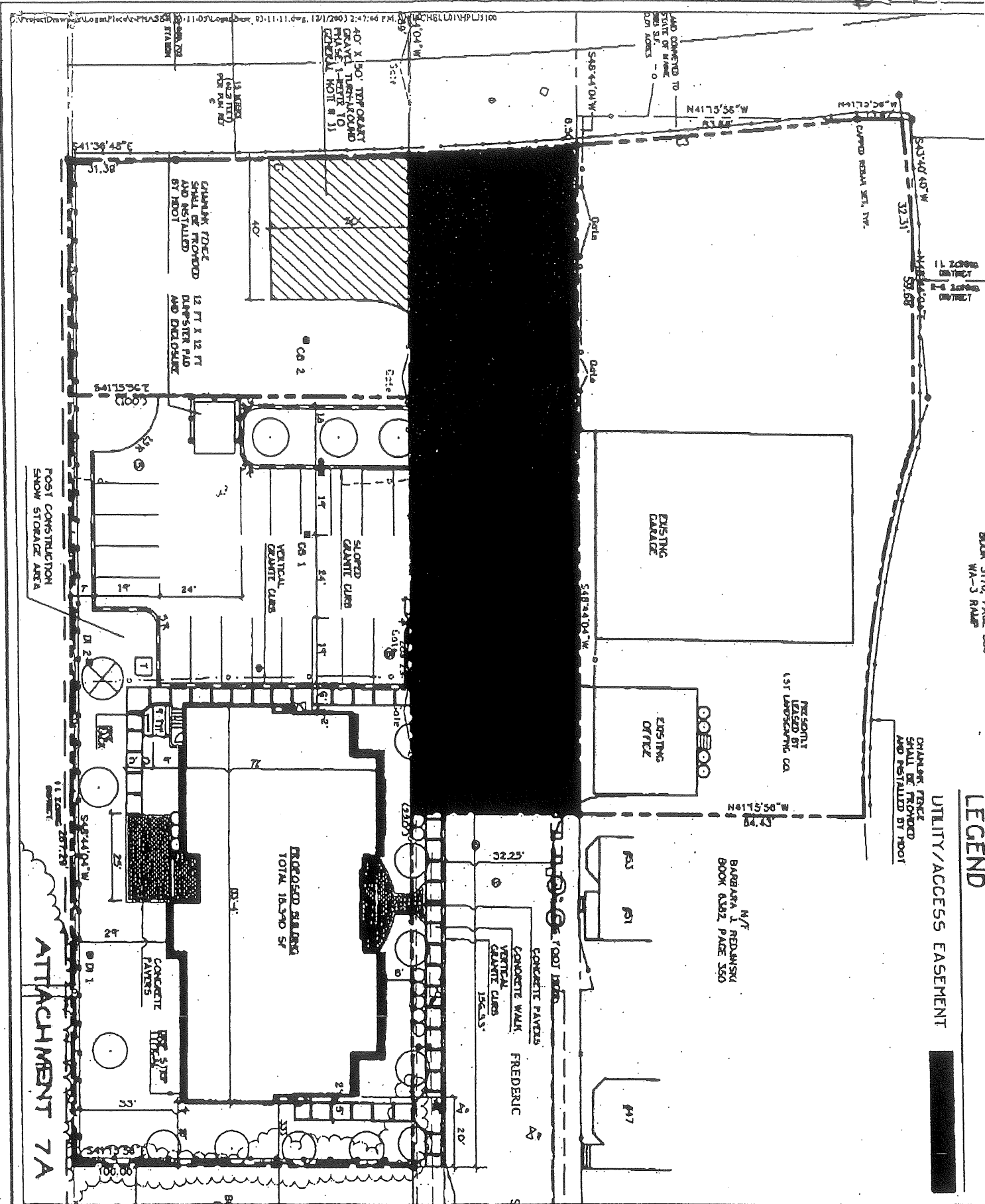
Title: LOGAN PLACE ATTACHMENT 4
 EASEMENT EXHIBIT

Date: 09/02/03

Scale: N.T.S.

Project: LOGAN PLACE

4



BOOK 3174 PAGE 350 WA-3 RAIP

LEGEND

UTILITY/ACCESS EASEMENT



CHANGIN' TABLE SHALL BE PROVIDED AND REINSTALLED BY HOOT

N/F BARBARA J REDANSKI BOOK ASBZ PAGE 350

Title: LOGAN PLACE-PHASE 1 EASEMENT EXHIBIT

Date: 10/29/03

Scale: N.T.S.

Project: LOGAN PLACE

Mitchell & Associates
 Landscape Architects
 70 Center Street
 Portland, Maine 04101
 (207) 774-4427

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

December 20, 2004

Ms. Barbara Barhydt, Senior Planner
and Planning Board Members
Planning Division
389 Congress Street
Portland, Maine 04101

**RE: Response to Staff Review
Fore River Apartments
63 Frederic Street, Portland**

Dear Barbara and Board Members:

This letter and enclosures are to inform you of minor revisions made to the drawings as well as responding to the latest review comments made by Jim Seymour, regarding Fore River Apartments:

1. Site Plan / Architecture

- a. **Exterior Stairwell, Chimney and Air Intake Grate.** The previous set of plans showed a bulkhead on the southwest side of the proposed building for access into the basement. The current set of plans has been revised to eliminate the bulkhead and instead, shows a stairwell for access into the basement. Also, a chimney and an air intake grate to allow for air exchange with the boiler has been added.

2. Grading and Drainage

- a. **Maintenance Plan.** Refer to the attached Maintenance Plan from Vortechncics.
- b. **Engineer's Stamp.** The Vortechs model 3000 detail will be stamped and signed by Les Berry of BH2M Engineers.

C-1

Ms. Barbara Barhydt, Senior Planner
and Planning Board Members
Page 2

- c. **Spot Grade at Building Front.** Due to the building's site layout, the primary entrance and exit stairs open directly onto the public sidewalk. The ADA and Federal Fair Housing Act require that these three entrances be handicapped accessible and thus, the grading for the sidewalk adjacent to the building's front façade is appropriate and meets the accessibility requirements and cannot be lowered.
- d. **Snow Storage Underdrain.** The plans have been revised to show a field inlet that is connected to the private stormwater system.
- e. **Vortechs 3000 Rim Elevations.** The plans have been revised to show a consistent rim elevation on the Vortechs unit.

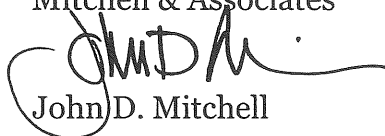
Submission

This submission includes the following information:

1. Vortechs Model 3000 Detail
2. Revised Plan Set

We trust that the above responses and attached plans and documentation addresses the staff's comments. Should you have any questions or require any additional information, please do not hesitate to call.

Sincerely,
Mitchell & Associates

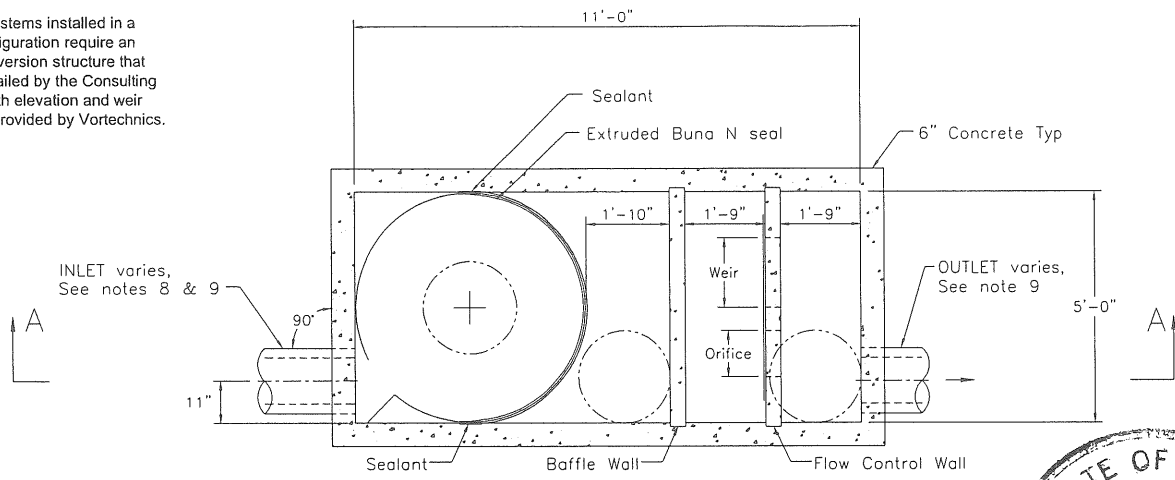


John D. Mitchell

Enclosure

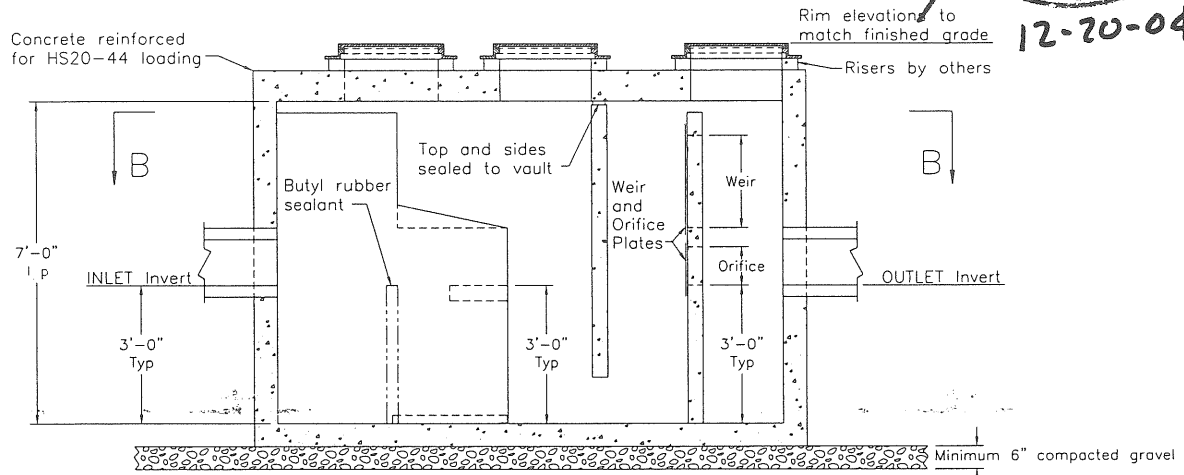
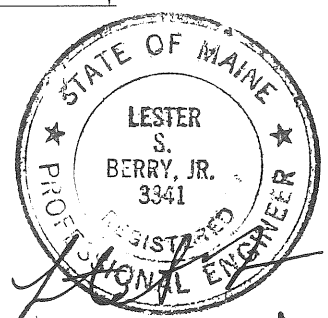
cc: Jay Waterman
Ben Walter

NOTE:
 Vortechs Systems installed in a bypass configuration require an upstream diversion structure that shall be detailed by the Consulting Engineer with elevation and weir width data provided by Vortechs.



PLAN VIEW B - B

- Stormwater Treatment System (SWTS) shall have:
 Peak treatment capacity: 4.5 cfs
 Sediment storage: 1.75 cu yd
 Sediment chamber dia: 5.0' min
- SWTS shall remove 80% of the net annual TSS loading based on a 50 micron size particle



SECTION A - A

- NOTES:**
- Stormwater Treatment System (SWTS) shall have:
 Peak treatment capacity: 4.5 cfs
 Sediment storage: 1.75 cu yd
 Sediment chamber dia: 5.0' min
 - SWTS shall be contained in one rectangular structure
 - SWTS shall remove 80% of the net annual TSS loading based on a 50 micron size particle
 - SWTS shall retain floatables and trapped sediment up to and including peak treatment capacity
 - SWTS inverts in and out shall be at the same elevation
 - SWTS shall not be compromised by effects of downstream tailwater
 - SWTS shall have no internal components that obstruct maintenance access
 - Inlet pipe must be perpendicular to the structure
 - Pipe orientation may vary; see site plan for size and location
 - Purchaser shall not be responsible for assembly of unit
 - Manhole frames and perforated covers supplied with system, not installed
 - Purchaser to prepare excavation and provide crane for off-loading & setting at time of delivery
 - Contact Vortechs @ (207) 885-9830 for ordering information

This CADD file is for the purpose of specifying stormwater treatment equipment to be furnished by Vortechs, Inc. and may only be transferred to other documents exactly as provided by Vortechs. Title block information, excluding the Vortechs logo and the Vortechs Stormwater Treatment System designation and patent number, may be deleted if necessary. Revisions to any part of this CADD file without prior coordination with Vortechs shall be considered unauthorized use of proprietary information.

Vortechs
 A VORTTECH COMPANY
 200 Enterprise Drive
 Scarborough, ME 04074
 Tel.: 207-885-9830
 Fax: 207-885-9825

STANDARD DETAIL
STORMWATER TREATMENT SYSTEM
VORTECHS® MODEL 3000 U.S. PATENT No. 5,759,415

PROPRIETARY INFORMATION - NOT TO BE USED FOR CONSTRUCTION PURPOSES

DATE: 04/16/02	SCALE: 1/4" = 1'-0"	FILE NAME: STD3K	DRAWN BY: NAS	CHECKED BY: NDG
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Vortechs® Stormwater Treatment System

TECHNICAL DESIGN MANUAL

INCLUDING:

- DESIGN & OPERATION
- MAINTENANCE
- LABORATORY & FIELD TESTING DATA

Vortechs Stormwater Treatment System

DESIGN AND OPERATION

Basic Operation

The Vortechs® Stormwater Treatment System is a hydrodynamic separator designed to enhance gravitational separation of floating and settling materials from stormwater flows. Stormwater flows enter the unit tangentially to the grit chamber, which promotes a gentle swirling motion. As polluted water circles within the grit chamber, pollutants migrate toward the center of the unit where velocities are the lowest. The majority of settleable solids are left behind as stormwater exits the grit chamber through two apertures on the perimeter of the chamber. Next, buoyant debris and oil and grease are separated from water flowing under the baffle wall due to their relatively low specific gravity. As stormwater exits the System through the flow control wall and ultimately through the outlet pipe, it is relatively free of floating and settling pollutants.

Over time a conical pile tends to accumulate in the center of the unit containing sediment and associated metals, nutrients, hydrocarbons and other pollutants. Floating debris and oil and grease form a floating layer trapped in front of the baffle wall. Accumulation of these pollutants can easily be assessed through access manholes over each chamber. Maintenance is typically performed through the manhole over the grit chamber.

Design Process

Each Vortechs® System is custom designed based on:

- Site size
- Site runoff coefficient
- Regional precipitation intensity distribution
- Anticipated pollutant characteristics

These factors are incorporated into the Rational Rainfall Method™, developed by Vortechtechnics, Inc. to estimate net annual pollutant removal efficiency.

The Rational Rainfall Method™

Differences in local climate, topography and scale make every site hydraulically unique. It is important to take these factors into consideration when estimating the long-term performance of any stormwater treatment system. To estimate efficiencies as accurately as possible, Vortechtechnics has developed the Rational Rainfall Method™ which combines site-specific information with laboratory generated performance data (Technical Bulletin No. 1), and local historical precipitation records.

Short duration rain gauge records from across the United States and Canada were analyzed by Vortechtechnics to determine the percent of the total annual rainfall that fell at a range of intensities. US stations' depths were totaled every 15 minutes or hourly and recorded in 0.01-inch increments. Depths were recorded hourly with 1 mm resolution at Canadian stations. One trend was consistent at all sites; the vast majority of precipitation fell at low intensities and high intensity storms contributed relatively little to the total annual depth.

These intensities, along with the total drainage area and runoff coefficient for each specific site, are translated into flow rates using the Rational Method. Since most sites are relatively small and highly impervious, the rational method is appropriate. Based on the flow rates calculated for each intensity, an operating rate within a proposed Vortechs® System is determined. Finally, a removal efficiency is selected for each operating rate based on anticipated pollutant characteristics and on full scale laboratory tests. The relative removal efficiency at each operating rate is added to produce a net annual pollutant removal efficiency estimate.

Vortechs Stormwater Treatment System

Vortechs typically selects the System that will provide an 80% annual TSS load reduction based on laboratory generated performance curves for 50-micron sediment particles, however the Rational Rainfall Method™ can accommodate other removal efficiency or particle size targets. It can also be used to estimate annual hydrocarbon load reductions.

Once a System size is established, the internal elements of the System will be designed based on information provided by the site engineer. Flow control sizes and shapes, sump depth, spill storage capacity, sediment storage volume and inlet and outlet orientation are determined for each System. In addition, bypass weir calculations are made for off-line Systems.

Flow Control Calculations

The Orifice

The lower flow control or "orifice" is typically sized to submerge the inlet pipe when the Vortechs® System is operating at 20% of its' treatment capacity. The orifice is typically a Cippoletti shaped aperture defined by its flat crest and sides which incline outwardly at a slope of 1 horizontal to 4 vertical.

$$\text{Flow through orifice} = Q_{orr} = C_d * A * (2gh)^{0.5}$$

Where C_d = Orifice contraction coefficient = 0.56 (based on Vortechs laboratory testing)

A = Orifice flow area, ft² (calculated by Vortechs technical staff)

h = Design head, ft (equal to the inlet pipe diameter)

The minimum orifice crest length is 3-inches and the minimum orifice height is 4-inches. If flow must be restricted beyond what can be provided by this size aperture, a Fluidic-Amp™ hydro-brake flow control will be used. The hydro-brake allows the minimum flow constriction to remain at 3 inches or greater while further reducing flow due to its unique throttling action.

The Weir

The high flow control or "weir" is sized to pass the peak System capacity minus the peak orifice flow when the water surface elevation is at the top of the weir. This flow control is also a Cippoletti type weir.

The weir flow control is sized by solving for the crest length and head in the following equation:

$$\text{Flow through weir} = Q_{weir} = C_d * L * (h)^{1.5}$$

Where C_d = Cippoletti Weir coefficient = 3.37 (based on Vortechs laboratory testing)

h = Available head, ft (height of weir)

L = Design weir crest length, ft (calculated by Vortechs technical staff)

Bypass Calculations

In some cases, pollutant removal goals can be met without treating peak flow rates and it is most feasible to use a smaller Vortechs® System configured with an external bypass. In such cases, a bypass design is recommended by Vortechs for each off-line System. To calculate the bypass capacity, first subtract the System's treatment capacity from the peak conveyance capacity of the collection system (minimum of 10 year recurrence interval). The result is the flow rate that must be bypassed to avoid surcharging the Vortechs® System. Then use the following arrangement of the Francis formula to calculate the depth of flow over the bypass weir.

$$\text{Flow over bypass weir} = H = (Q_{bypass} / (C_d * L))^{2/3}$$

Where C_d = Discharge Coefficient = 3.3 for rectangular weir

H = Depth of flow over bypass weir crest, ft

L = Length of bypass weir crest, ft

Vortechs® Storm Water Treatment System

The bypass weir crest elevation is then calculated to be the elevation at the top of the Cippoletti weir minus the depth of flow.

Hydraulic Capacity

In the event that the peak design flow from the site is exceeded, it is important that the Vortechs® System is not a constriction to runoff leaving the site. Therefore, each System is designed with enough hydraulic capacity to pass the 100-year flow rate. It is important to note that at operating rates above 100 gpm/ft² of the grit chamber area (peak *treatment* capacity), captured pollutants may be lost.

When the System is operating at peak *hydraulic* capacity, water will be flowing through the gap over the top of the flow control wall as well as the orifice and the weir.

MAINTENANCE

The Vortechs® System should be inspected at regular intervals and maintained when necessary to ensure optimum performance. The rate at which the System collects pollutants will depend more heavily on site activities than the size of the unit, e.g., unstable soils or heavy winter sanding will cause the grit chamber to fill more quickly but regular sweeping will slow accumulation.

Inspection

Inspection is the key to effective maintenance and is easily performed. Vortechtechnics recommends ongoing quarterly inspections of the accumulated sediment. Pollutant deposition and transport may vary from year to year and quarterly inspections will help insure that Systems are cleaned out at the appropriate time. Inspections should be performed more often in the winter months in climates where sanding operations may lead to rapid accumulations, or in equipment washdown areas. It is very useful to keep a record of each inspection. A simple form for doing so is provided.

The Vortechs® System should be cleaned when inspection reveals that the sediment depth has accumulated to within six inches of the dry-weather water surface elevation. This determination can be made by taking 2 measurements with a stadia rod or similar measuring device; one measurement from the manhole opening to the top of the sediment pile and the other from the manhole opening to the water surface. The System should be cleaned out if the difference between the two measurements is six inches or less. Note: to avoid underestimating the volume of sediment in the chamber, the measuring device must be lowered to the top of the sediment pile carefully. Finer, silty particles at the top of the pile typically offer less resistance to the end of the rod than larger particles toward the bottom of the pile.

Cleaning

Maintaining the Vortechs® System is easiest when there is no flow entering the System. For this reason, it is a good idea to schedule the cleanout during dry weather. Cleanout of the Vortechs® System with a vacuum truck is generally the most effective and convenient method of excavating pollutants from the System. If such a truck is not available, a "clamshell" grab may be used, but it is difficult to remove all accumulated pollutants with such devices.

In Vortechs® installations where the risk of large petroleum spills is small, liquid contaminants may not accumulate as quickly as sediment. However, an oil or gasoline spill should be cleaned out immediately. Motor oil and other hydrocarbons that accumulate on a more routine basis should be removed when an appreciable layer has been captured. To remove these pollutants, it may be preferable to use adsorbent pads since they are usually cheaper to dispose of than the oil water

Vortechs Stormwater Treatment System

emulsion that may be created by vacuuming the oily layer. Trash can be netted out if you wish to separate it from the other pollutants.

Accumulated sediment is typically evacuated through the manhole over the grit chamber. Simply remove the cover and insert the vacuum hose into the grit chamber. As water is evacuated, the water level outside of the grit chamber will drop to the same level as the crest of the lower aperture of the grit chamber. It will not drop below this level due to the fact that the bottom and sides of the grit chamber are sealed to the tank floor and walls. This "Water Lock" feature prevents water from migrating into the grit chamber, exposing the bottom of the baffle wall. Floating pollutants will decant into the grit chamber as the water level there is drawn down. This allows most floating material to be withdrawn from the same access point above the grit chamber.

If maintenance is not performed as recommended, sediment may accumulate outside the grit chamber. If this is the case, it may be necessary to pump out all chambers. It is a good idea to check for accumulation in all chambers during each maintenance event to prevent sediment build up there.

Manhole covers should be securely seated following cleaning activities, to ensure that surface runoff does not leak into the unit from above.

A.H. D

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

January 4, 2004

Ms. Barbara Barhydt, Senior Planner
Planning Division
389 Congress Street
Portland, Maine 04101

**RE: Response to Tom Errico's Review
Fore River Apartments
63 Frederic Street, Portland**

Dear Barbara:

This letter and enclosures are in response to the review comments that we have received regarding Fore River Apartments. We have prepared the following responses and plan revisions to address and or clarify the points raised in your email, dated January 3, 2005:

1. **Private Road Beyond This Point Sign.** The text on Sign B has been changed to read as follows, "Private Road Beyond This Point". This change will be seen in the Signage Legend.
2. **No Parking This Side of Street Sign.** Sign A has been relocated to the southwest approximately 50 feet.
3. **Final Location of Signage.** A note has been added to the General Notes on the Layout Plan that says the following, "Final location of signage to be coordinated with the City of Portland Traffic Section".
4. **Sidewalk Width.** The width of the section of sidewalk in question has been designed to be measured from the outside face of curb, to the outside face of curb. When this is done, the sidewalk and associated curbs measures five and one half feet in width, as indicated on the drawings.

Ms. Barbara Barhydt, Senior Planner
Page 2

0.1

Submission

This submission includes the following information:

1. Revised Layout, Lighting & Planting Plan

We trust that the above responses and attached plan addresses the comments. Should you have any questions or require any additional information, please do not hesitate to call.

Sincerely,
Mitchell & Associates



John D. Mitchell

Enclosure

cc: Jay Waterman
Ben Walter



Portland Water District

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

Customer Service Hotline (207) 761-8310

(207) 774-5961

FAX (207) 879-5837

E a

July 3, 2002

Robert Metcalf
Mitchell & Associates
70 Center St.
Portland, Me. 04101

Re: 48-69 Frederick St.-Portland

Bob:

This letter is to confirm there should be an adequate supply of clean and healthful water to serve the needs of the proposed apartment complex at 48-69 Frederick Street in Portland. Checking District records, I find there is a 8" ductile iron water main on the south side of the street in Frederick St.

The current data from the nearest hydrant indicates there should be adequate capacity of water to serve the needs of your proposed project.

Hydrant Location: Frederick St. 700 west of Congress st.

Hydrant # 200

Static pressure = 89 PSI

Flow = 530 GPM

Last Tested = 11/7/89

If the district can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

Jim Pandiscio
Means Coordinator

Department of Public Works

Michael J. Bobinsky
Director

E b



CITY OF PORTLAND

17 June 2003

Mr. Robert B. Metcalf,
Mitchell and Associates,
70 Center Street,
Portland, Maine 04101.

**RE: The Capacity to Handle an Anticipated Increase in Wastewater Flows,
From "Logan Place," the Proposed York Cumberland Housing Development,
48-69 Frederic Street, Portland, Maine.**

Dear Mr. Metcalf:

The existing twelve inch diameter vitrified clay sanitary sewer pipe, located in Frederic Street has adequate capacity to transport, while The Portland Water District sewage treatment facilities, located off Marginal Way, have adequate capacity to treat the anticipated wastewater flows of 10,530 GPD, from your proposed apartment complex.

<u>Anticipated Wastewater Flows from the Proposed Housing Development:</u>	
30 Proposed Single Resident Occupancy Units @ 180 GPD/Unit	= 5,400 GPD
13 Proposed Three Bedroom Units @ 270 GPD/Unit	= 3,510 GPD
8 Proposed Two Bedroom Units @ 180 GPD/Unit	= 1,440 GPD
1 Proposed One Bedroom Unit @ 180 GPD/Unit	= 180 GPD
Total Proposed Increase in Wastewater Flows for this Project	= 10,530 GPD

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

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

Sincerely,
CITY OF PORTLAND
Frank Brancely
Frank J Brancely, B.A., and M.A.
Senior Engineering Technician

FJB

- cc:
- Alexander Q. Jaegerman, Acting Co-Director, Department of Planning, and Urban Development, City of Portland
 - Alan Hoyt, Planner, Department of Planning, and Urban Development, City of Portland
 - Eric Labelle, P.E., City Engineer, City of Portland
 - Bradley A. Roland, P.E., Environmental Projects Engineer, City of Portland
 - Anthony W. Lombardo, P.E., Project Engineer, City of Portland
 - Stephen K. Harris, Assistant Engineer, City of Portland
 - Todd Merkle, Field Inspections Coordinator, City of Portland
 - Desk file

01Engshore\FJB\Capacity Letters\Frederic Street 48-69
C:\Frank\Capacity Letters\Frederic Street 48-69

F C



Central Maine Power

May 8, 2003

Robert Metcalf
Mitchell and Associates
The Staples School
70 Center St.
Portland, ME 04101

Re: Frederick Street, Portland, ME

Dear Robert:

Central Maine Power has reviewed the plans submitted by Mitchell and Associates regarding the removal of electrical facilities on Frederick Street in Portland, Maine. It appears that CMP can remove plant along the street as requested, but will need to insure that electric service is maintained for customers that will remain on the street. All costs to remove or relocate the existing equipment will be paid by York Cumberland Housing Development Corp. or their contractor. Should the Development Corp. wish to revoke any easements, CMP's real estate department will need to review the information and there may be a small fee for handling the documents.

To determine the costs associated with the removals and new services, a CMP account number and field appointment will need to be established after final plans have been approved. These arrangements can be made through the CMP business line at 1-800-565-3181. Any new easements, invoices, or other related material will have to be submitted to CMP prior to construction.

If you have any questions regarding this matter, please call me at (207) 828-2854.

Sincerely,

Christopher Bond
Energy Services Advisor

An equal opportunity employer

162 Canco Road | Portland, ME 04103
tel (800) 750-4000

www.cmpco.com

An Energy East Company



E d

5 Davis Farm Road
Portland, Maine 04103 -1669

Phone (207) 797-1785
Fax (207) 797-1098
james.b.williams.bagc70x@verizon.com

May 14, 2003

Mr. Robert B. Metcalf
Mitchell & Associates
Landscape Architects
70 Center Street
Portland, Maine 04101

Re: Logan Place - York County Housing Development Corporation
Proposed discontinuance of a portion of Frederick Street

Dear Mr. Metcalf,

Verizon engineers and my office have reviewed plans prepared by your office for the York County Housing Development Corporation entitled Logan Place sheet 1 (Existing Conditions) and sheet 2 (Master Plan). These plans dated April 14th, 2003 delineate the outline of buildings and parking for phase I and phase II and the area of the proposed street discontinuance.

Based on information provided by these documents and conversations with you and the following statements of understanding of the situation, we have no objections to the proposed discontinuance:

1. There are existing communication facilities along this street. It is understood that the current or future owners who hold the fee simple of the discontinued portion of Frederick Street or abutt the proposed discontinued Frederick Street will grant an easement or easements as necessary to provide service to property along the area of proposed discontinuance or beyond (to the Southwest).
2. The facilities within that portion of Frederick Street to be discontinued will be removed at the developers expense prior to the City of Portland's action to discontinue.
3. These utility rearrangement costs are to be borne the developers.
4. By acceptance and use of this correspondence the owners (developers) agree to pay for the cost of rearrangements of the poles and wires and provide the easements in par 1.
5. The City of Portland agrees to grant aerial and/or underground location permits and excavation permits in the construction area and adjacent or nearby streets as necessary to rearrange facilities, for maintaining and providing service.

Please do not hesitate to contact me with any further questions or if I may be of assistance is this matter.

Very truly yours,

James B. Williams, PLS, SR/WA

cc: Sue Sarrette, Verizon Engineer



Northern Utilities
Natural Gas
A NiSource Company

E1e

Robert Metcalf
Mitchell & Associates
The Staples School
70 Center St
Portland, Me 04101

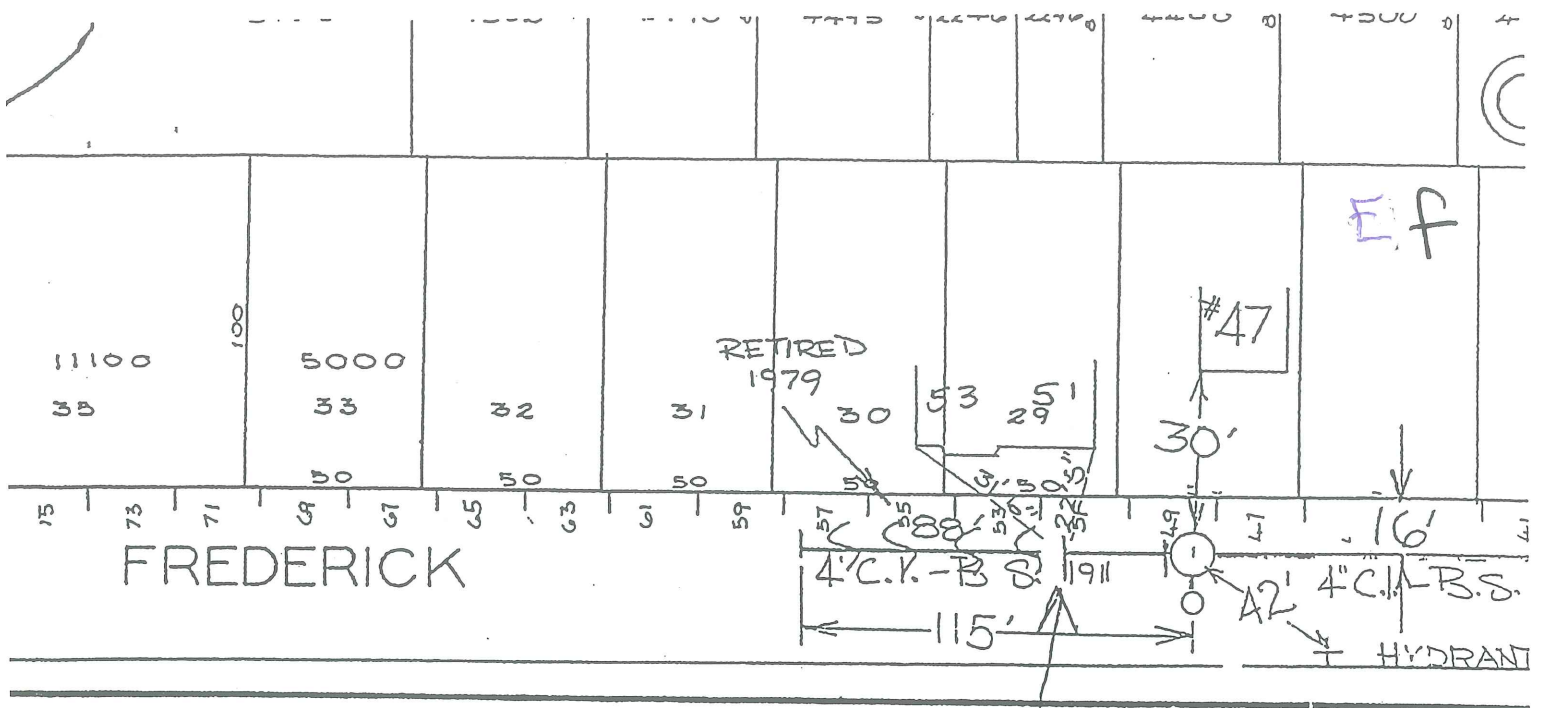
Dear Mr. Metcalf,

In response to your letter from April 22, 2003, we would like you to know that we do not have any live gas utilities currently on your property. Our gas main ends in front of number 51-53 Frederick St. I am passing this information on to Pat Dyer who is our commercial sales associate. You may contact her at 1-800-524-4486 x5377 and she will assist you in your connection to natural gas.

Attached is a drawing showing where our main terminates. Please feel free to contact me with any other questions.

Sam Murray

Engineering II Tech Op
978-687-1105 x4209
978-623-8534
smurray@nisource.com



End of Existing Main

Not For Engineering Purposes
 Remember Always Call Dig Safe
 It's the Law

F. d

**Traffic Impact Study
Frederick Street Apartments
Portland, Maine**

Prepared for:

**York-Cumberland Housing
99 School Street
Gorham, Maine 04038**

March 2003

Prepared by:

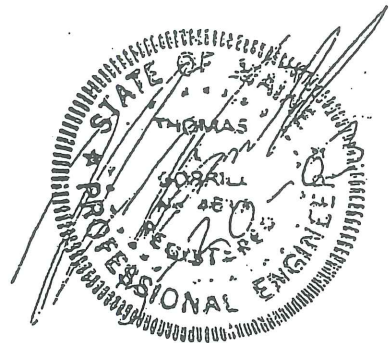


Gorrill-Palmer Consulting Engineers, Inc.

Traffic and Civil Engineering Services

PO Box 1237
15 Shaker Road
Gray, ME 04039

(207) 657-6910
Fax: (207) 657-6912
E-mail: mailbox@gorrillpalmer.com



F. b

Traffic Impact Study
Frederick Street Apartments
Portland, Maine

<i>Section</i>	<i>Description</i>	<i>Page</i>
	Executive Summary	2-3
I.	Existing Conditions	4
II.	Background Traffic Conditions	4-6
III.	Trip Generation	6-7
IV.	Trip Distribution	7
V.	Trip Composition	8
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VII.	Pedestrian Access	8
VIII.	Site Access	8
IX.	Study Area	8
X.	Capacity Analysis	8-9
XI.	Sight Lines	9-10
XII.	Conclusions	11

Appendix A

Site Location Diagram
Turning Movement Diagrams

Appendix B

Capacity Analyses

Appendix C

Collision Diagrams
Trip Generation Calculations

F. C.

Executive Summary

The following Executive Summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report.

Gorrill-Palmer Consulting Engineers, Inc. was retained by York Cumberland Housing of Gorham to complete a traffic impact study for the Frederick Street Apartments, a 50-unit proposed housing development. Access to the site would be provided by Frederick Street off of Congress Street, near I-295. Phase I of the project is to be completed in 2004 with 30 units of housing, with full completion of the site by 2007. Phase I housing is to be targeted for low-income, formerly-homeless individuals with some disability. Phase II housing is to be constructed as mixed-income standard apartments. It should be noted that as the majority of this project is to provide transitional housing for formerly homeless persons, vehicular use at the site is forecast to be significantly less than that of a typical housing development.

The following is a summary of the major findings of the traffic study:

- 1) The proposed development is forecast to generate 5 trip ends in the AM peak hour and 6 trip ends during the PM peak hour for Phase I. The full build out of the development is forecast to generate 15 trip ends in the AM peak hour and 19 trip ends during the PM peak hour. This level of trip generation does not require a traffic permit from the Maine Department of Transportation (MDOT).
- 2) The level of service analyses show that development traffic will not affect the level of service at Frederick Street entering Congress Street.
- 3) The crash data indicates that there are two high crash locations of note in or near the study area. Based on an analysis of these areas, it is the recommendation of Gorrill-Palmer Consulting Engineers, Inc. that the reconfiguration of the I-295 interchange may reduce the crash rates at both locations. Additional traffic due to the development should not have a significant effect on the crash rate at these areas due to the low volumes forecast for the site.
- 4) The majority of the population at the site is anticipated to utilize the METRO bus system or walk to their destination. Therefore, Gorrill-Palmer Consulting Engineers, Inc. recommends that a sidewalk be provided on Frederick Street if space is available. Since the return or outbound METRO bus stop is along Park Street, we also recommend a crosswalk across Congress Street at Frederick Street.
- 5) The sight lines at Frederick Street exiting onto Congress Street are in excess of MDOT requirements. Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings, which will be located within the right of way, not exceed 3 feet in height and be maintained at or below that height. Planned signage associated with the development should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and

F. d

exiting into the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

Based on these conclusions, it is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that the existing traffic network can safely and effectively accommodate the traffic generated by the proposed development.

December 20, 2004

Ms. Barbara Barhydt
City of Portland Planning Department
389 Congress Street
Portland, ME 04101

RE: Logan Place
Revised Pedestrian Crossing Plan

Dear Barbara:

Gorrill-Palmer Consulting Engineers, Inc. is pleased to provide the attached revised plan for the Congress Street and Park Avenue pedestrian crossings associated with the Logan Place project. Revisions were made based on our understanding of the Portland Crosswalk Committee's recommendations on December 9, 2004. Our understanding is as follows:

Congress Street Crossing:

- Provide an overhead installation mounted on span wires.
- The overhead pedestrian crossing symbol sign shall be the standard fluorescent yellow-green.
- The previously proposed overhead LED pedestrian sign shall be mounted on the westerly span wire support pole to provide visibility to Congress Street traffic approaching on the curve.
- Provide pedestrian crossing advance warning fluorescent yellow-green sign on each side of Congress Street.

Park Avenue Crossing:

- Provide two standard fluorescent yellow-green pedestrian signs on the existing span wire that holds the lane use sign.
- Provide pedestrian ramps on each side of Park Avenue.
- The Committee will revisit this crossing after occupancy of the facility to determine if additional measures are required.

Winter weather will prevent installation of the crosswalk markings on the roadways. Therefore, the Committee recognized that the installations cannot be completed until next spring. The applicant shall proceed to install the support structures and electrical service for the Congress Street assembly and complete both installations by May 15, 2005.

G a.

Gorrill-Palmer Consulting Engineers, Inc.

Ms. Barbara Barhydt
December 20, 2004
Page 2 of 2

Gorrill-Palmer Consulting Engineers, Inc. appreciates the opportunity to provide these revised plans and looks forward to your review the plan. Should you have any questions or require any additional information, please feel free to contact me.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

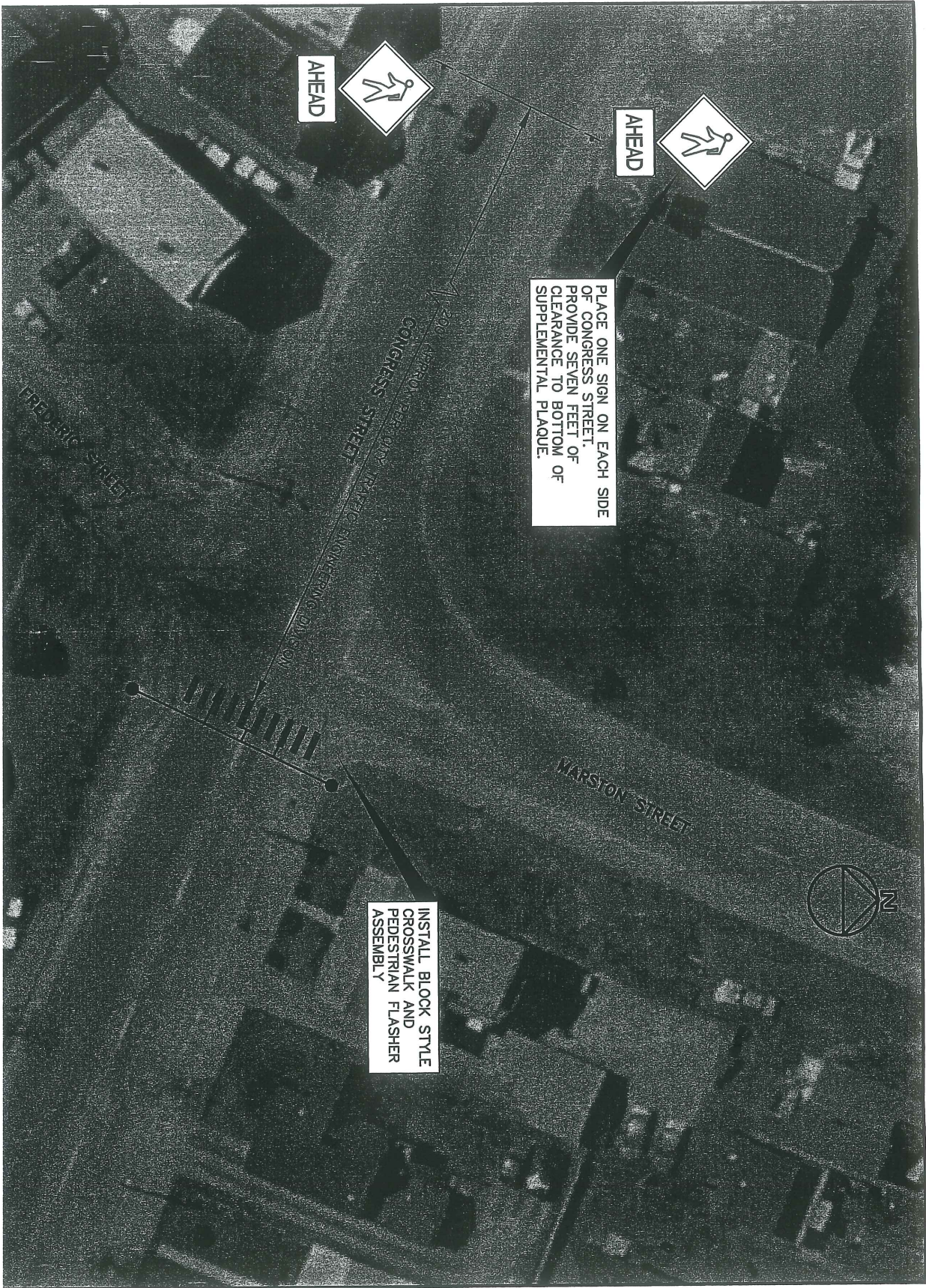


Peter A. Hedrich, P.E., PTOE
Vice President of Transportation

Enclosure

CC: Tom Errico, Wilbur-Smith Associates
Jay Waterman
John Mitchell (4 Copies of Plan)

PAH/rmg/JN729.01/Barhydt12-16-04



AHEAD



AHEAD

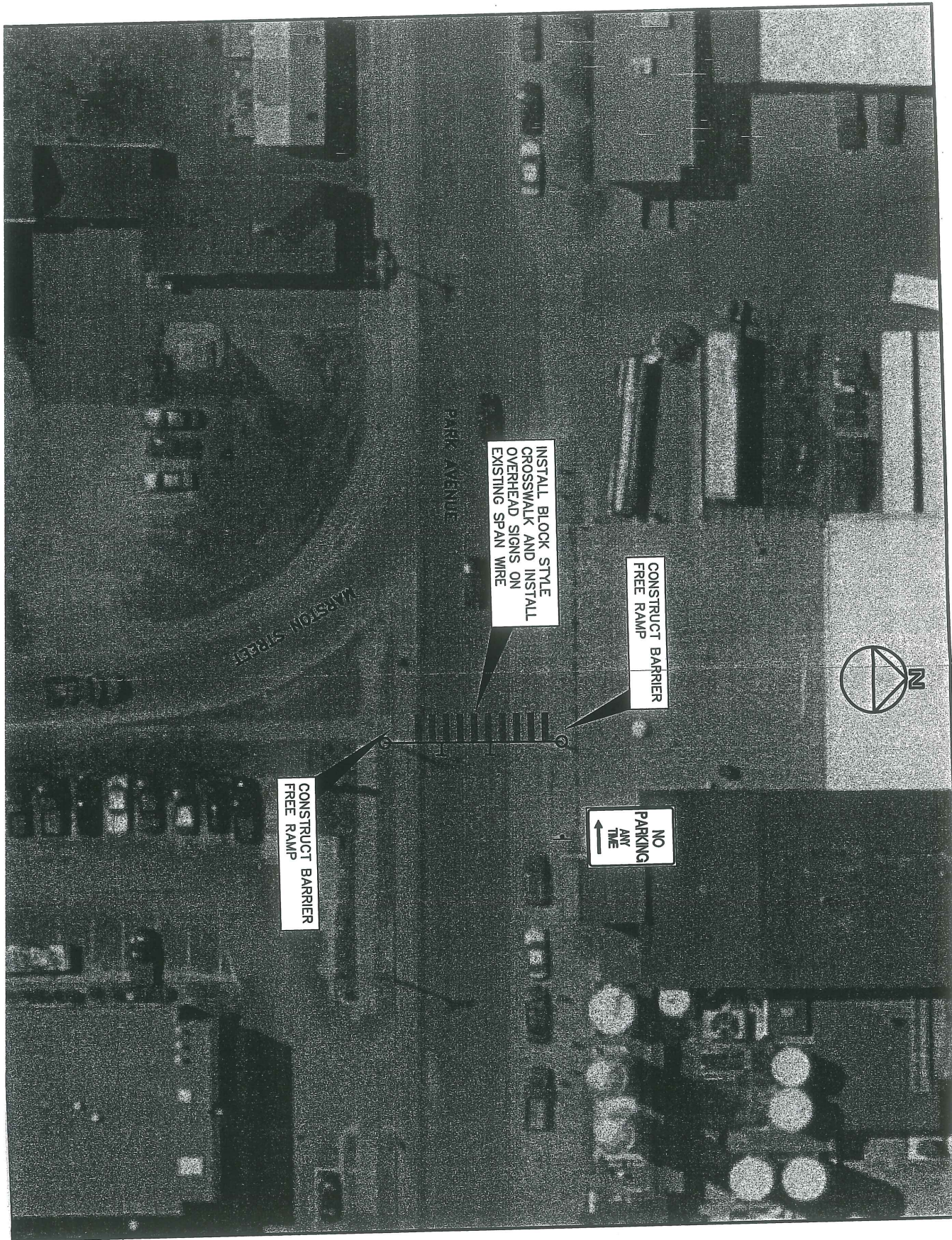


PLACE ONE SIGN ON EACH SIDE OF CONGRESS STREET. PROVIDE SEVEN FEET OF CLEARANCE TO BOTTOM OF SUPPLEMENTAL PLAQUE.

INSTALL BLOCK STYLE CROSSWALK AND PEDESTRIAN FLASHER ASSEMBLY



G.6



INSTALL BLOCK STYLE
CROSSWALK AND INSTALL
OVERHEAD SIGNS ON
EXISTING SPAN WIRE

CONSTRUCT BARRIER
FREE RAMP

CONSTRUCT BARRIER
FREE RAMP

NO
PARKING
ANY
TIME
↑



G.C



PLAN
SCALE: 1"=25'

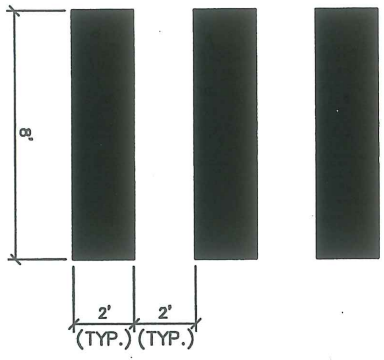
- NOTES:**
1. THE CONTRACTOR MUST MEET ALL UTILITY REQUIREMENTS FOR THE SERVICE CONNECTION.
 2. CONTRACTOR SHALL PROVIDE AND INSTALL ALL NECESSARY CONDUIT AND WIRING.
 3. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING STRIPING AS INDICATED ON PLANS AND FOR REMOVING ANY STRIPING THAT CONFLICTS WITH PROPOSED STRIPING.
 4. UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
 5. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTRACTING DIG SAFE PRIOR TO ANY CONSTRUCTION.
 6. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC, AND TRAFFIC CONTROL PLANS SHALL BE IN ACCORDANCE WITH MDOT STANDARD PLANS AS APPLICABLE.
 7. ALL WORK AND MATERIAL COMPLETED UNDER THIS CONTRACT SHALL CONFORM TO THE MDOT STANDARD SPECIFICATIONS, SUPPLEMENT SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
 8. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING MDOT AND CITY OF PORTLAND STREET OPENING PERMITS IF NECESSARY.

Rev.	Date	Revision
-	-	-

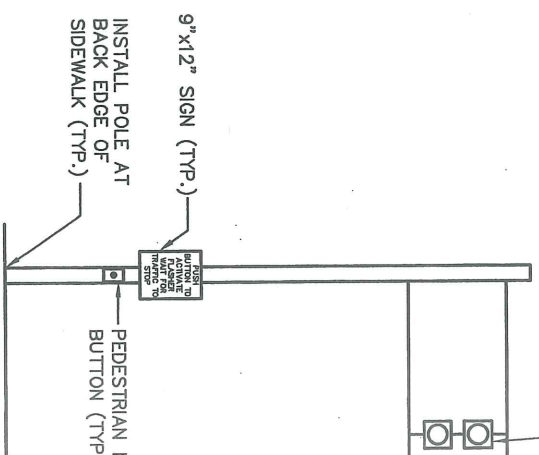
REVIEW	12/20/04	PAH
CROSSWALK COMMITTEE REVIEW	12/03/04	PAH
REVIEW	11/17/04	PAH
Issued For	Date	By

Design: PAH	Draft: DB	Date: NOV 04
Checked: TLG	Scale: AS SHOWN	Job No.: 729 01
File Name: 729-01_defrd.dwg		
This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.		

BLOCK STYLE CROSSWALK
NOT TO SCALE



AMBER HIGH INTENSITY
RAPID ALTERNATING FLASH
12" LED SIGNALS WITH 4"
BACK PLATES PLACED
OVER OUTER LANE LINE
(TYP.)



OVERHEAD

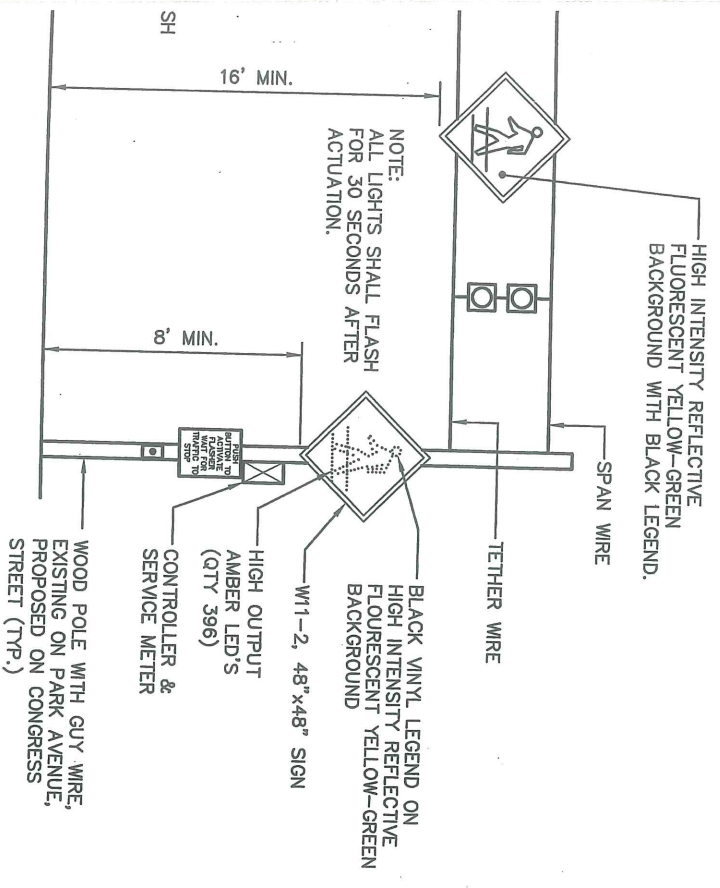
GP
Gorrill-Palmer Consulting Engineers, Inc.
PO Box 1237
15 Shaker Road
Groy, ME 04039

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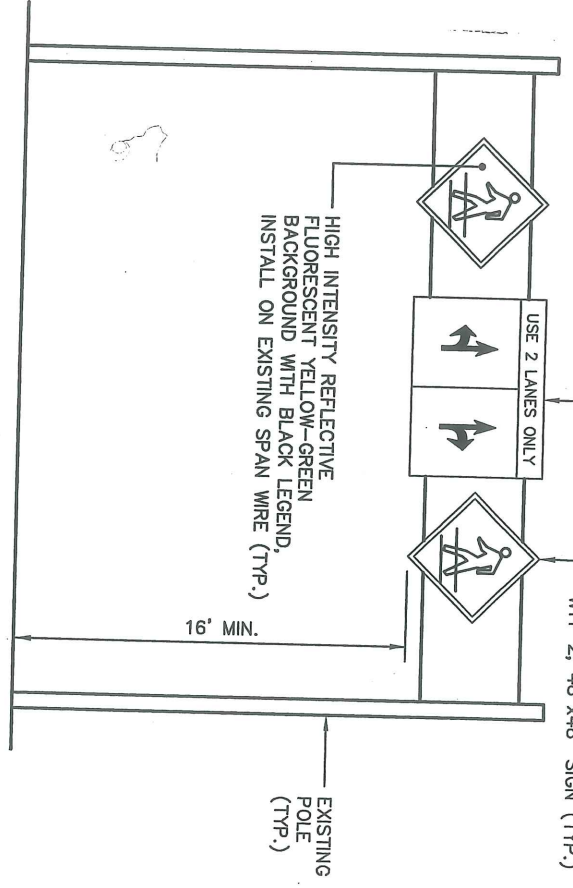


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PLAN
SCALE: 1"=25'
PROGRESS PRINT
NOT FOR CONSTRUCTION



PEDESTRIAN FLASHER ASSEMBLY
NOT TO SCALE



OVERHEAD PEDESTRIAN SIGNS ON EXISTING SPANWIRE - PARK AVENUE
NOT TO SCALE

Immer Consulting Engineers, Inc.
Civil Engineering Services
207-657-6910
FAX: 207-657-6912
E-Mail: mailbox@gortillipimmer.com

Drawing Name: **Crosswalk Plan**

Project: **LOGAN PLACE, PORTLAND, MAINE**

Client: **Avesta Housing**
307 Cumberland Avenue, Portland, ME 04101

Drawing No. **1**

CITY OF PORTLAND
MEMORANDUM

TO: Jaimey Carron, Planning Board Chair
FROM: John Peverada, Parking Manager
DATE: August 5, 2003
RE: Frederic Street SRO Parking

I have reviewed Alan Holt's memo concerning the above referenced project. I honestly do not have any experience with SROs however; I can provide you with the following information.

The Year 2000 census data from state of Maine shows
over 57% of households own 2 or more vehicles.
Only 7.6% of Maine households do not own a vehicle.

Only about 3% of the population uses mass transit.

My experience with people who stay at the Oxford Street Homeless Shelter and come into our office to request on street residential parking permits, confirms the above. Additionally, the residents of Frederick Street are constantly calling our office concerning blocked driveways or other parking issues, and quite frankly I do not want to add to their complaints with additional vehicles on the street.

While I cannot comment on the out of town SROs that are referenced in Alan's memo, I can say that I have heard from residents of the Portland YMCA's 97 SRO units that they are not allowed to park in the parking lot. I have never checked into the validity of this, and maybe they are just confused, but in any event residents of the Portland YMCA SRO are parking on the neighboring streets. I know that for fact as the son of one of our employees just moved out after living there for over a year. He claims that he almost had his car towed for the YMCA lot on two occasions, and he was told under no uncertain terms that he was not allowed to park his vehicle in the YMCA parking lots at any time.

Jaimey, I think that this is a good project, but I honestly think that more parking is needed to make it work without negatively impacting the existing neighborhood. However with that being said, based on the fact that the applicant owns additional land at that location, I would be willing to go along with the plan as proposed, provided that the applicant agreed to add additional off street parking spaces if they were deemed necessary at a future date. I also think that a notation should be made that holds up the approval of phase 2 until any parking deficiencies in phase one are corrected.

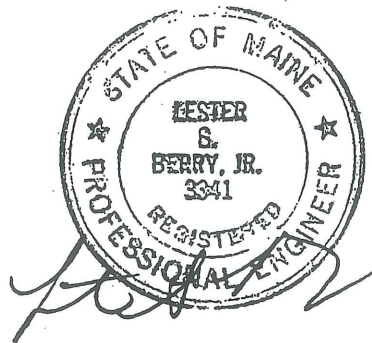
Please do not hesitate to contact me if you have any questions or concerns, and pass this memo on to other members of the board.

STORMWATER MANAGEMENT REPORT

FOR

**LOGAN PLACE AND FORE RIVER APARTMENTS
FREDERIC STREET
PORTLAND, MAINE**

November 2003
Revised November 20, 2003
Revised October 21, 2004



10-21-04

Prepared By:

**BH2M Engineers
Engineers Surveyors Planners
28 State Street
Gorham, ME 04038
207-839-2771
Fax 207-839-8250
E-Mail: bh2m@aol.com**

J 9

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Appendix B – Pre-development Calculations

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STORMWATER MANAGEMENT REPORT

For: Logan Place and Fore River Apartments
Frederic Street
Portland, Maine

Introduction

York-Cumberland Housing Development Corporation of Portland, Maine proposes to construct two multi-unit housing buildings with associated parking on two lots at the end of Frederic Street in Portland, Maine. A U.S.G.S. Location Map is attached in Appendix A.

The site consists of 1.30 acres of land on both sides of Frederic Street. The land currently and in the past has been fully developed. The project will remove all existing structures and construct new facilities. Project plans have been developed by Mitchell and Associates of Portland Maine and are hereby reference for this report.

The total existing conditions impervious surface has been calculated to be 47,970 s.f. With the removal of all existing structure and the construction of the project, the total impervious area will be 36,285 s.f. This project is a decrease in impervious surface and will not require a DEP Stormwater or Site Law permit. The project is still subject to City of Portland Site Plan standards.

Existing Conditions

The pre-development drainage plan shows extensive gravel and buildings. It also appeared that the site had been stripped of the surface soils many years previously. The Cumberland County Medium Intensive Soils Mapping shows Nickolville soils, which are in hydrologic soils group C. After inspecting the site, the "C" designation appeared to be accurate.

Proposed Project

See post-development plan and project plans.

JIC

Pre-development Condition

The project area was divided into four (4) pre-development subareas:

- SA-1 = 0.41 acres – There is sheet flow over the gravel area flowing to the south to Portland Terminal Company.
- SA-2 = 0.31 acres – Sheet flow to street catch basins.
- SA-3 = 0.11 acres – Sheet flow to the north.
- SA-4 = 0.58 acres – Sheet flow to the west.

- Total Area = 1.41 acres

Reach 1 is artificial summation reach.

The peak runoff rate of all the subareas combined is as follows:

2-Year Storm	3.80 cfs
10-Year Storm	6.46 cfs
25-Year Storm	7.71 cfs

The above flow rates are very high for such a small parcel of land. However, there did not appear to be any negative impacts.

Post-development Condition

The post-development condition is much less complicated than the pre-development condition. The intent is to direct as much runoff as possible to the municipal stormdrain system.

- SA-2 = 1.02 acres to the stormdrain
- SA-4 = 0.39 acres to the west
- Total area = 1.41 acres

Reach 1 is an artificial summation reach.

The peak runoff rate of all the subareas combined is as follows:

2-Year Storm	1.86 cfs
10-Year Storm	3.35 cfs
25-Year Storm	4.06 cfs

The post-development peak rates have been dramatically reduced. This is partially due to the reduced area of impervious surfaces and the increased routes in the post-development condition. The primary issue appears to be the impact to the municipal stormdrain system. The pre-development 25-year storm (SA-2) is 1.79 cfs. The post-development 25-year storm (SA-2) is 3.11 cfs. This represents an increase directly to the system of slightly over 1 cfs. This appears to be a good solution unless there are problems with the existing pipe capacity of which we are not aware.

AH. K



04P220

TO: Barbara Barhydt - Planner
FROM: Jim Seymour - Development Review Coordinator, Sebago Technics, Inc.
RE: 63 Frederic Street - Fore River Apartments / Avesta Housing Development
DATE: January 7, 2005

I have reviewed the submitted revised Site Plan and Documents for 63 Frederic Street - Fore Rivers Apartments/ Avesta Housing Development and have concluded that all items have been addressed. The following comments are the items that were of previous concern:

1. The grades along the outside of the foundation at the sidewalk along Frederic Street were 0.02 feet below Finish Floor Elevations. Without a raised concrete wall, seepage and drainage would be problematic and deteriorate the structures sill/ floor.

The applicant has devised a design that has an 8-inch high concrete wall, which will protect the finish floor from drainage and seepage from runoff/melt on the sidewalk. The sidewalk is pitched toward the curb line, the roof drainage has been collected in rain gutters and diverted away from the sidewalk area, and the wall design added to further prevent water/ drainage damage, per their plans dated 1/6/05 (DWG-1, detail as prepared by CWS Architects).

We feel the applicant's design professionals have addressed all of the remaining items. We recommend approval, if appropriate. Please feel free to contact our office if you have further questions.

JRS:jrs

Executive Summary and Financial Feasibility

Through this submission, Avesta Housing Development Corporation (Avesta) is proposing to meet one of the state's most critical housing needs: creation of workforce housing in Southern Maine. The proposed project, Fore River Apartments, will include 20 one- and two bedroom apartments, a community room and other physical plant amenities to provide a conveniently located home for Portland's working low-and moderate-income individuals and families. Income restrictions for the project will meet RLP, AHP and Fed HOME/CDBG program guidelines by allowing maximum incomes for 60% of the units at 50% AMI, and 40% at 60% AMI.

The proposed project will be located in Portland's Libbytown neighborhood. After an exhaustive search for almost two years this site represents a good location for workforce housing while still on the Portland peninsula and in proximity to community services, recreation, good jobs and many forms of transportation. To ensure that the proposed project will have a positive impact on the neighborhood, the development team has involved the neighborhood in an extensive public process that has already begun. Avesta is a member of GrowSmart Maine and takes pride in project planning and Smart Growth principles. This development provides in-fill housing with a re-use of a garage and vacant office space in a neighborhood that has struggled to hold onto its residential character. With proximity to Metro bus routes and the Downeaster train station as well as a bicycle and pedestrian trail literally in the front yard, Fore River Apartments is a model for alternative modes of transportation and Smart Growth. Avesta already has a contract zone agreement in place and a master plan approved by the planning board for the end of Frederic Street.

The financial feasibility of the proposed project is based on the ability to fund the estimated \$3.6 million in capital cost of development with minimal amortizing debt. To achieve this goal, the proposed development budget seeks to maximize the use of a variety of available subsidy funds. Avesta has requested \$420,000 in CDBG or HOME funds from the City of Portland. Avesta will also submit an application to FHLBBoston for the fall 2004 AHP round, seeking the maximum project funding of \$300,000. This application is seeking LIHTC financing as well as RLP subsidy as provided for in the Non-Profit Set Aside. The \$400,000 Rental Loan Program subsidy available will create a total subsidy package of \$1,120,000. In addition, Avesta Housing will contribute over \$200,000 of developer fee and subsidy to the project. Though the Non-Profit Set Aside provides for \$500,000 in LIHTC allocation, the estimated cost of the project will require a total tax credit allocation of only about \$250,000 to be financially feasible. The proposed budget is based on the experience of the development team with in-fill housing in Portland and has been developed with significant input from the architect. Please see the attached sources and uses for exact figures.

Avesta Housing has brought together an experienced team of housing professionals to ensure the successful and timely development of Fore River Apartments. If this proposal is approved, Avesta will deliver 20 units of much needed, workforce housing to the Portland Peninsula by early 2006.

La

Avesta Housing
Fore River Apartments

LENDER	AMOUNT	RATE	TERM (YRS)	MONTHLY PAYMENT	SPECIAL TERMS/CONDITIONS (deferrals, balloons, adjustable rate, etc.)
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PREDEVELOPMENT SOURCES OF FUNDS

MSHA Pre-Development Loan	60,000	0.00%	18 months	N/A	
				N/A	
				N/A	
PREDEV. SUBTOTAL	60,000				

CONSTRUCTION SOURCES OF FUNDS

City of Portland	420,000	0.00%	30		
Peoples Loan	2,675,000				
FHLB Boston	300,000	0.00%	30		
CONSTR. SUBTOTAL	3,395,000				

PERMANENT SOURCES OF FUNDS (SUBSIDY/DEBT)

MSHA Subsidy	400,000	0.00%	30	N/A	
Bangor Savings Debt	321,549	1.50%	30	1,110	
Capital Contribution, NNEHIF	1,968,411	N/A		N/A	
City of Portland	420,000	0.00%	30	N/A	
FHLB AHP	300,000	0.00%	30	N/A	
Developer fee Loan	204,825	0.00%	30	N/A	
Avesta Loan	26,000	0.00%	30	N/A	
PERMANENT SUBTOTAL	3,640,785			1,110	

Multiply by 12 months

X 12

TOTAL ANNUAL DEBT SERVICE	13,316.77
----------------------------------	-----------

PROJECT SCHEDULE

The estimated construction schedule for the Fore River Apartments is between 12 to 16 months from the date of approval. Construction is anticipated to begin in the summer of 2005.

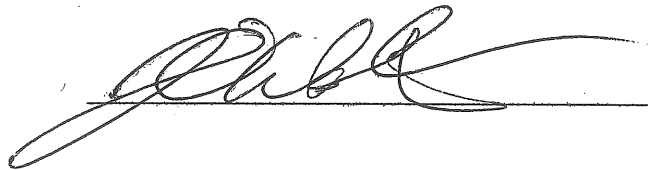
ACTIVITY	APPROXIMATE DURATION		
• Clearing and Grubbing	June 2005	-	June 2005
• Erosion Control Measures	June 2005	-	June 2005
• Utilities and Storm Drainage	June 2005	-	July 2005
• Building	July 2005	-	May 2006
• Final Grading	April 2006	-	May 2006
• Paving	May 2006	-	May 2006
• Planting & Seeding	May 2006	-	June 2006

Neighborhood Meeting Certification

Avesta Fore River Housing, LP hereby certifies that a neighborhood meeting was held on December 20 2005 at the Church of the Holy Spirit on Congress Street at 6:00 PM.

Avesta Fore River Housing, LP also certifies that on December 13th, 2005 invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development and the residents on the "interested parties" list.

Signed,


Date 1/5/05

Attached to this certification are:

1. Copy of the invitation sent
2. Sign in sheet
3. Meeting minutes

AH M a

Avesta Housing

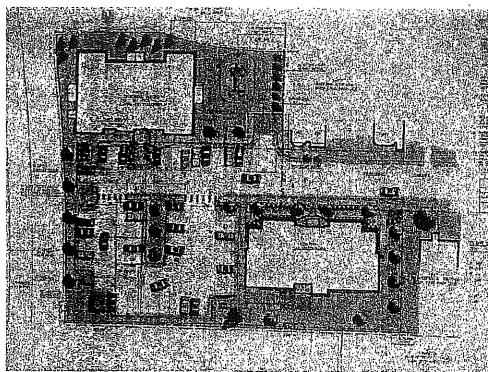
Invites you to a neighborhood meeting

We want your input on the proposed Fore River Apartments at 63 Frederic Street

When: Monday, December 20th at 6:00 PM

Where: Church of the Holy Spirit, 1047 Congress Street, Portland

What: Please come ready to listen and share your thoughts



Refreshments will be served

For more information please contact Jay Waterman at 553-7780 (Ext. 211)



AH mc

**Frederic Street Phase II – Fore River Apartments
Neighborhood Meeting December 20, 2005 6:00 PM**

Minutes

Refreshments were served at 6:00. The meeting began at 6:15.

With a less than expected turnout the meeting was more informal with an overview of both phases by Avesta Housing given by Jay Waterman of Avesta Housing, John Mitchell of Mitchell and Associates and Ben Walter of CWS Architects.

We told residents what stage the development is in now and the timeframe for development of the second phase and when the public hearing was.

Carl Winslow had questions about the market demand for the Fore River Apartments and suggested that we build all SRO units. Mr. Winslow asked for a copy of the market study that Avesta did for Fore River Apartments. Jay Waterman stated he would get him a copy.

Ian Talmage of Frederic Street is a recent multifamily property owner and asked about the management of Logan Place, parking on street, general neatness in the area. The development team responded discussing the plan for management of Logan Place. He was also informed that the parking on Frederic would only be on the West side with Avesta needing to install more No Parking signage on the East side.

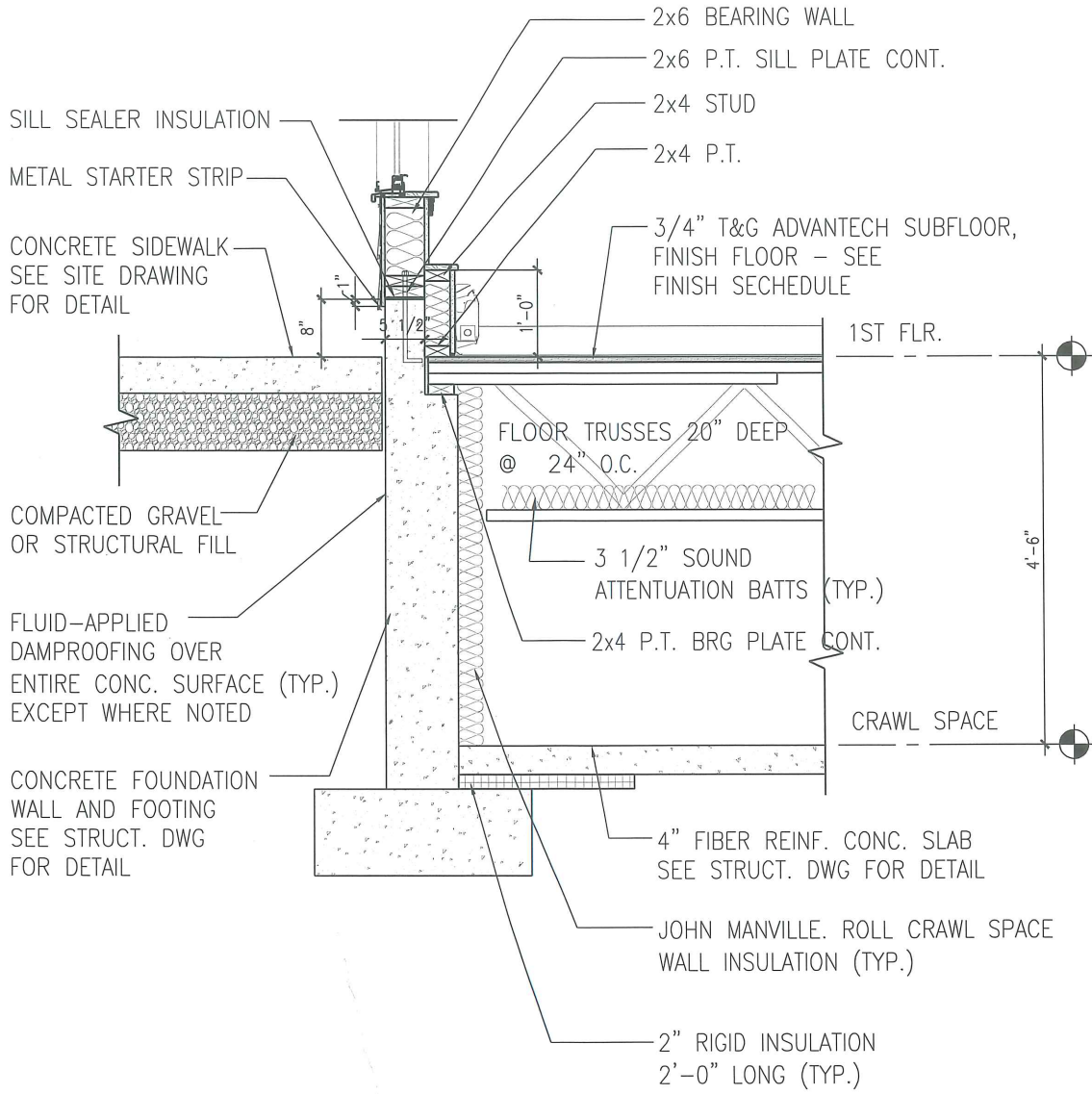
Stephen Bolton arrived late and asked about noise and disruptive behavior at Logan Place and the group discussed the management and 24-hour staffing on site.

No one had design concerns about the Fore River Apartments.

The meeting was over by 7:45

End of minutes

AH P 6



454 Cumberland Avenue
 Portland, ME 04101
 Phone: (207) 774-4441
 Fax: (207) 774-4016

Drawing Title:
FORE RIVER - FOUNDATION WALL
@ FRONT BUILDING

Scale: 1/2" = 1'-0"
 Date: 01/06/2005
 Revised:

Drawing Number:
DWG-1

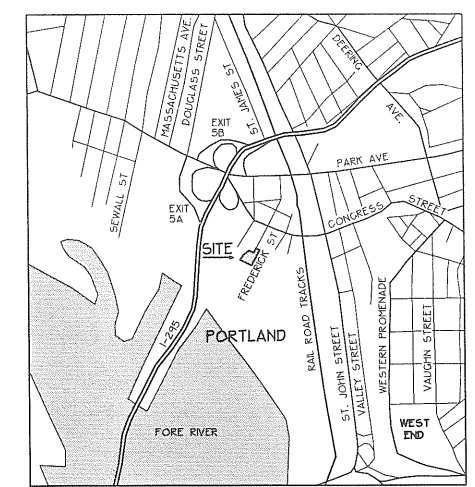
Prepared For:
 Applicant:
AVESTA FORE RIVER HOUSING, LP
 307 Cumberland Avenue
 Portland, Maine 04101
 Tel: (207) 553-7777

Prepared By:
MITCHELL & ASSOCIATES
 Landscape Architects
 The Staples School
 70 Center Street
 Portland, Maine 04101
 Tel: (207) 774-4427

FORE RIVER APARTMENTS

Portland, Maine

63 Frederic Street



LOCATION MAP
 NOT TO SCALE

GENERAL NOTES

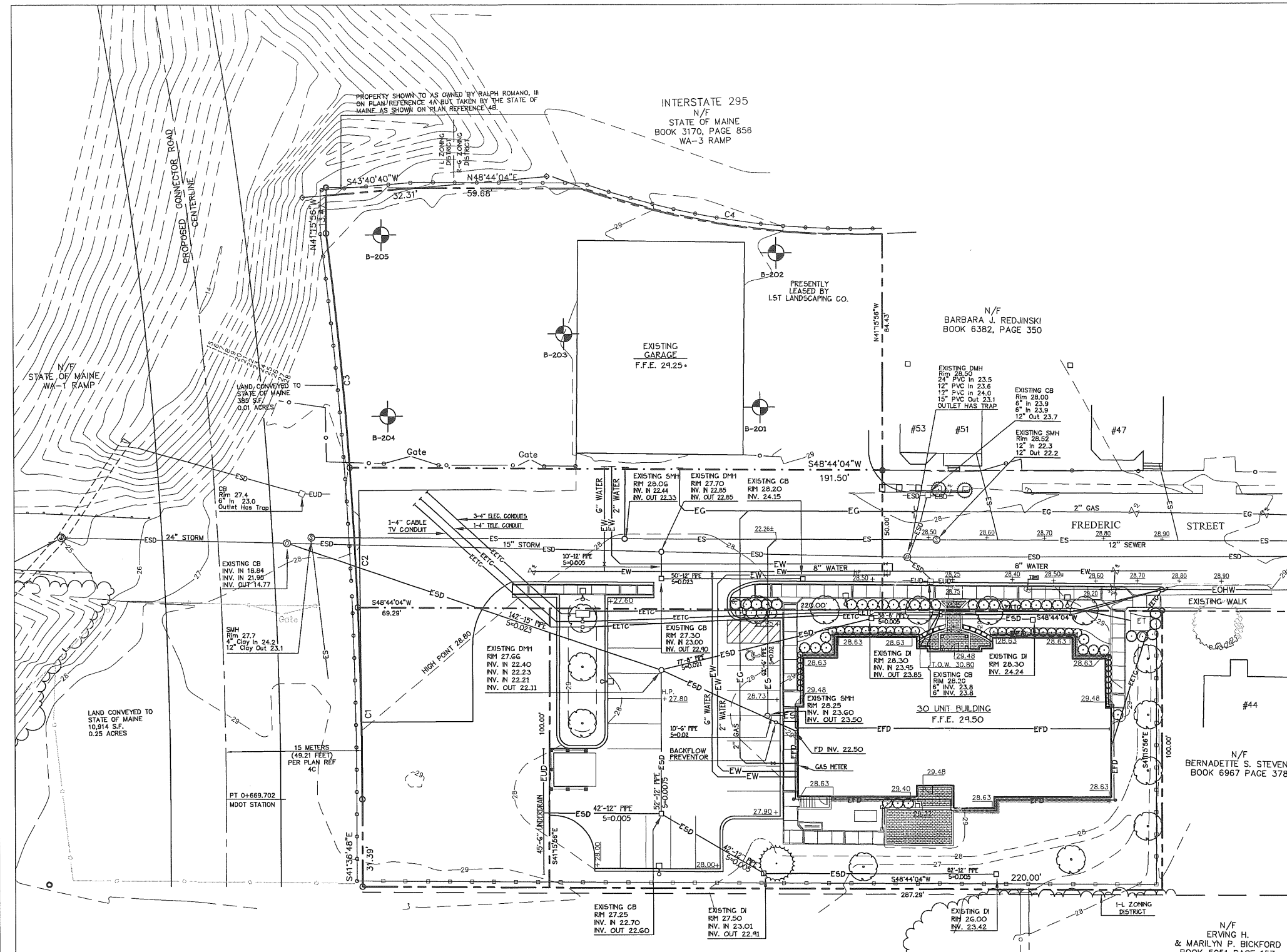
- TOTAL SITE AREA: PHASE II 34,651 SF OR .80 AC
- ZONING DISTRICT: CONTRACT ZONE
- RECORD OWNER: AVESTA HOUSING DEVELOPMENT CORP. 307 CUMBERLAND AVENUE PORTLAND, MAINE 04101 TEL: (207) 553-7777
- TAX MAP AND LOT: TAX MAP G7, K. 19
- BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED: "LOT DIVISION PLAN OF ROMANO PROPERTY FREDERIC STREET PORTLAND, MAINE FOR YORK-CUMBERLAND HOUSING MANAGEMENT CORPORATION", DATED 3/18/03, PREPARED BY SEBAGO TECHNGS, 1 CHABOT STREET, WESTBROOK, MAINE 04096-1334.
- EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN ENTITLED: "EXISTING CONDITIONS PLAN, COMMERCIAL DEVELOPMENT FREDERIC STREET PORTLAND, MAINE", DATED APRIL 1998, PREPARED BY SQUAW BAY CORP. CONSULTING ENGINEERS, P.O. BOX 864 CUMBERLAND CENTER, MAINE 04021.
- EXISTING CONDITIONS SURVEY BENCHMARK - ELEVATIONS ARE REFERENCED TO CITY OF PORTLAND DATUM. LOCATION OF BENCHMARK BOLT SET IN GRANITE MONUMENT LOCATED AT THE NORTHEAST CORNER OF ELLSWORTH STREET AND CHARLES STREET. ELEVATION = 140.34 FEET. BENCHMARK ON SITE: TBM #1 - 1" X 1/2" NAIL IN UTILITY POLE #45, 0.5 FT ABOVE GRADE. ELEV. 28.92'.
- UTILITIES AS SHOWN ARE A COMPILATION OF READILY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY PRIOR TO BEGINNING CONSTRUCTION.

SURVEY NOTES (PREPARED BY SEBAGO TECHNGS)

- THE RECORD OWNER OF THE PARCEL IS RALPH ROMANO, II BY DEED DATED JANUARY 1, 1990 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4066 PAGE 346.
- THE PROPERTY IS SHOWN AS LOT A/1-B ON THE CITY OF PORTLAND TAX MAP 7G AND LOT K/19 ON TAX MAP G7 AND ARE LOCATED IN THE R6 AND I1 ZONES.
- THE BOUNDARY INFORMATION SHOWN HEREON IS BASED SOLELY UPON PLAN REFERENCES 4A, 4B AND 4C. THE TITLE COMMITMENT FROM CURTIS THAXTER STEVENS BROTHER + MCGOLEAU LLC AND FIELD LOCATION OF MONUMENTATION BY SEBAGO TECHNGS, INC.
- PLAN REFERENCES:
 - A. STANDARD BOUNDARY SURVEY, FREDERIC ST. PORTLAND, PLAN OF LAND FOR RALPH ROMANO, JR. ROMANO REALTY, INC. BY LAND USE CONSULTANTS DATED AUGUST 10, 1989
 - B. MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY 295, PORTLAND CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. 1-295-3(24), DATED MAY 1967, S.H.C. FILE NO. 3-185, SHEET 39 OF 73.
 - C. MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY 295, PORTLAND CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. 1-295-3(24), DATED SEPTEMBER 2002, S.H.C. FILE NO. 3-483, SHEET 1 OF 19.
- REFERENCE IS MADE TO EASEMENT GRANTED TO CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH DATED APRIL 16, 1975 AND RECORDED IN BOOK 4171, PAGE 167.
- REFERENCE IS MADE TO RESTRICTIONS SET FORTH IN A DEED FROM JAMES OTTIE COREY TO RALPH ROMANO, JR. DATED DECEMBER 16, 1949 AND RECORDED IN BOOK 1985, PAGE 85.
- REFERENCE IS MADE TO RESTRICTIONS SET FORTH IN A DEED FROM RALPH R. WEBB TO RALPH ROMANO, JR. DATED OCTOBER 18, 1949 AND RECORDED IN BOOK 1977, PAGE 184.

PROPERTY LINE CURVE DATA

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	68.64'	1689.61'	N42°46'38"W	68.64
C2	50.10'	1689.61'	N44°47'26"W	50.09
C3	84.12'	1689.61'	N47°03'58"W	84.11
C4	109.84'	305.00'	N56°55'42"E	109.25



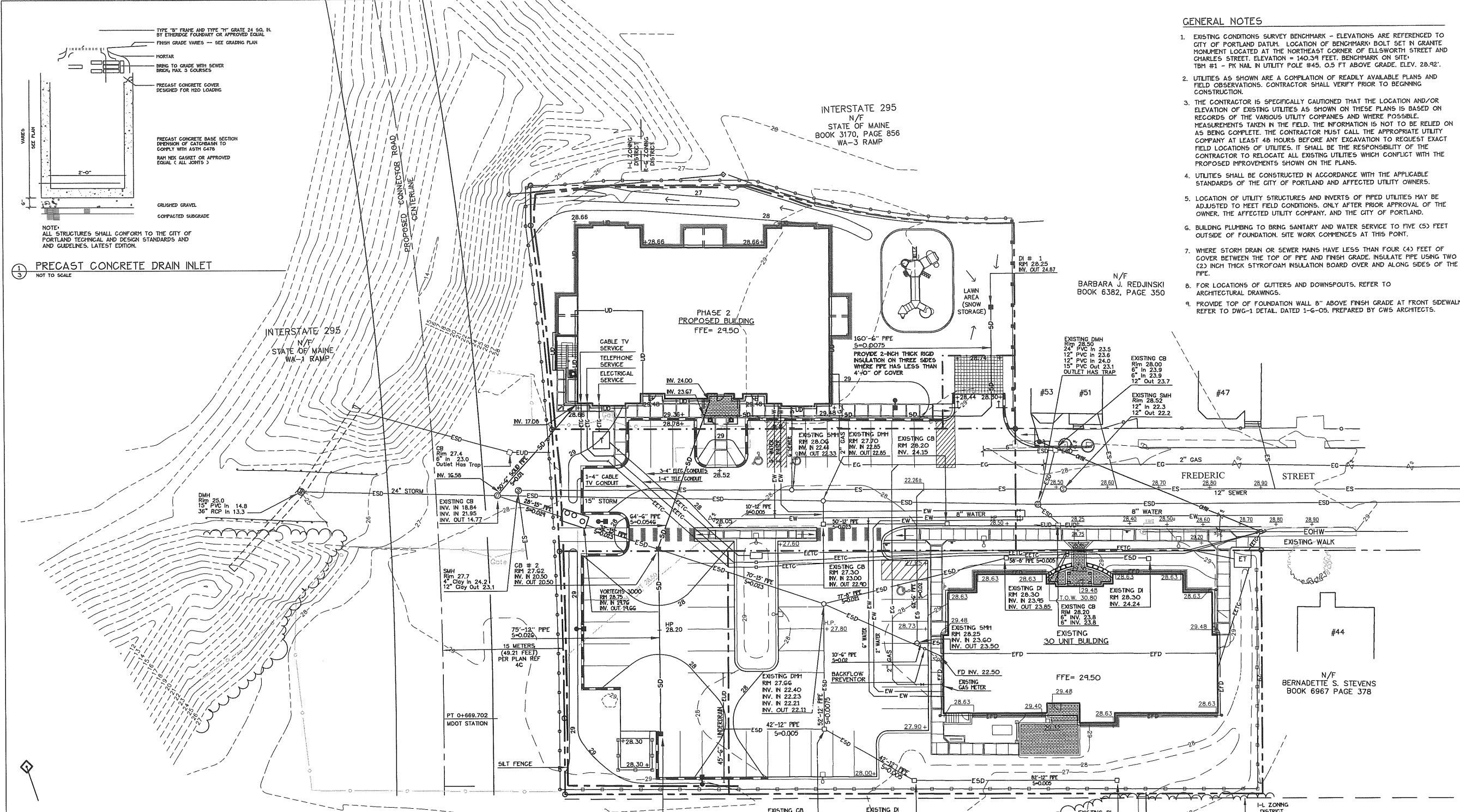
LEGEND

PROPERTY LINE	EXISTING	CURBING	EXISTING
EASEMENT LINE	---	CHAIN LINK FENCE	○-○-○
IRON PIPE/ROD FOUND	○	WOOD FENCE	□-□-□
GRANITE MONUMENT	□	GUARD RAIL	— — —
CAPPED REBAR	○	SIGN	— — —
UTILITY POLE	U.P.#10	CONTOUR	---76---
MANHOLE	⊙	WATER	—EW—
VALVE	⊙	UNDERGROUND ELECTRIC TELEPHONE + CABLE	—ETC—
CATCH BASIN	□	SANITARY SEWER	—ES—
FIRE HYDRANT	⊕	STORM DRAIN	—ESD—
DECIDUOUS TREE/SHRUB	⊙	GAS	—EG—
EVERGREEN TREE/SHRUB	⊙	UNDERDRAIN	—EUD—
TREE LINE	⊕	OVERHEAD UTILITY WRE	—EOHW—
LIGHT FIXTURE	⊕		

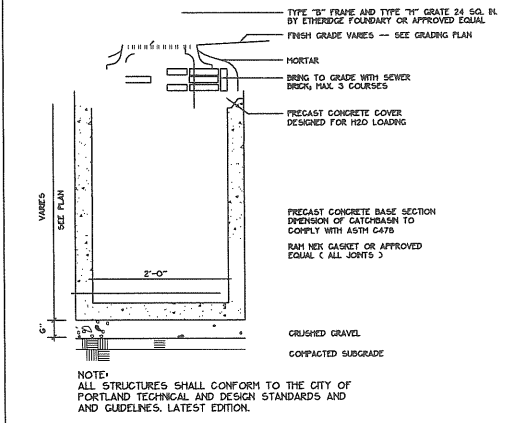
TEST BORING LOG

- B-201**
 2.5' BITUMINOUS ASPHALT
 2.5' BROWN GRAVELLY SAND W/ BLACK COAL ASH (FILL)
 3.0' BROWN MOTTLED FINE SANDY SILT (MEDIUM TO STIFF)
 8.2' BROWN SILTY SAND (MEDIUM TO DENSE)
 13.5' BROWN SILTY CLAY W/ FINE SAND SEAMS (MEDIUM)
 17.0' GRAY SILTY CLAY W/ FINE SAND SEAMS (MEDIUM)
- B-202**
 2.5' BITUMINOUS ASPHALT
 2.5' BROWN SAND SOME GRAVEL TRACE SILT W/ ORGANICS (FILL) (MEDIUM DENSE)
 4.5' BROWN GRAVELLY MEDIUM TO COARSE SAND TRACE SILT (FILL) (MEDIUM DENSE)
 7.2' BROWN SILTY FINE SAND W/ OXIDE STAINING (LOOSE)
 12.5' GRAYISH-BROWN MOTTLED STIFF CLAY W/ SAND SEAMS (STIFF)
 17.0' GRAY SILTY CLAY W/ OXIDE STAINS (MEDIUM)
- B-203**
 3.0' BROWN GRAVELLY MEDIUM TO COARSE SAND SOME SILT W/ WOOD DEBRIS (FILL) (MEDIUM DENSE)
 4.5' BROWN FINE TO MEDIUM SAND SOME SILT TRACE GRAVEL (FILL) (MEDIUM DENSE)
 10.0' LIGHT BROWN SILTY FINE SAND (LOOSE)
 11.5' BROWN SILTY CLAY W/ FINE SAND SEAMS (MEDIUM)
 14.5' BROWN SILTY FINE SAND (MEDIUM DENSE)
 17.0' GRAY SILTY CLAY (MEDIUM)

- B-204**
 1.5' BROWN GRAVELLY FINE TO COARSE SAND (FILL)
 3.0' BLACK SILTY FINE TO MEDIUM SAND W/ BRICK FRAGMENTS (FILL) (MEDIUM DENSE)
 4.5' GRAY MOTTLED SILTY SANDY CLAY (FILL) (MEDIUM DENSE)
 7.0' BROWNISH GRAY SILTY SAND (MEDIUM DENSE)
 11.5' BROWN SILTY CLAY W/ FINE SAND SEAMS (STIFF)
 12.0' BROWN SILTY FINE SAND (MEDIUM DENSE)
 17.0' GRAY SILTY CLAY (MEDIUM)
- B-205**
 2.0' DARK BROWN SAND SOME GRAVEL SILT + ORGANICS (FILL) (MEDIUM DENSE)
 4.5' DARK BROWN SILTY SAND W/ BRICK FRAGMENTS (FILL) (MEDIUM DENSE)
 6.5' BROWN SILTY FINE SAND (MEDIUM DENSE)
 9.5' SILTY CLAY W/ FINE SAND SEAMS (STIFF)
 12.0' BROWN SILTY FINE SAND (MEDIUM DENSE)
 17.0' GRAY SILTY CLAY (MEDIUM)



- GENERAL NOTES**
- EXISTING CONDITIONS SURVEY BENCHMARK - ELEVATIONS ARE REFERENCED TO CITY OF PORTLAND DATUM. LOCATION OF BENCHMARK BOLT SET IN GRANITE MONUMENT LOCATED AT THE NORTHEAST CORNER OF ELLSWORTH STREET AND CHARLES STREET. ELEVATION = 140.39 FEET. BENCHMARK ON SITE! TBH #1 - PK NAL IN UTILITY POLE #45. 0.5 FT ABOVE GRADE. ELEV. 28.92'
 - UTILITIES AS SHOWN ARE A COMPILATION OF READILY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY PRIOR TO BEGINNING CONSTRUCTION.
 - THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
 - UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF PORTLAND AND AFFECTED UTILITY OWNERS.
 - LOCATION OF UTILITY STRUCTURES AND INVERTS OF PIPED UTILITIES MAY BE ADJUSTED TO MEET FIELD CONDITIONS. ONLY AFTER PRIOR APPROVAL OF THE OWNER, THE AFFECTED UTILITY COMPANY, AND THE CITY OF PORTLAND.
 - BUILDING PLUMBING TO BRING SANITARY AND WATER SERVICE TO FIVE (5) FEET OUTSIDE OF FOUNDATION. SITE WORK COMMENCES AT THIS POINT.
 - WHERE STORM DRAIN OR SEWER MAINS HAVE LESS THAN FOUR (4) FEET OF COVER BETWEEN THE TOP OF PIPE AND FINISH GRADE, INSULATE PIPE USING TWO (2) INCH THICK STYROFOAM INSULATION BOARD OVER AND ALONG SIDES OF THE PIPE.
 - FOR LOCATIONS OF GUTTERS AND DOWNSPOUTS, REFER TO ARCHITECTURAL DRAWINGS.
 - PROVIDE TOP OF FOUNDATION WALL 8" ABOVE FINISH GRADE AT FRONT SIDEWALK. REFER TO DWG-1 DETAIL, DATED 1-G-05, PREPARED BY CWS ARCHITECTS.



1 PRECAST CONCRETE DRAIN INLET
NOT TO SCALE

Prepared For:
Applicant:
AVESTA FORE RIVER HOUSING, LP
307 Cumberland Avenue
Portland, Maine 04101
Tel: (207) 553-7777

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

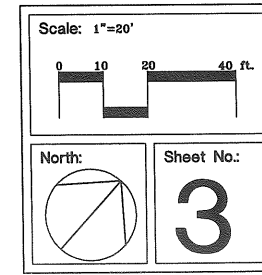
FORE RIVER APARTMENTS
Portland, Maine
63 Frederic Street

Date:
OCTOBER 26, 2004

Revisions:
DEC 2, 2004: Staff Comments
DEC 20, 2004: Staff Comments
JAN 7, 2005: Staff Comments

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Title:
GRADING, DRAINAGE AND UTILITIES PLAN



LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
PROPERTY LINE			CURBING		
IRON PIPE/ROD FOUND			CHAINLINK FENCE		
GRANITE MONUMENT			WOOD FENCE		
CAPPED REBAR			GUARD RAIL		
UTILITY POLE			SIGN		
LIGHT FIXTURE			CONTOUR		
MANHOLE			SILT FENCE		
VALVE			WATER		
CATCH BASIN			OVERHEAD UTILITY WIRE		
FIRE HYDRANT			SANITARY SEWER		
DECIDUOUS TREE/SHRUB			UNDERGROUND ELECTRIC, TELEPHONE + CABLE TV		
EVERGREEN TREE/SHRUB			STORM DRAIN		
TREE LINE			GAS		
			UNDERDRAIN		

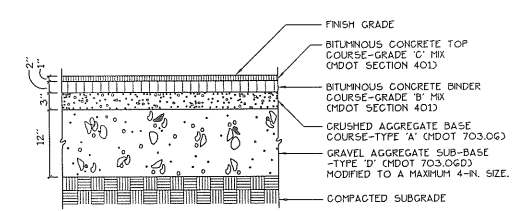
Prepared For:
 Applicant:
AVESTA FORE RIVER HOUSING, LP
 307 Cumberland Avenue
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Prepared By:
MITCHELL & ASSOCIATES
 Landscape Architects
 The Staples School
 70 Center Street
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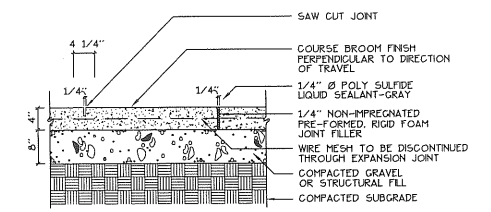
FORE RIVER APARTMENTS

Portland, Maine

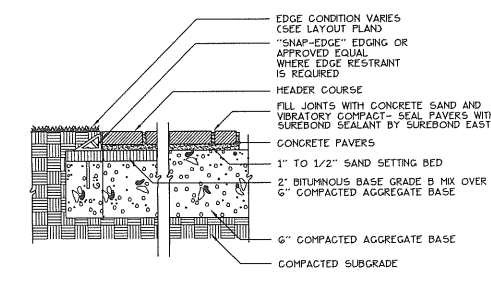
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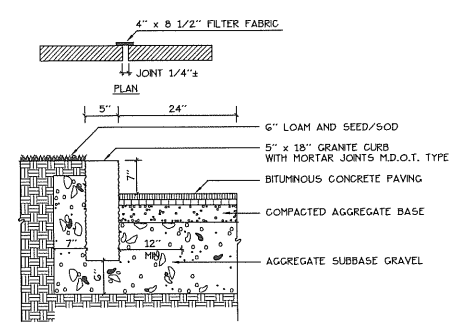
1 BITUMINOUS PAVEMENT - ROADS + PARKING
 4 NOT TO SCALE



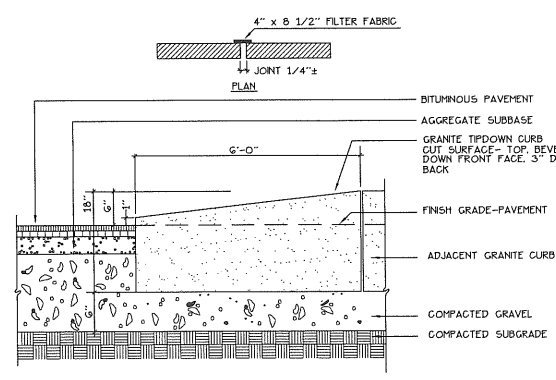
2 CONCRETE WALK
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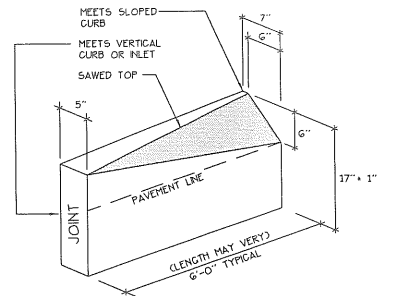
3 CONCRETE PAVERS
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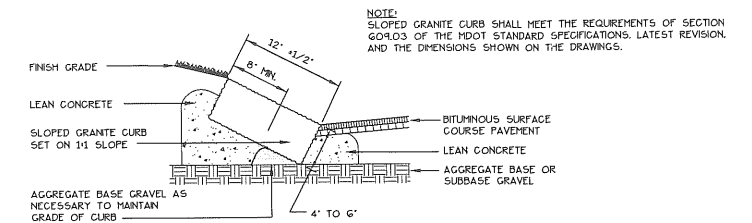
4 VERTICAL GRANITE CURB
 4 NOT TO SCALE



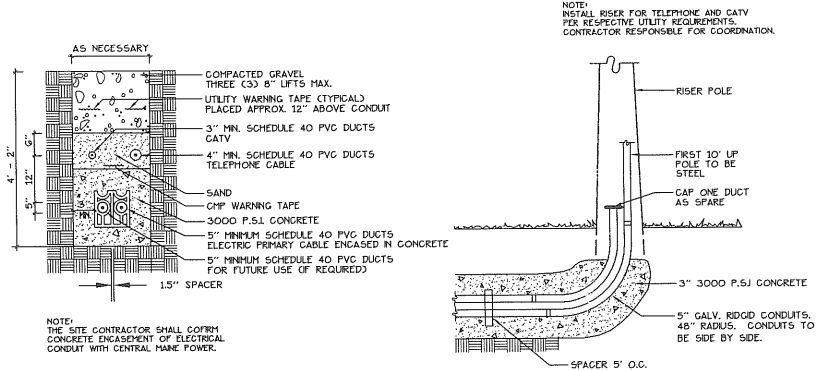
5 GRANITE TIP-DOWN CURB
 4 NOT TO SCALE



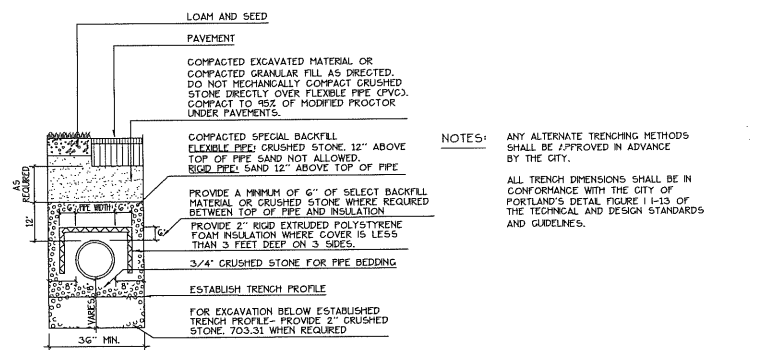
6 TRANSITIONAL CURB END
 4 NOT TO SCALE



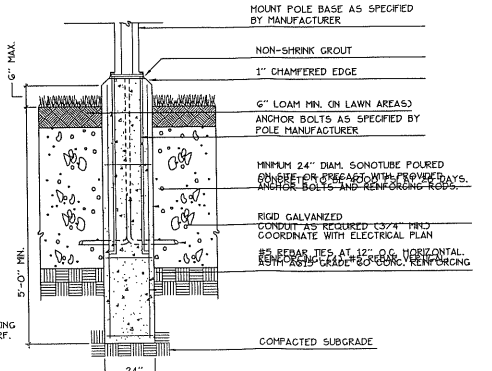
7 SLOPED GRANITE CURB
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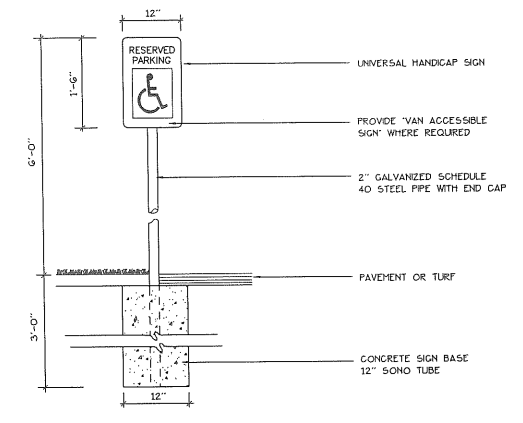
8 ELECTRICAL, TELEPHONE + CABLE T.V. TRENCH
 4 NOT TO SCALE



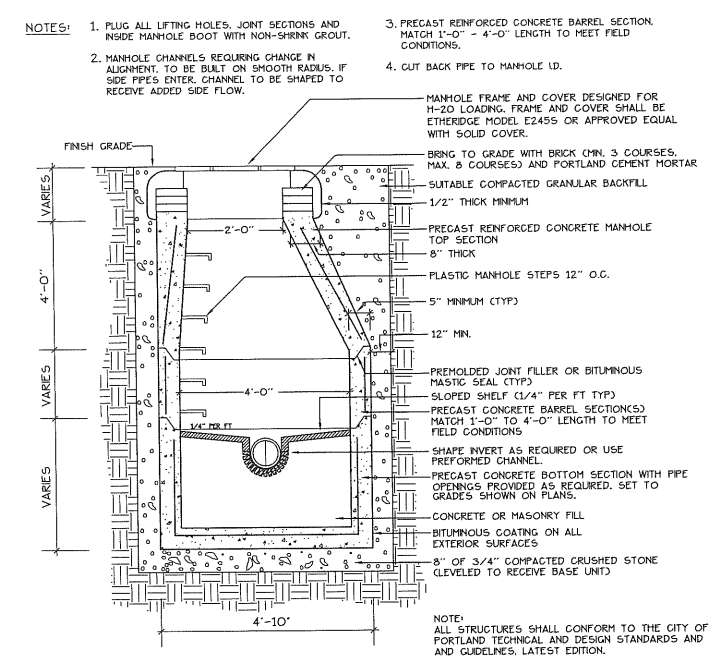
9 PIPE TRENCH DETAIL
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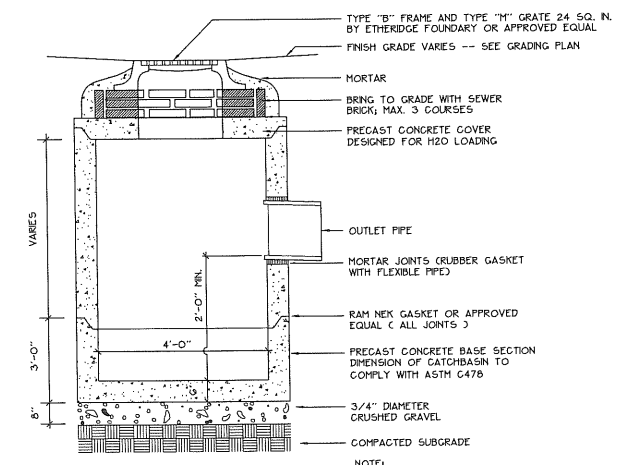
10 LIGHT POLE BASE
 4 NOT TO SCALE



11 HANDICAP PARKING SIGNAGE
 4 NOT TO SCALE



12 PRECAST CONCRETE MANHOLE
 4 NOT TO SCALE



13 PRECAST CONCRETE CATCHBASIN
 4 NOT TO SCALE

I:\ProjectDrawings\2\Legon\Phase2\ForeRiver\ApsSubmitted_04-12-02\LoganPH2-DETAILS.dwg, 12/3/2004 1:20:44 PM, \MITCHELL\0\HPLJ5100

Date:	OCTOBER 26, 2004
Revisions:	DEC 2, 2004: Staff Comments
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Title:	SITE DETAILS
Scale:	
North:	Sheet No:
	4

EROSION AND SEDIMENTATION CONTROL PLAN

Prepared For:
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 Portland, Maine
 63 Frederic Street

Date:
 OCTOBER 26, 2004

Revisions:
 DEC 2, 2004: Staff Comments

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Title: **SITE DETAILS AND EROSION & SEDIMENTATION CONTROL PLAN**

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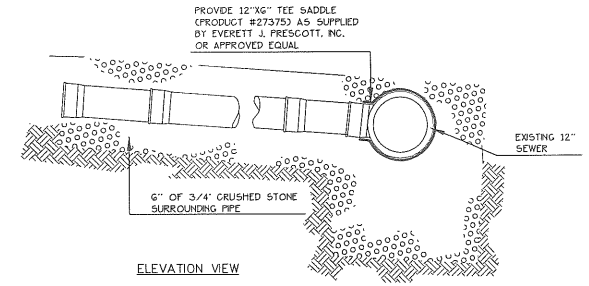
North: Sheet No:
5

THIS PLAN HAS BEEN DEVELOPED AS A STRATEGY TO CONTROL SOIL EROSION AND SEDIMENTATION DURING AND AFTER THE CONSTRUCTION OF FORE RIVER APARTMENTS LOCATED AT 63 FREDERIC STREET, PORTLAND, MAINE. THIS PLAN IS BASED ON THE MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION, BEST MANAGEMENT PRACTICES, MARCH, 1991.

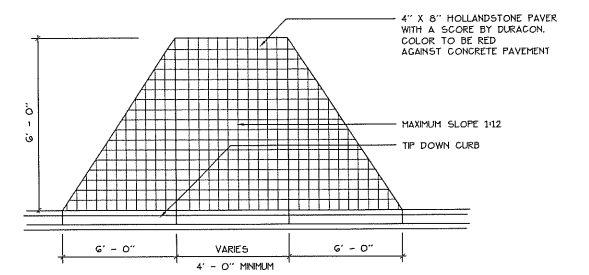
A. PROPOSED DEVELOPMENT
 THE PROJECT CONSISTS OF THE CONSTRUCTION OF A PROPOSED 20 UNIT APARTMENT BUILDING, THE BUILDING AND PARKING WITH THEIR ASSOCIATED GRADING DEFINE THE LIMITS OF PROPOSED EARTH MOVEMENT FOR THE DEVELOPMENT. THE HORIZONTAL AND VERTICAL PLACEMENT OF THE PROPOSED BUILDING AND PARKING LOT HAVE BEEN DESIGNED TO MAXIMIZE THE TOPOGRAPHIC OPPORTUNITIES AVAILABLE.

B. EROSION CONTROL PRACTICES/TEMPORARY MEASURES
 THE FOLLOWING TEMPORARY MEASURES TO CONTROL EROSION AND SEDIMENTATION SHALL BE UTILIZED:
 EACH GROUND AREA, OPENED OR EXPOSED, WHETHER DIRECTLY OR INDIRECTLY DUE TO THE DEVELOPMENT, SHALL BE MINIMIZED AND SHALL BE STABILIZED WITHIN 15 DAYS OF INITIAL DISTURBANCE OF SOIL AND SHALL BE PERMANENTLY STABILIZED WITHIN SEVEN DAYS OF FINAL GRADING. THIS STATEMENT APPLIES TO DISTURBED AREAS BEYOND THE LIMITS OF THE PROPOSED BUILDING. EXPOSED AREAS SHALL BE STABILIZED PRIOR TO A RAIN EVENT.
 TEMPORARY SOIL STABILIZATION SHALL BE EITHER BY TEMPORARY MULCHING, TEMPORARY SEEDING, PERMANENT BASE GRAVEL, OR ASPHALT BINDER COURSE AS FOLLOWS:
 TEMPORARY SEEDING: SEED SHALL BE AROOSTOOK RYE APPLIED AT 2.0G#/1000 SF. LIME SHALL BE AGRICULTURAL GROUND LIMESTONE APPLIED AT 13.8#/1000 SF. FERTILIZER SHALL BE 10-10-10 CLASSIFICATION APPLIED AT 13.8#/1000 SF. MULCH SHALL CONSIST OF HAY AND STRAW MULCH AND SPREAD EVENLY AT A RATE OF 70-90#/1000 SF. TEMPORARY SEEDING SHALL ONLY BE MADE BETWEEN APRIL 15 AND OCTOBER 1, AND SHALL NOT BE PLACED OVER SNOW.
 TEMPORARY MULCHING: MULCH SHALL CONSIST OF CHOPPED HAY OR STRAW MULCH AND SPREAD BY MECHANICAL BLOWER EVENLY AT A RATE OF 150-200#/1000 SF. TEMPORARY MULCH SHALL BE REMOVED PRIOR TO PERMANENT SOIL STABILIZATION. MULCH MUST NOT BE PLACED OVER SNOW. SNOW SHALL BE REMOVED PRIOR TO MULCHING.
 PERMANENT BASE GRAVEL: GRAVEL UNDER PAVEMENT SHALL BE SUITABLE AS TEMPORARY SOIL STABILIZATION UNDER THE FOLLOWING CONDITIONS:
 a) SLOPES SHALL BE LESS THAN EIGHT PERCENT;
 b) GRAVEL SHALL MEET THE SPECIFICATIONS FOR BASE OR SUBBASE GRAVEL FOR THE PROPOSED COMPLETED PAVEMENT.
 ASPHALT BINDER COURSE: ASPHALT BINDER SHALL MEET THE SPECIFICATIONS FOR THE ASPHALT BINDER COURSE FOR THE PROPOSED COMPLETED PAVEMENT.

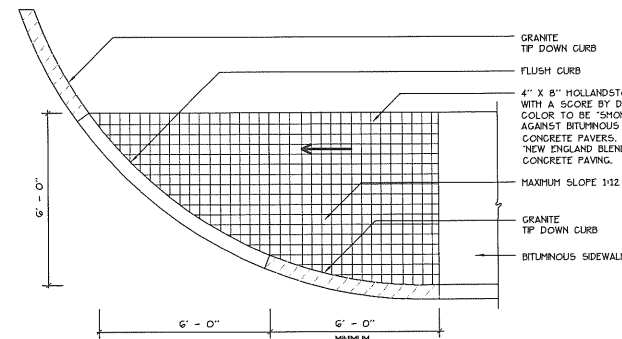
C. EROSION CONTROL PRACTICES/PERMANENT MEASURES
 THE FOLLOWING PERMANENT MEASURES TO CONTROL EROSION AND SEDIMENTATION SHALL BE UTILIZED:
 1. PERMANENT SEEDING SHALL BE PERFORMED DURING CONSTRUCTION OPERATIONS AS EACH DISTURBED AREA HAS BEEN BROUGHT TO FINISH GRADE. PERMANENT SEEDING SHALL BE MADE AS DORMANT SEEDING AFTER THE FIRST KILLING FROST. DORMANT SEEDING AND MULCH SHALL BE USED AT TWO TIMES THE PERMANENT SEEDING AND MULCHING RATE SHOWN BELOW FOR BOTH LAWN AS WELL AS EMBANKMENTS. SEED, LOAM, LIME, FERTILIZER AND MULCH ARE TO BE AS FOLLOWS:
 SEED: THE SEED MIXTURE SHALL CONSIST OF SEED PROPORTIONED BY WEIGHT. ALL SEED SHALL BE FRESH, CLEAN, "NEW CROP" SEED. HARMLESS INERT MATTER AND WEED SEEDS SHALL BE PERMITTED UP TO ONE PERCENT OF THE GROSS WEIGHT OF EACH VARIETY OF SEED. ALL SEED SUPPLIED SHALL BE PACKED IN APPROVED CONTAINERS BEARING THE MANUFACTURER'S NAME AND ANALYSIS OF CONTENTS. THE FOLLOWING MATERIALS AND APPLICATION RATES SHALL BE REQUIRED FOR PERMANENT SEEDING:
 LAWN
 CREEPING RED RESCUE: 0.69#/1000 SF
 KENTUCKY BLUEGRASS: 0.57#/1000 SF
 PERENNIAL RYEGRASS: 0.46#/1000 SF
 REDTOP: 0.12#/1000 SF
 TOTAL: 1.84#/1000 SF
 LOAM SHALL BE FREE OF GRASSES, ROOTS, LARGE STONE AND INORGANIC DEBRIS. PLACE LOAM AT SIX INCHES MINIMUM DEPTH OVER ALL DISTURBED AREAS. FINAL GRADING OF ALL LAWN AREAS TO BE APPROVED BY LANDSCAPE ARCHITECT BEFORE SEEDING.
 LIME: LIME SHALL BE AGRICULTURAL GROUND LIMESTONE AND APPLIED AS PER RECOMMENDATION OF A STATE COMMERCIAL SOIL TESTING LABORATORY.
 FERTILIZER: FERTILIZER SHALL BE 10-20-20 CLASSIFICATION AND APPLIED AS PER RECOMMENDATION OF A STATE COMMERCIAL SOIL TESTING LABORATORY.
 MULCH: MULCH SHALL CONSIST OF HAY OR STRAW MULCH. MULCH SHALL BE SPREAD EVENLY AT A RATE OF TWO AND ONE HALF TONS PER ACRE OVER ALL SEEDING. AFTER APPLICATION, THE MULCH SHALL BE THOROUGHLY WETTED. IN STEEP AREAS (>3:1 SLOPES), THE MULCH SHALL BE HELD IN PLACE BY THE USE OF JUTE EROSION CONTROL NETTING OR APPROVED ALTERNATIVE NETTING MATERIAL. NOTE: ALL EXPOSED SOIL MUST BE COVERED REGARDLESS OF MULCHING RATES SPECIFIED. NOTE: AN EROSION CONTROL BLANKET SHALL BE PLACED IN ALL NEWLY CREATED OR DISTURBED DITCHES.
 THE CONTRACTOR SHALL MAINTAIN THE SEEDING AND MULCHED AREAS UNTIL FINAL ACCEPTANCE OF THE WORK. MAINTENANCE SHALL CONSIST OF PROVIDING PROPER WATERING, PROTECTION AGAINST TRAFFIC AND REPAIRING ANY AREAS DAMAGED DUE TO WIND, WATER, EROSION, FIRE OR OTHER CAUSES. SUCH DAMAGED AREAS SHALL BE REPAIRED TO RE-ESTABLISH THE CONDITION AND GRADE OF THE SOIL PRIOR TO SEEDING AND SHALL THEN BE REFERTILIZED, RESEEDING AND REMULCHED.
D. WINTER CONSTRUCTION
 THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN ONE ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./1000 SF. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR SHALL INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE. DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS, CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.
E. CONSTRUCTION SEQUENCE
 THE GENERAL SEQUENCE OF WORK SHALL BE AS FOLLOWS:
 1. INSTALL EROSION CONTROL DEVICES (SILT FENCE, STABILIZED CONSTRUCTION ENTRANCE AND OR SEDIMENT BARRIER).
 2. TEMPORARILY STABILIZE DISTURBED AREAS BY MULCHING ALL EXPOSED SOIL WITHIN 15 DAYS OF INITIAL DISTURBANCE.
 3. INSTALL STORMWATER SYSTEM.
 4. COMPLETE SITE CONSTRUCTION WORK.
 5. CONSTRUCT PAVED ACCESS AND PARKING AREA.
 6. INSTALL PERMANENT VEGETATION ON ALL EXPOSED AREAS WITHIN 15 DAYS OF FINAL GRADING.
 7. PERFORM CONTINUING MAINTENANCE ON ALL EROSION AND SEDIMENTATION CONTROL DEVICES AND MEASURES.
F. SITE INSPECTION + MAINTENANCE
 WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING RAINFALLS OF 1/2" OVER A CONSECUTIVE 24-HOUR PERIOD, SHALL BE CONDUCTED BY THE SITE CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT. NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING OR DETERIORATION. FINAL ACCEPTANCE SHALL INCLUDE A SITE INSPECTION TO VERIFY THE STABILITY OF ALL DISTURBED AREAS AND SLOPES. UNTIL FINAL INSPECTION, ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL IMMEDIATELY BE CLEANED, AND REPAIRED BY THE SITE CONTRACTOR AFTER STORM EVENTS. DISPOSAL OF ALL TEMPORARY EROSION CONTROL DEVICES SHALL BE THE RESPONSIBILITY OF THE SITE CONTRACTOR. CONTINUED TEMPORARY MAINTENANCE AND LONG TERM PROVISIONS FOR PERMANENT MAINTENANCE OF EROSION AND SEDIMENTATION CONTROL FACILITIES AFTER ACCEPTANCE OF THE PROJECT SHALL BE THE RESPONSIBILITY OF AVESTA FORE RIVER HOUSING, LP.



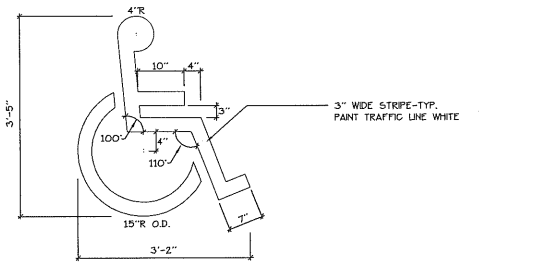
1 TYPICAL LATERAL SEWER CONNECTION DETAIL
 NOT TO SCALE



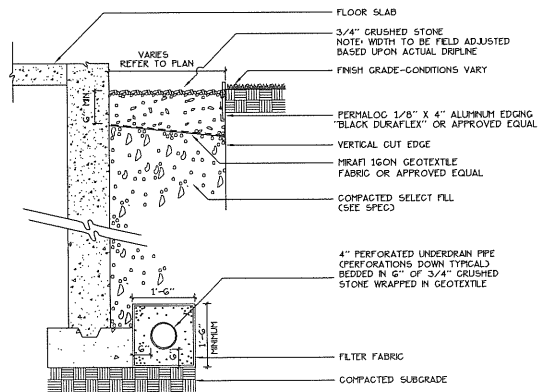
2 HANDICAP RAMP
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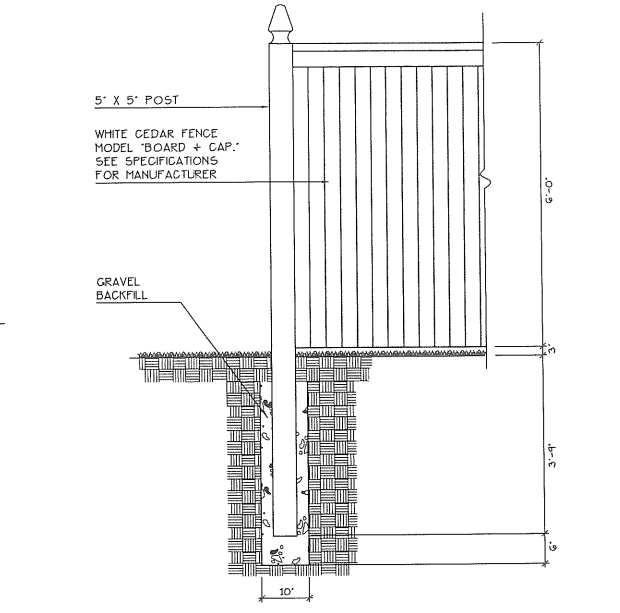
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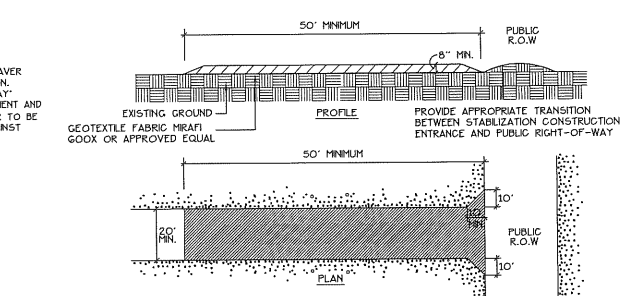
4 HANDICAP SPACE MARKINGS
 NOT TO SCALE



5 DRIP STRIP AND FOUNDATION UNDERDRAIN
 NOT TO SCALE

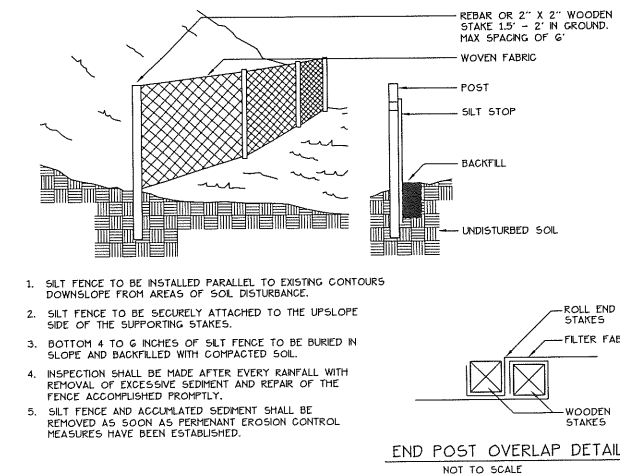


6 SOLID WOOD FENCE
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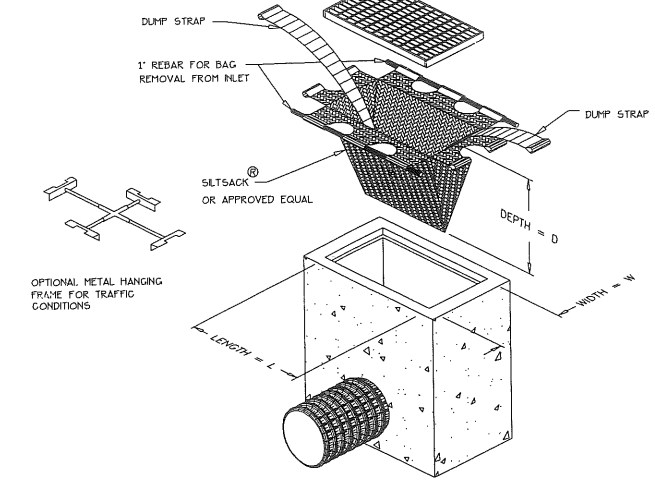
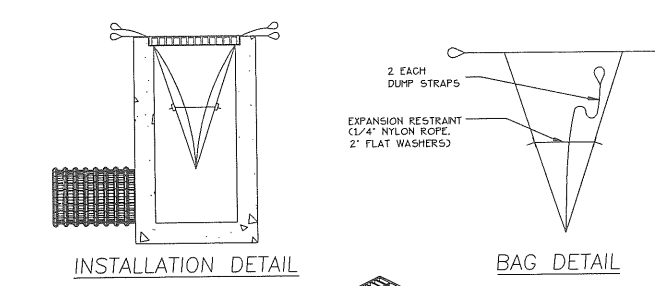


- CONSTRUCTION SPECIFICATIONS:
1. STONE SIZE: AASHTO DESIGNATION M 43, SIZE NO. 2 (2.5" TO 1.5"). USE CRUSHED STONE.
 2. LENGTH: AS EFFECTIVE, BUT NOT LESS THAN 50 FEET.
 3. THICKNESS: NOT LESS THAN EIGHT (8) INCHES.
 4. WIDTH: NOT LESS THAN FULL WIDTH OF ALL POINT OF INGRESS OR EGRESS.
 5. WASHING: WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH THE USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.
 6. MAINTENANCE: THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONES, AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.

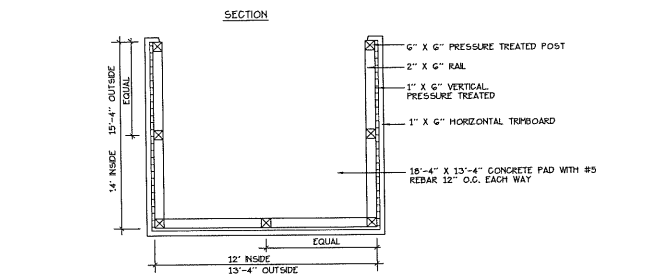
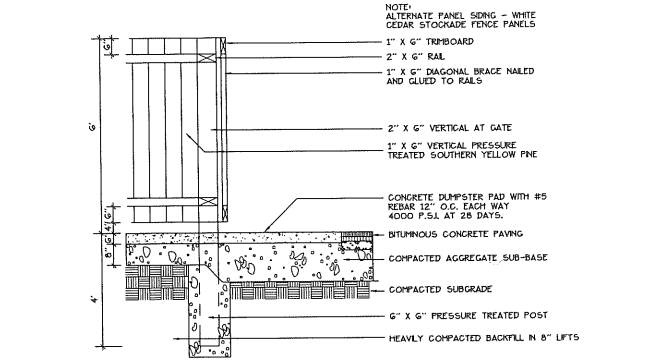
7 STABILIZED CONSTRUCTION ENTRANCE
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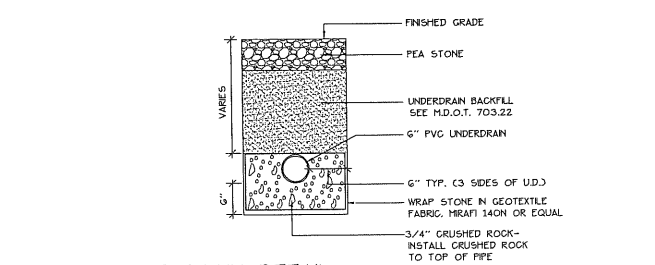
8 SILT FENCE
 NOT TO SCALE



9 INLET SEDIMENT CONTROL DEVICE
 NOT TO SCALE



10 DUMPSTER ENCLOSURE
 NOT TO SCALE



11 UNDERDRAIN DETAIL
 NOT TO SCALE

PROPERTY LINE CURVE DATA

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	68.64'	1689.61'	N42°46'38"W	68.64
C2	50.10'	1689.61'	N44°47'26"W	50.09
C3	84.12'	1689.61'	N47°03'58"W	84.11
C4	109.84'	305.00'	N56°55'42"E	109.25
C5	33.75'	325.00'	N03°37'54"E	33.74

- GENERAL NOTES**
- TOTAL SITE AREA: PHASE 2: 34,651 SF OR .80 AC
 - ZONING DISTRICT: CONTRACT ZONE
 - RECORD OWNER: AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVE.
PORTLAND, MAINE 04101
TEL: (207) 553-7777
 - TAX MAP AND LOT: TAX MAP 67, K. 19
 - BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED: "LOT DIVISION PLAN OF ROMANO PROPERTY, FREDERIC STREET, PORTLAND, MAINE FOR YORK-CUMBERLAND HOUSING MANAGEMENT CORPORATION", DATED 3/16/03, PREPARED BY SEBAGO TECHNCS, 1 CHADOT STREET, WESTBROOK, MAINE 04098-1339.
 - EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED: "EXISTING CONDITIONS PLAN, COMMERCIAL DEVELOPMENT FREDERIC STREET, PORTLAND, MAINE", DATED APRIL 1998, PREPARED BY SQUAW BAY CORP. CONSULTING ENGINEERS, P.O. BOX 86A CUMBERLAND CENTER, MAINE 04021.
 - EXISTING CONDITIONS SURVEY BENCHMARK - ELEVATIONS ARE REFERENCED TO CITY OF PORTLAND DATUM. LOCATION OF BENCHMARK BOLT SET IN GRANITE MONUMENT LOCATED AT THE NORTHEAST CORNER OF ELLSWORTH STREET AND CHARLES STREET. ELEVATION = 140.39 FEET. BENCHMARK ON SITE: TBM #1 - 1" NAIL IN UTILITY POLE #45. 0.5 FT ABOVE GRADE. ELEV. 28.92'.
 - UTILITIES AS SHOWN ARE A COMPILED OF READILY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY PRIOR TO BEGINNING CONSTRUCTION.

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Portland, Maine

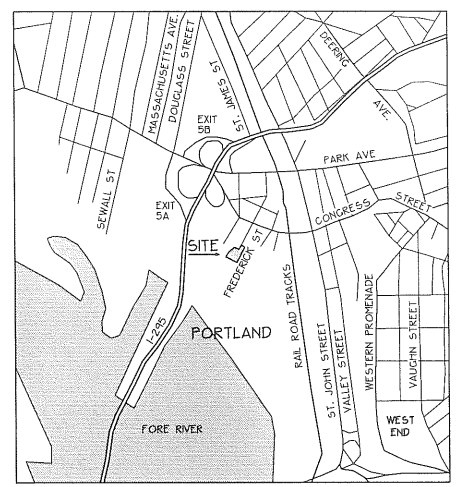
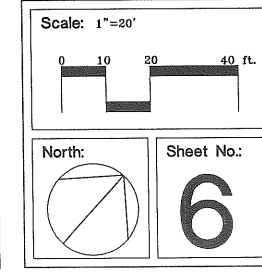
63 Frederic Street

Date:
OCTOBER 26, 2004

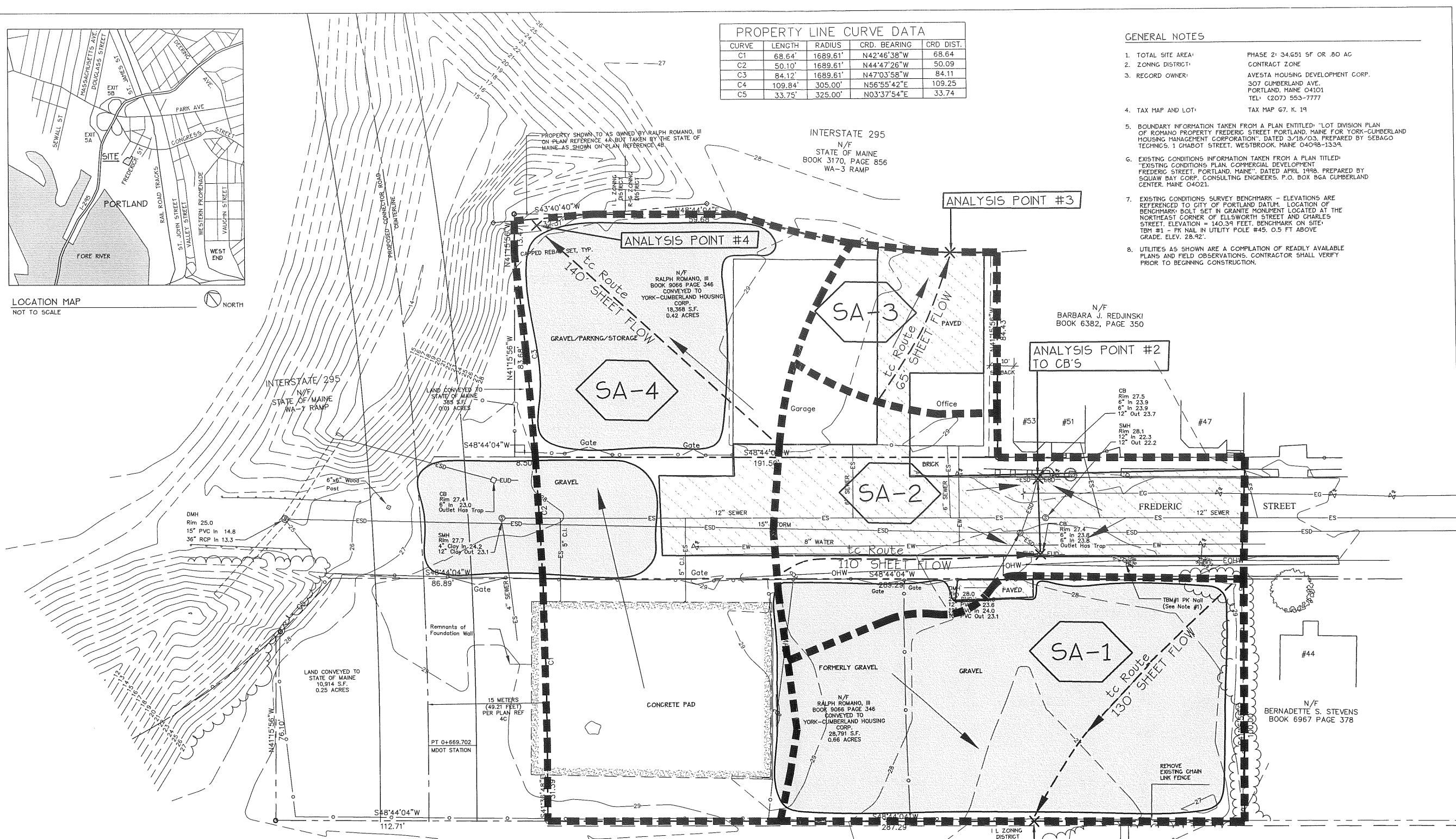
Revisions:

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Title:
PRE DEVELOPMENT DRAINAGE PLAN



LOCATION MAP
NOT TO SCALE



LEGEND

PROPERTY LINE	EXISTING	CURBING	EXISTING
IRON PIPE/ROD FOUND		CHAIN LINK FENCE	
GRANITE MONUMENT		GUARD RAIL	
CAPPED REBAR		SIGN	
UTILITY POLE		CONTOUR	
SANITARY MANHOLE		WATER	
GATE VALVE		OVERHEAD UTILITY WIRE	
CATCH BASIN		SANITARY SEWER	
FIRE HYDRANT		UNDERGROUND ELECTRIC	
DECIDUOUS TREE/SHRUB		STORM DRAIN	
EVERGREEN TREE/SHRUB		GAS	
TREE LINE		UNDERDRAIN	

AN. O. 8

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FORE RIVER APARTMENTS
 Portland, Maine
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Date:
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Revisions:

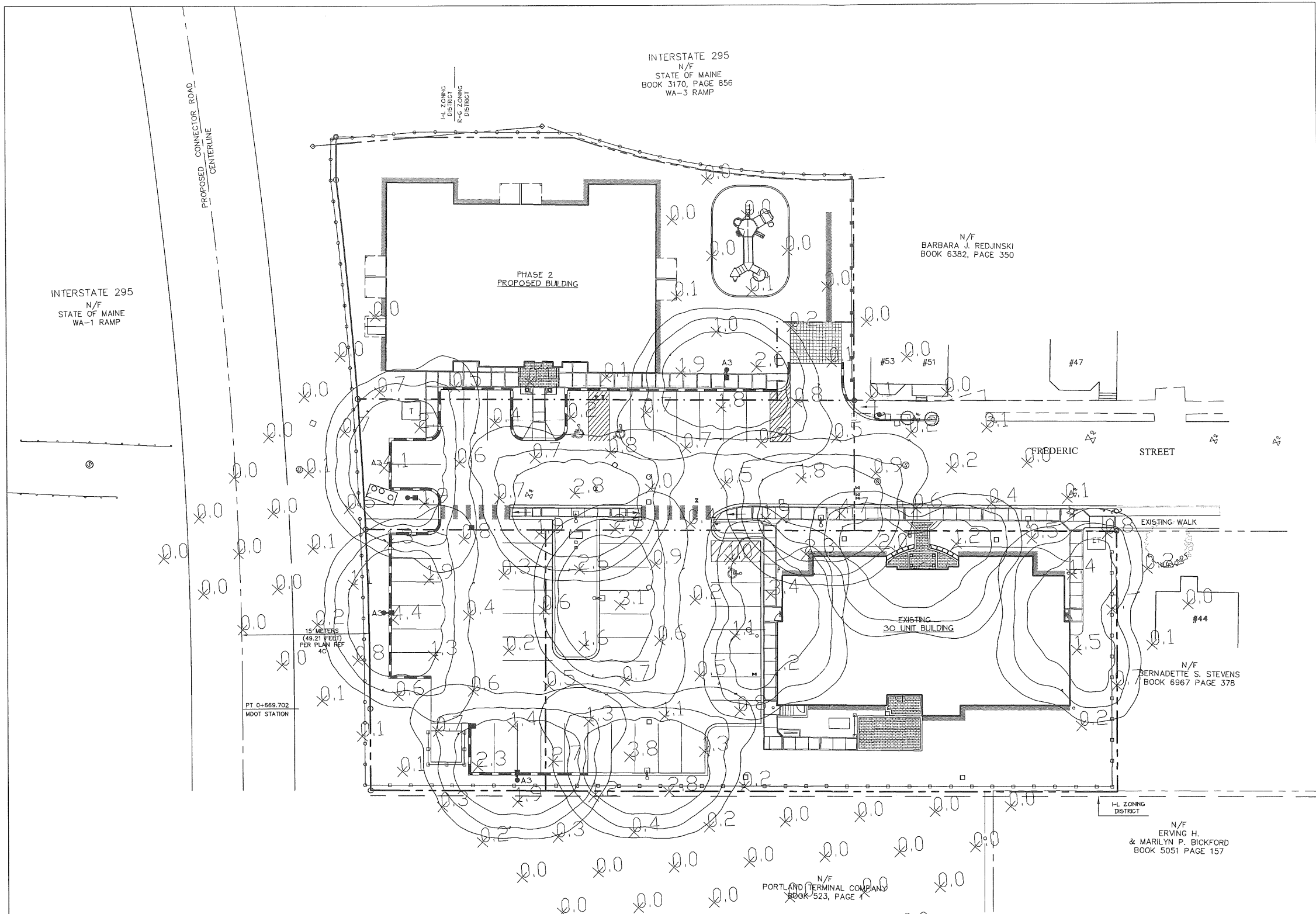
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Title:
 PHOTOMETRICS PLAN

Scale: 1"=20'

North:

Sheet No.: **8**



LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
PROPERTY LINE			CURBING		
IRON PIPE/ROD FOUND			CHAINLINK FENCE		
GRANITE MONUMENT			WOOD FENCE		
CAPPED REBAR			GUARD RAIL		
UTILITY POLE			SIGN		
MANHOLE			LIGHT FIXTURE		
VALVE			BUILDING MOUNTED LIGHT		
CATCH BASIN					
FIRE HYDRANT					
DECIDUOUS TREE/SHRUB					
EVERGREEN TREE/SHRUB					
TREE LINE					

GENERAL NOTES

- EXTERIOR POLE MOUNTED LIGHT FIXTURES SHALL BE 100 WATT METAL HALIDE, MN-AEROLUME MODEL, AS MANUFACTURED BY USA ARCHITECTURAL LIGHTING. POLE LIGHTS ARE ON 15 FOOT POLES. THE BUILDING MOUNTED LIGHTS SHALL BE 100 WATT METAL HALIDE, GREENLEE LIGHTING WCS SERIES, AS MANUFACTURED BY LSI INDUSTRIES, INC.
- AREA STATISTICS* (PARKING AREA ONLY)
 AVE: 1.22 MAX: 4.35 MIN: 0.20 AVE/MIN: 6.141 MAX/MIN: 21.811

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	LAMP QUANTITY + TYPE
A3	AERH-8-100MH-MT-ST23-BKH	4-SINGLE HEAD ASSEMBLY



CWS Architects

Architecture
Space Planning
Value Design

434 Cumberland Avenue
Portland, ME 04101
Phone: (207)774-4441
Fax: (207)774-4016

www.CWSArch.com

Owner:
FORE RIVER HOUSING LP
c/o York Cumberland
Housing Development Corp.
Gerham, Maine

Client:

FORE RIVER APARTMENTS

63 Frederic Street
Portland, Maine

Project No: 04416 FRA

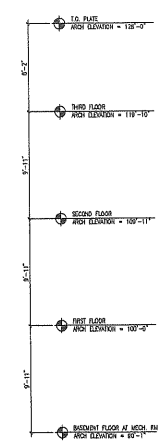
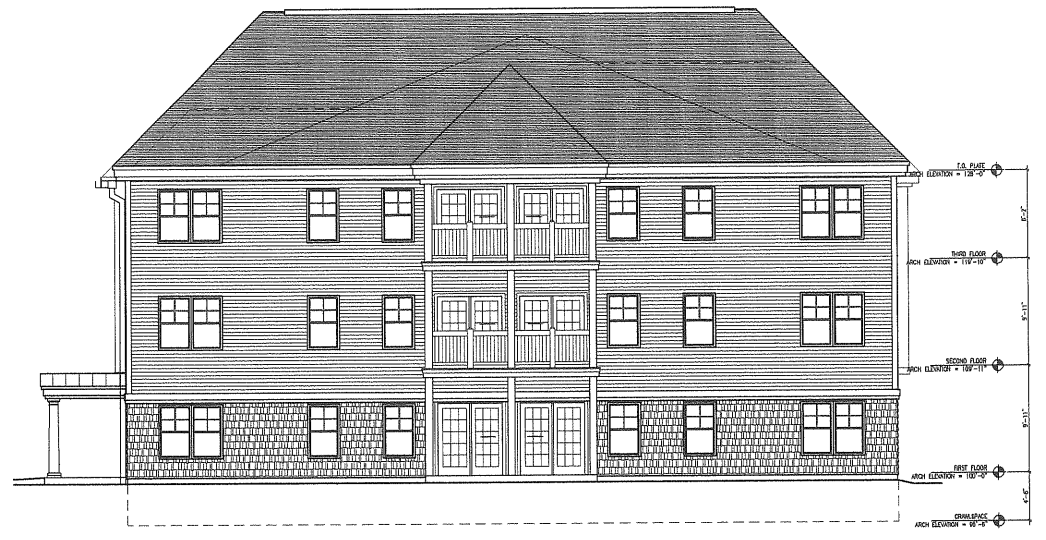
Drawing Title:
BUILDING ELEVATIONS

Scale: 1/8" = 1'-0"
Date: 01/05/2005

- Revisions:
- △
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Drawing Number:

A3.1



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CWS Architects

Architecture
Space Planning
Value Design

434 Cumberland Avenue
Portland, ME 04101
Phone: (207)774-4441
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Designer:

FORE RIVER HOUSING LP
c/o York Cumberland
Housing Development Corp.
Gorham, Maine

Client:

FORE RIVER APARTMENTS

63 Frederic Street
Portland, Maine

Project No: 04416 FRA

Drawing Title:

ROOF PLAN

Scale: 1/4" = 1'-0"

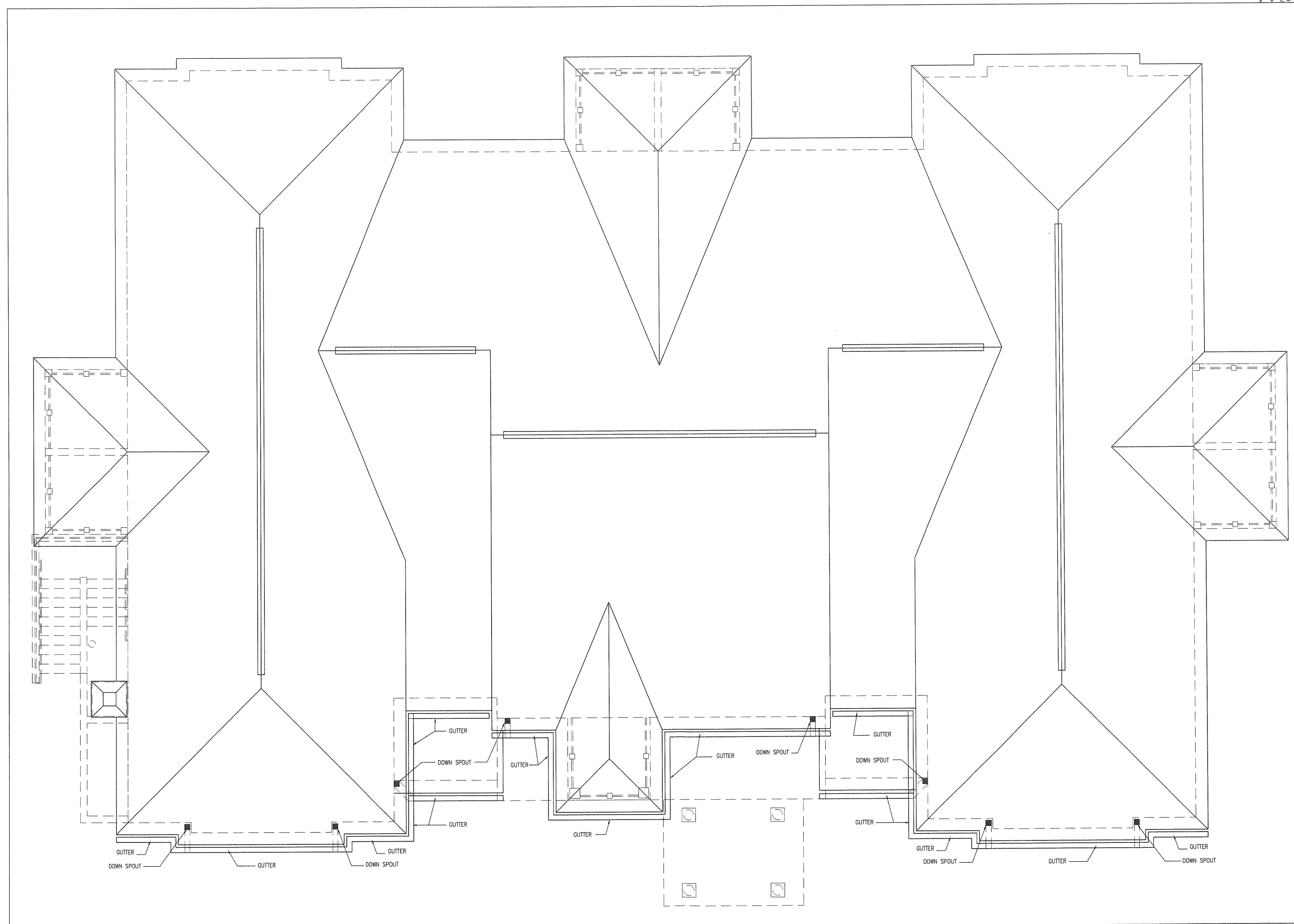
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Revisions:

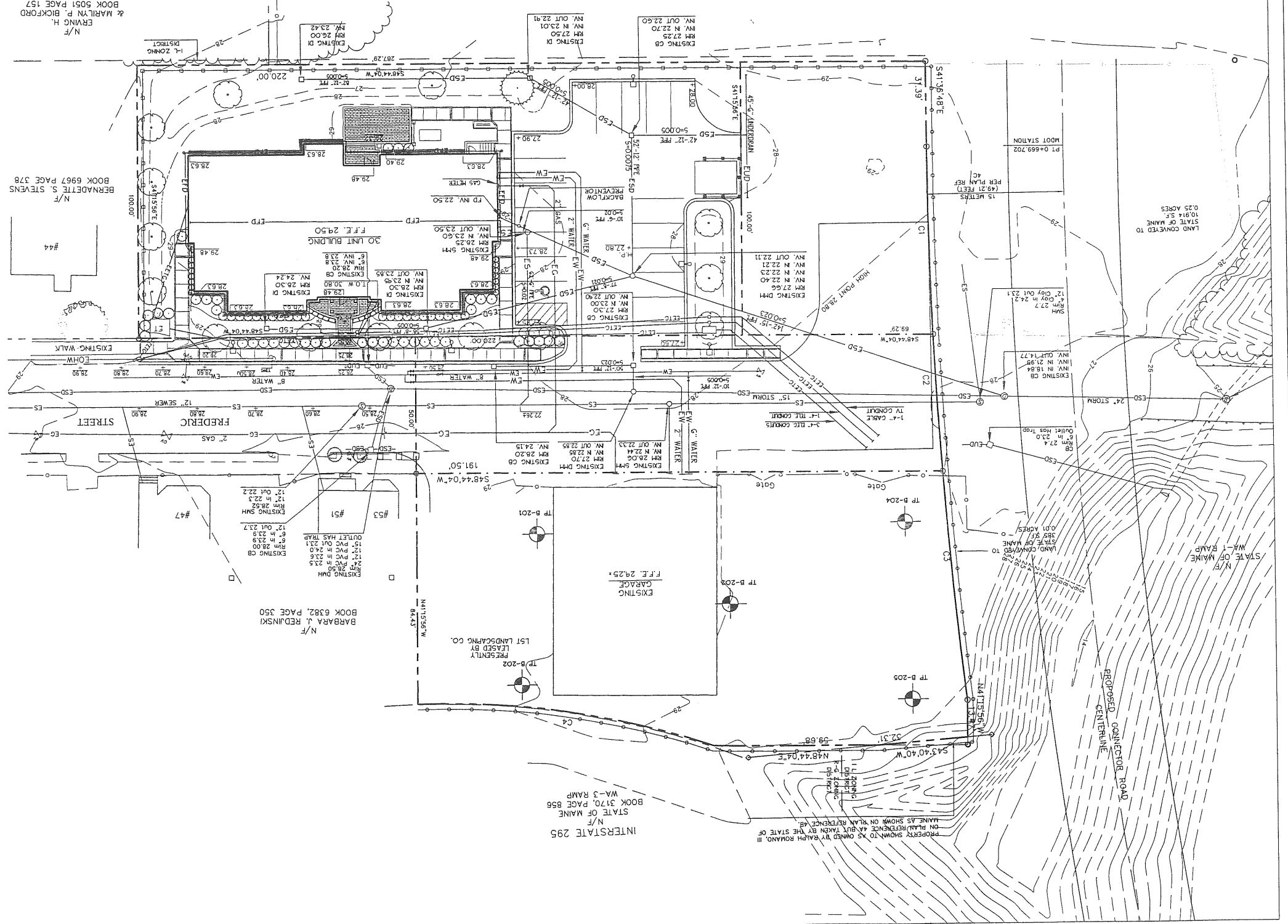
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Drawing Number:

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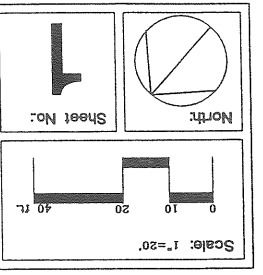
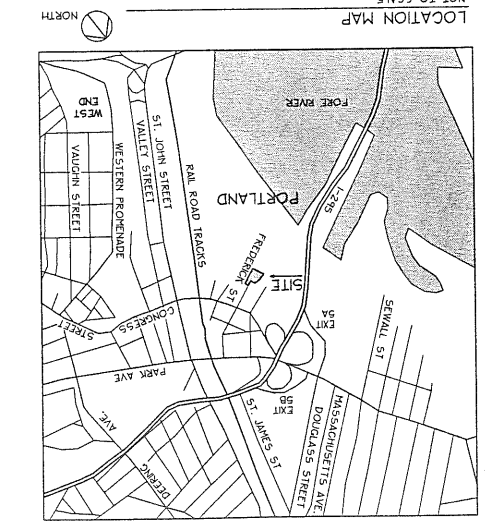
EXISTING		EXISTING	
	PROPERTY LINE		EASEMENT LINE
	IRON PIPE/ROD FOUND		CHAIN LINK FENCE
	CAPED REBAR		WOOD FENCE
	UTILITY POLE		SIGN
	MANHOLE		CONTOUR
	VALVE		WATER
	CATCH BASIN		TELEPHONE + CABLE
	FRECK HYDRANT		SANITARY SEWER
	DECIDUOUS TREE/SHRUB		STORM DRAIN
	EVERGREEN TREE/SHRUB		GAS
	LIGHT FIXTURE		UNDERDRAIN
	OVERHEAD UTILITY WIRE		EUD
	EOHW		ESD
	EFC		EFS
	ETC		EW
	E76		E70
	E72		E71
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	E18		E17
	E16		E15
	E14		E13
	E12		E11
	E10		E9
	E8		E7
	E6		E5
	E4		E3
	E2		E1



CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	68.64	1689.61	N42°46'38\"/>	

- SURVEY NOTES** (PREPARED BY SEBAGO TECHNICS)
1. THE RECORD OWNER OF THE PARCEL IS RALPH ROMANO, II BY DEED DATED JANUARY 1, 1949 AND RECORDED AT THE CUMBERLAND COUNTY REGISTER OF DEEDS IN BOOK 9066 PAGE 346.
 2. THE PROPERTY IS SHOWN AS LOT 1-A/B IN THE CITY OF PORTLAND TAX MAP 76 AND LOT 1-A/B ON TAX MAP 67 AND ARE LOCATED IN THE R6 AND L ZONES.
 3. THE BOUNDARY INFORMATION SHOWN HEREON IS BASED SOLELY UPON PLAN REFERENCES AL, 48 AND 49, THE TITLE COMMENT FROM CLARIS THAXTER STEVENS REGISTER + MCGOWAN LLC AND FIELD LOCATION OF MONUMENTATION BY BERNADETTE S. STEVENS BOOK 6967 PAGE 378 N/F.
 4. PLAN REFERENCES: A. STANDARD BOUNDARY SURVEY, FREDERIC ST. PORTLAND, ME. B. NAME STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, 5716 HIGHWAY 295, PORTLAND CUMBERLAND COUNTY, FEDERAL AD PROJECT NO. 1-295-3(24), DATED MAY 1967, S.H.C. FILE NO. 3-185, SHEET 34 OF 73. C. NAME STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, 5716 HIGHWAY 295, PORTLAND CUMBERLAND COUNTY, FEDERAL AD PROJECT NO. 1-295-3(24), DATED SEPTEMBER 2002, S.H.C. FILE NO. 3-453, SHEET 1 OF 14.
 5. REFERENCE IS MADE TO EASEMENT GRANTED TO CENTRAL NAME POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH DATED APRIL 16, 1975 AND RECORDED IN BOOK 4171 PAGE 167.
 6. REFERENCE IS MADE TO RESTRICTIONS SET FORTH IN A DEED DATED FEBRUARY 16, 1949 AND RECORDED IN BOOK 1985, PAGE 85, FROM JAMES OTTE CORP TO RALPH ROMANO, JR. DATED DECEMBER 16, 1949 AND RECORDED IN BOOK 1985, PAGE 85.
 7. REFERENCE IS MADE TO RESTRICTIONS SET FORTH IN A DEED FROM RALPH R. WHEB TO RALPH ROMANO, JR. DATED OCTOBER 18, 1949 AND RECORDED IN BOOK 1977, PAGE 184.

- GENERAL NOTES**
1. TOTAL SITE AREA: PHASE I 34,651 SF OR .80 AC.
 2. ZONING DISTRICT: CONTRACT ZONE.
 3. RECORD OWNER: AVESTA HOUSING DEVELOPMENT CORP., 307 CUMBERLAND AVENUE, PORTLAND, MAINE 04101. TEL: (207) 553-7777.
 4. TAX MAP AND LOT: TAX MAP 67, R. 19.
 5. BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED, "LOT DIVISION PLAN OF ROMANO PROPERTY FREDERIC STREET PORTLAND, MAINE FOR YORK-CUMBERLAND HOUSING MANAGEMENT CORPORATION", DATED 3/19/03, PREPARED BY SEBAGO TECHNICS, 1 CHAHOOT STREET, WESTBROOK, MAINE 04090-1394.
 6. EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN ENTITLED, "EXISTING CONDITIONS PLAN, COMMERCIAL DEVELOPMENT FREDERIC STREET PORTLAND, MAINE", DATED APRIL 1989, PREPARED BY MCGOWAN LLC CORP. CONSULTING ENGINEERS, P.O. BOX 864 CUMBERLAND CENTER, MAINE 04021.
 7. EXISTING CONDITIONS SURVEY BENCHMARK - ELEVATIONS ARE REFERENCED TO CITY OF PORTLAND DATUM. LOCATION OF THE BENCHMARK BOLT SET IN GRANITE MONUMENT LOCATED AT THE NORTHEAST CORNER OF ELLSWORTH STREET AND CHAHOOT STREET. ELEVATION = 140.39 FEET. BENCHMARK ON SITE. TPB #1 - PERMANENT UTILITY POLE #45, 0.5 FT ABOVE GRADE, ELEV. 28.92.
 8. UTILITIES AS SHOWN ARE A COMPARISON OF READY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY PRIOR TO BEGINNING CONSTRUCTION.



THE: EXISTING CONDITIONS PLAN

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Revisions:

Date: OCTOBER 26, 2004

63 Frederic Street

FORE RIVER APARTMENTS

Portland, Maine

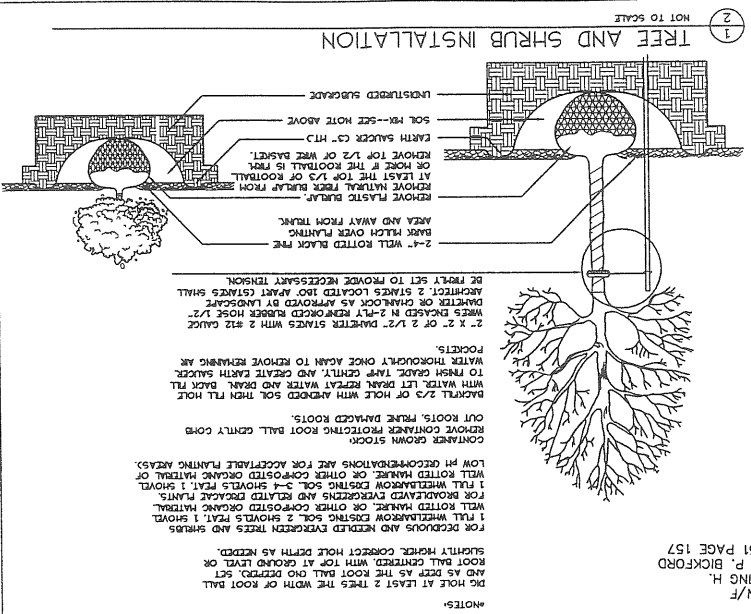
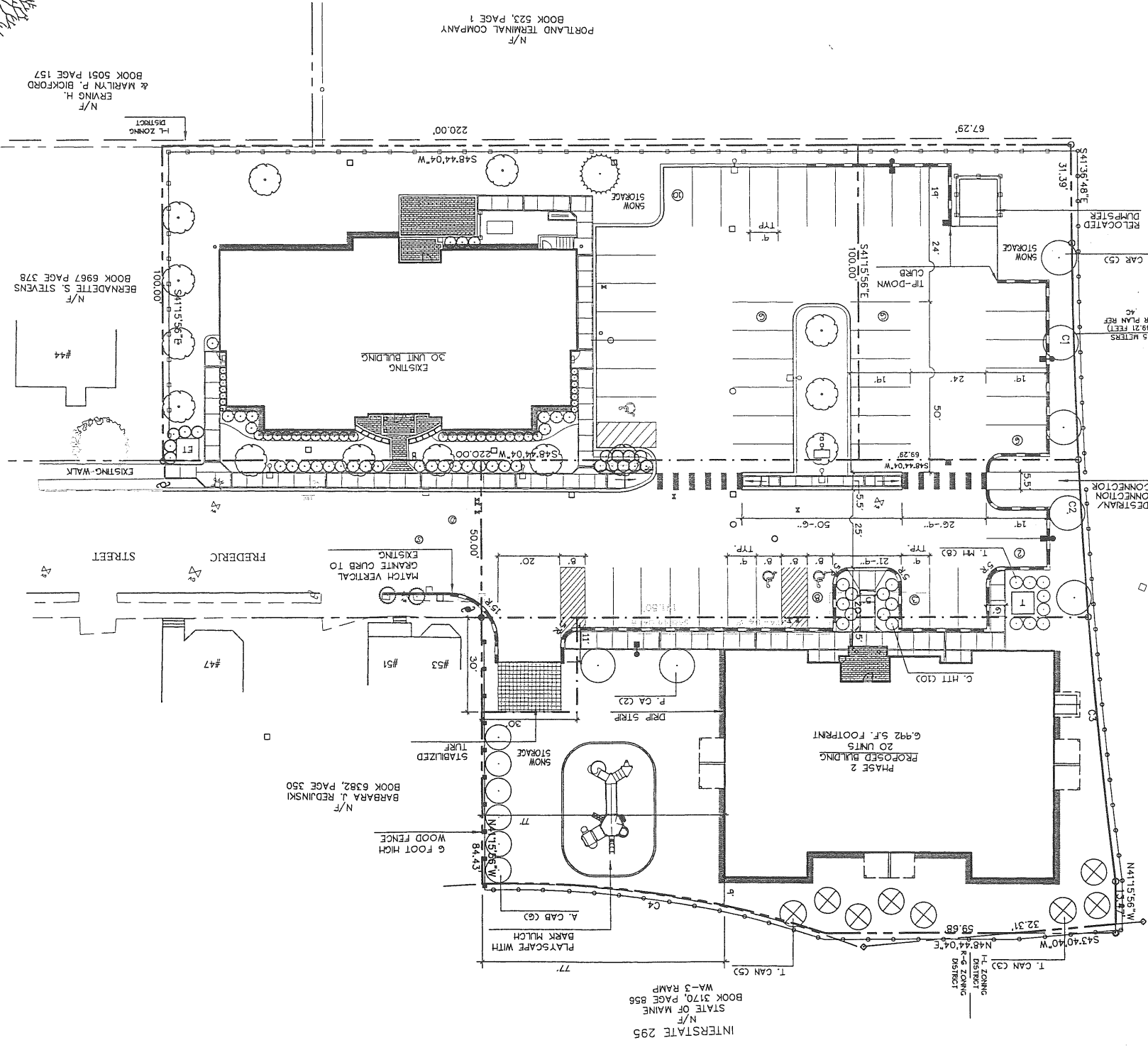
Prepared For: AVESTA HOUSING, LP
 Applicant: RIVER HOUSING, LP
 307 Cumberland Avenue
 Portland, Maine 04101
 Tel: (207) 553-7777

Prepared By: MITCHELL & ASSOCIATES
 Landscape Architects
 The Staples School
 70 Center Street
 Portland, Maine 04101
 Tel: (207) 774-4427

LEGEND

EXISTING	PROPERTY LINE
PROPOSED	IRON PIPE/ROD FOUND
EXISTING	CRANITE MONUMENT
PROPOSED	UTILITY POLE
EXISTING	VALVE
PROPOSED	CATCH BASIN
EXISTING	FREE HYDRANT
PROPOSED	DECIDUOUS TREE/SHRUB
EXISTING	EVERGREEN TREE/SHRUB

EXISTING	CURBING
PROPOSED	CHALKLINE FENCE
EXISTING	WOOD FENCE
PROPOSED	GUARD RAIL
EXISTING	SIGN
PROPOSED	LIGHT FIXTURE



PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
A. CAB	6	ARJUNCHER ARBOR	ARJUN BELLEVE	2" CAL
M. CAR	5	MALLUS CARDINAL	CARDINAL FLOWERING CRAB	2" CAL
P. CA	2	PRUNUS CALIFORNICA	ARGENT ORNAMENTAL PEAR	2" CAL
T. CAN	6	TSUGA CANADENSIS	CANADIAN HEMLOCK	4'-5' HT.
B		TAXUS X MEDIA	HAIFFIELD YEW	2'-2.5' HT.
C. HTT	10	COTONEASTER HORIZONTALIS	TOM THUMB COTONEASTER	#3 CONT.
T. M4	6			

PROPERTY LINE CURVE DATA

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	68.64'	1689.61'	N42°46'38"W	68.64'
C2	50.10'	1689.61'	N44°47'26"W	50.09'
C3	84.12'	1689.61'	N47°03'58"W	84.11'
C4	109.84'	305.00'	N56°55'42"E	109.25'

GENERAL NOTES

- TOTAL SITE AREA: PHASE 2 34,651 SF OR .80 AC
- ZONING DISTRICT: 2
- RECORD OWNER: AVESTA HOUSING DEVELOPMENT CORP. 307 CUMBERLAND AVENUE, PORTLAND, MAINE 04101. TEL: (207) 553-7777
- TAX MAP AND LOT: TAX MAP 67, K, 19. CONTRACT ZONE STANDARDS: (CONTRACT ZONE STANDARDS) PHASE 2. REQUIRED: 34,651 SF. MINIMUM AREA PER DWELLING UNIT: 725 S.F. MINIMUM STREET FRONTAGE: 50 FEET. HOME REAR YARD: 10 FEET BETWEEN STRUCTURES ADJACENT TO ADJUTING RESIDENCE. MINIMUM REAR YARD: N/A. MINIMUM SIDE YARD: 10 FEET BETWEEN STRUCTURES ADJACENT TO ADJUTING RESIDENCE. 77 FEET. MINIMUM LOT WIDTH: 50 FEET. MAXIMUM STRUCTURE HEIGHT: 45 FEET. MAXIMUM LOT COVERAGE: 80 PERCENT. MINIMUM LOT WIDTH: 50 FEET. OPEN SPACE RATIO: 20 PERCENT. PARKING REQUIREMENTS: 175 SPACES/LIMIT (35 SPACES) PROPOSED. APARTMENT UNITS: 20 UNITS.
- BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED, 'LOT DIVISION PLAN OF ROMANO PROPERTY FREDERIC STREET PORTLAND MAINE FORK TOOK-CUMBERLAND TRACT' DATED 3/18/03, PREPARED BY SBACO TECHNICALS, 1 CHABOT STREET, WESTBORO MASS 01581-1334. EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN ENTITLED, 'FREDERIC STREET, PORTLAND, MAINE', DATED APRIL 1998, PREPARED BY SOULAN DAY CORP. CONSULTING ENGINEERS, P.O. BOX 864 CUMBERLAND CENTER, MAINE 04021. EXTERIOR POLE MOUNTED LIGHT FIXTURES SHALL BE 100 WATT POTAL HANDLE. 1M-REQUIRE MODEL AS MANUFACTURED BY MANUFACTURER. LIGHT SHALL BE 100 WATT POTAL HANDLE. GREENLET LIGHTING WAS SERIES, AS MANUFACTURED BY LSI INDUSTRIES, INC.
- PROPERTY LINE CURVE DATA AS SHOWN ON THIS PLAN. ALL DIMENSIONS AND BEARINGS ARE AS SHOWN ON THIS PLAN. ALL DIMENSIONS AND BEARINGS ARE AS SHOWN ON THIS PLAN.

Sheet No. **2**

Scale: 1" = 20'

North

LAYOUT, LIGHTING AND PLANTING PLAN

This: LAYOUT, LIGHTING AND PLANTING PLAN

Revisions: Revisions of issues of this document without the expressed written consent of Mitchell & Associates is prohibited.

Date: OCTOBER 26, 2004

FORE RIVER APARTMENTS

63 Frederic Street

Portland, Maine

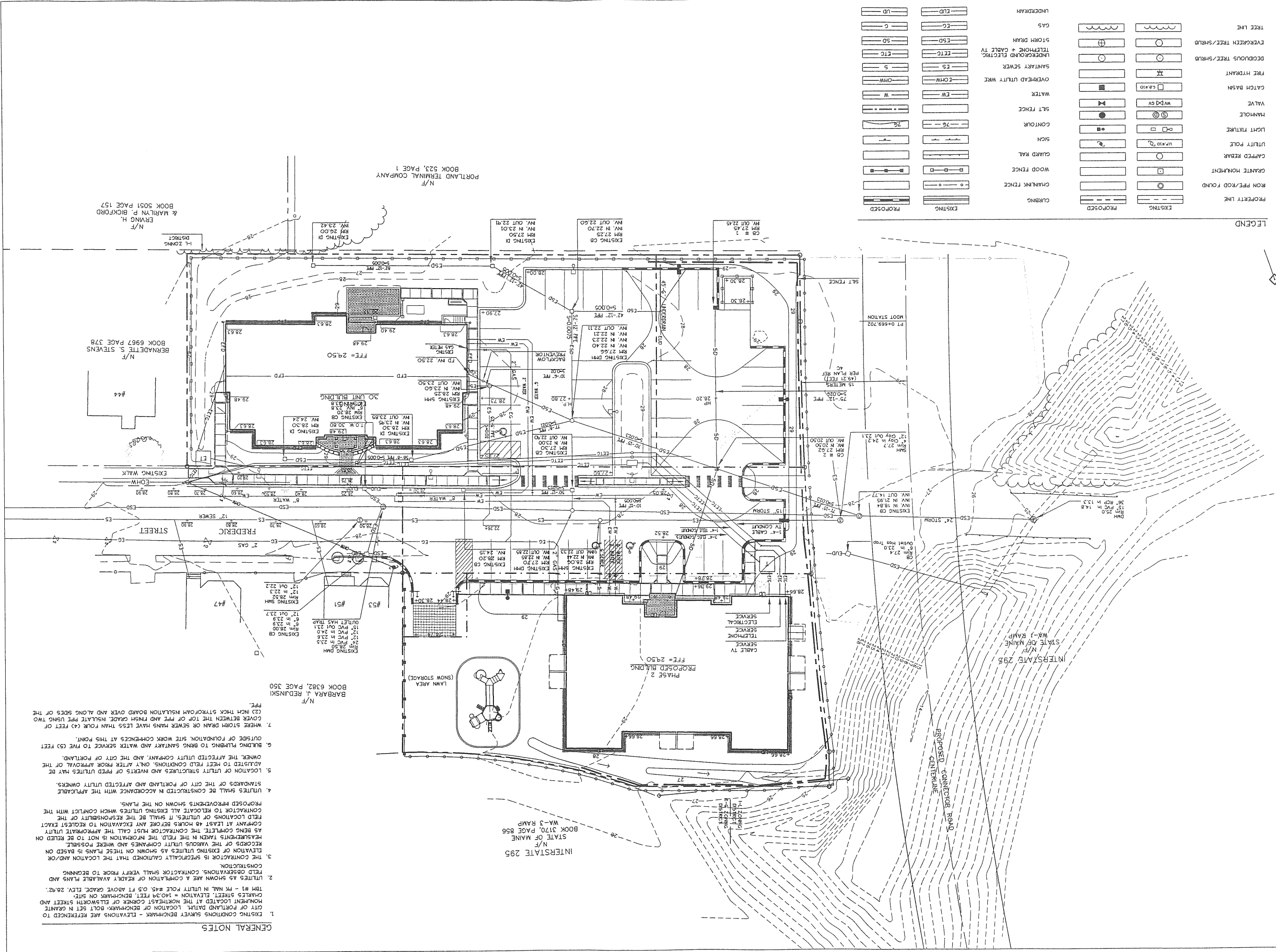
Prepared For: AVESTA FORE RIVER HOUSING, LP

Applicant: AVESTA HOUSING DEVELOPMENT CORP. 307 CUMBERLAND AVENUE, PORTLAND, MAINE 04101. TEL: (207) 553-7777

Prepared By: MITCHELL & ASSOCIATES

Landscaping Architect: The Staples School 70 Cedar Street Portland, Maine 04101. Tel: (207) 774-4427

LEGEND	
EXISTING	PROPOSED
PROPERTY LINE	IRON PIPE/ROD FOUND
GRANITE MOUNTMENT	GRANITE MOUNTMENT
CAPPED REBAR	CAPPED REBAR
UTILITY POLE	UTILITY POLE
LIGHT FIXTURE	LIGHT FIXTURE
MANHOLE	MANHOLE
VALVE	VALVE
CATCH BASIN	CATCH BASIN
FIRE HYDRANT	FIRE HYDRANT
DECIDUOUS TREE/SHRUB	DECIDUOUS TREE/SHRUB
EVERGREEN TREE/SHRUB	EVERGREEN TREE/SHRUB
TREE LINE	TREE LINE
CURBING	CHAIRLINK FENCE
WOOD FENCE	WOOD FENCE
GUARD RAIL	GUARD RAIL
SIGN	SIGN
CONTOUR	CONTOUR
SLT FENCE	SLT FENCE
WATER	WATER
SANITARY SEWER	SANITARY SEWER
UNDERGROUND ELECTRIC TELEPHONE + CABLE TV	UNDERGROUND ELECTRIC TELEPHONE + CABLE TV
STORM DRAIN	STORM DRAIN
GAS	GAS
UNDERDRYAN	UNDERDRYAN
EXISTING	PROPOSED
CB # 1	CB # 1
CB # 2	CB # 2
CB # 3	CB # 3
CB # 4	CB # 4
CB # 5	CB # 5
CB # 6	CB # 6
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CB # 98	CB # 98
CB # 99	CB # 99
CB # 100	CB # 100



- GENERAL NOTES**
- EXISTING CONDITIONS SURVEY BENCHMARK - ELEVATIONS ARE REFERENCED TO CITY OF PORTLAND DATUM. LOCATION OF BENCHMARK BOLT SET IN GRANITE MONUMENT LOCATED AT THE NORTHEAST CORNER OF ELsworth STREET AND CHARLES STREET. ELEVATION = 140.39 FEET. BENCHMARK ON SITE.
 - TBM #1 - PERMANENT UTILITY POLE #45, 0.5 FT ABOVE GRADE. ELEV. 28.92.
 - UTILITIES AS SHOWN ARE A COMPARISON OF READILY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY PRIOR TO BEGINNING CONSTRUCTION.
 - THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RESOLVE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
 - UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF PORTLAND AND AFFECTED UTILITY OWNERS.
 - LOCATION OF UTILITY STRUCTURES AND INVERTS OF PEED UTILITIES MAY BE ADJUSTED TO MEET FIELD CONDITIONS, ONLY AFTER PRIOR APPROVAL OF THE OWNER, THE AFFECTED UTILITY COMPANY, AND THE CITY OF PORTLAND.
 - BUILDING PUMPING TO BRING SANITARY AND WATER SERVICE TO FIVE (5) FEET OUTSIDE OF FOUNDATION. SITE WORK COMMENCES AT THIS POINT.
 - WHERE STORM DRAIN OR SEWER MAINS HAVE LESS THAN FOUR (4) FEET OF COVER BETWEEN THE TOP OF PIPE AND FINISH GRADE. INSULATE PIPE USING TWO (2) INCH THICK STYROFOAM INSULATION BOARD OVER AND ALSO SIDES OF THE PIPE.

Scale: 1"=20'

North

Sheet No. 3

Title: GRADING, DRAINAGE AND UTILITIES PLAN

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Date: OCTOBER 26, 2004

Revisions:

63 Frederic Street

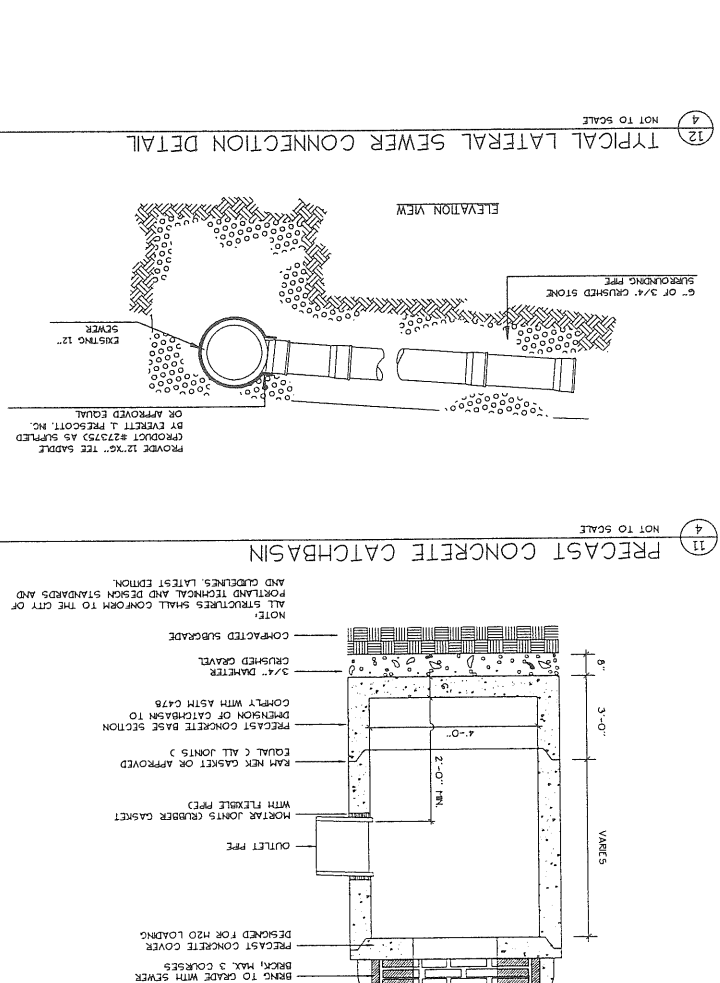
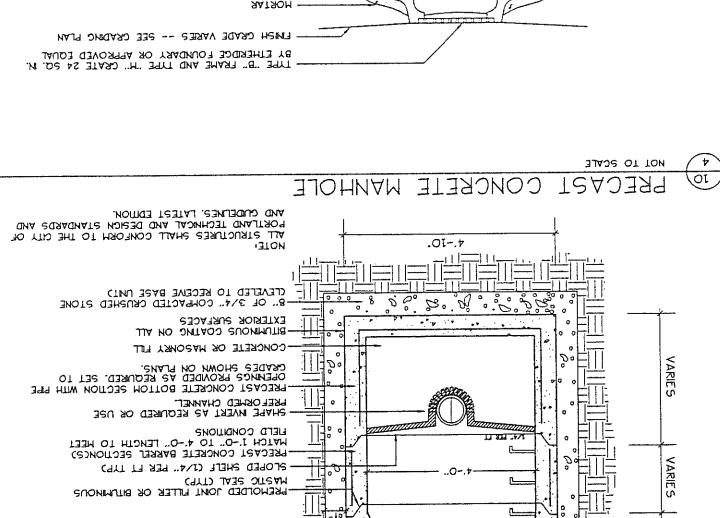
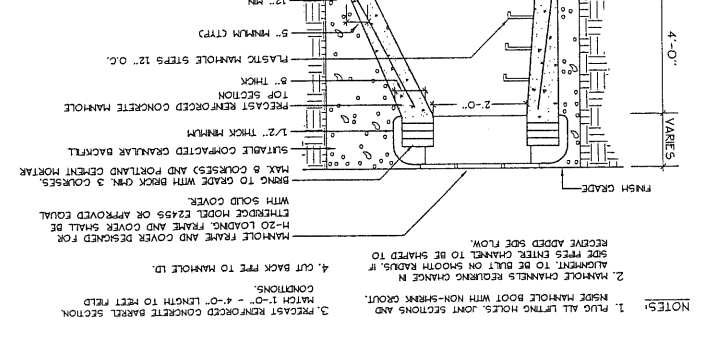
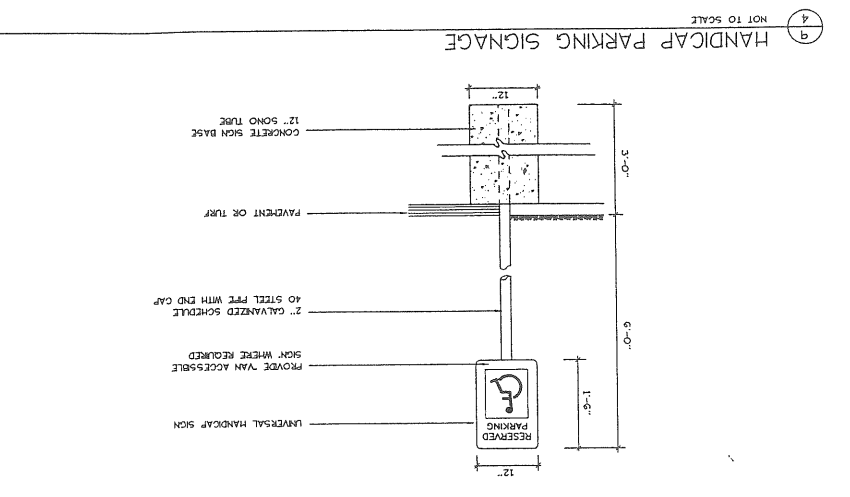
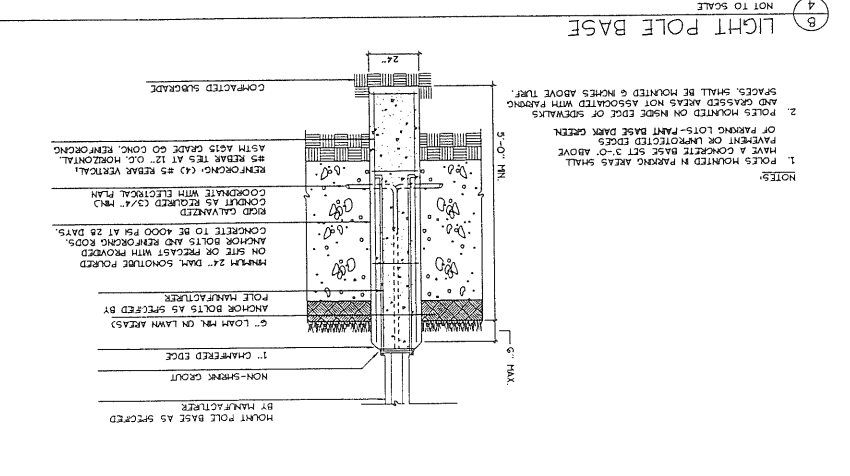
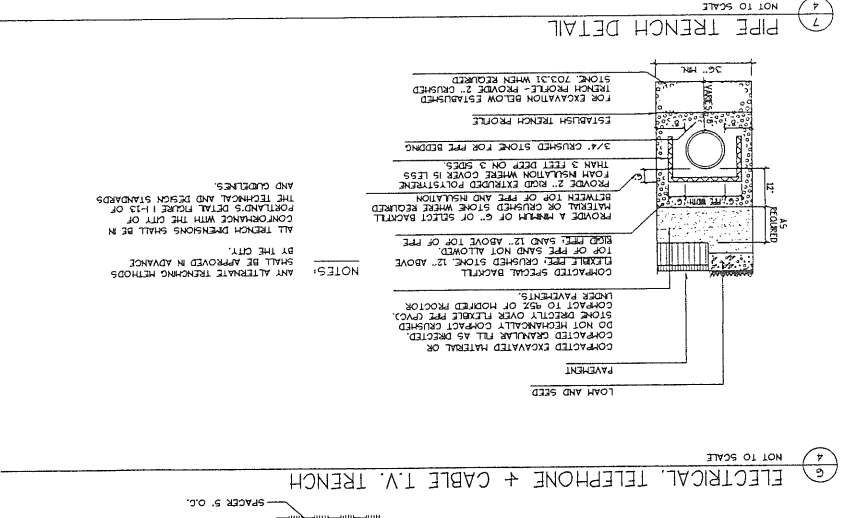
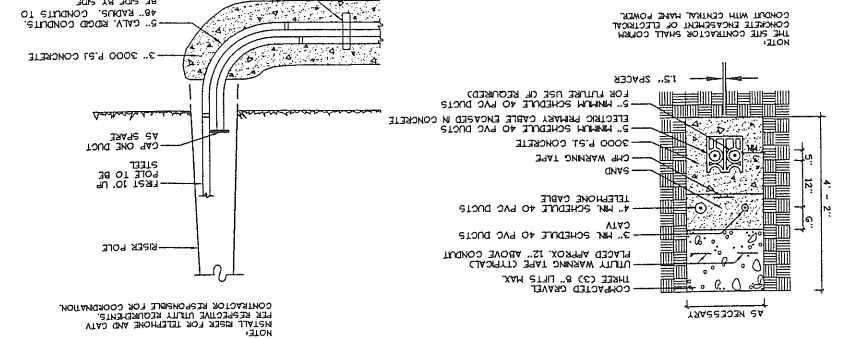
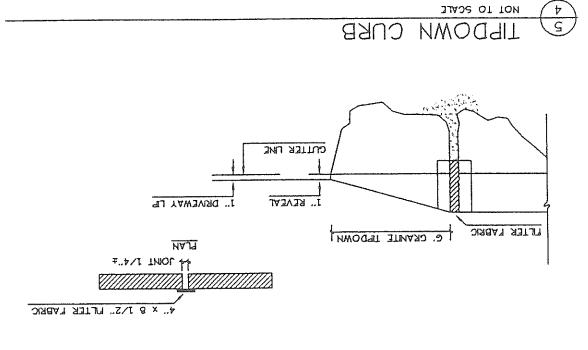
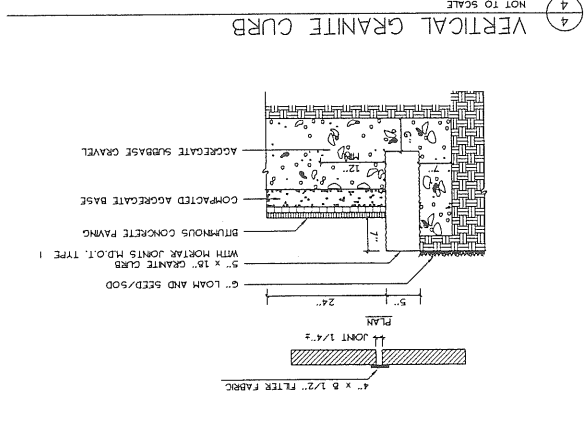
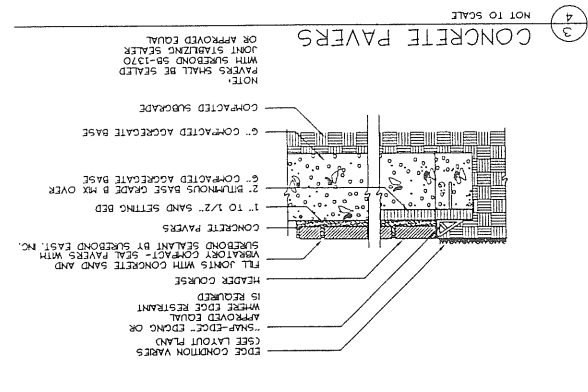
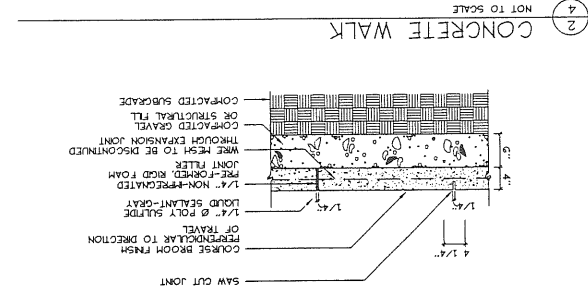
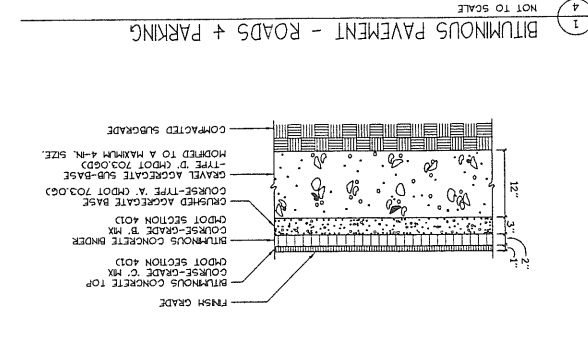
FORE RIVER APARTMENTS

Portland, Maine

Applicant: AVESTA FORE RIVER HOUSING, LP

Prepared By: MITCHELL & ASSOCIATES

70 Center Street
Portland, Maine 04101
Tel: (207) 553-7777



FORE RIVER APARTMENTS

63 Frederic Street
Portland, Maine

Prepared For: AVESTA HOUSING, LP
 Applicant: RIVER HOUSING, LP
 307 Cumberland Avenue
 Portland, Maine 04101
 Tel: (207) 553-7777

Prepared By: MITCHELL & ASSOCIATES
 Landscape Architects
 The Staples School
 70 Carter Street
 Portland, Maine 04101
 Tel: (207) 774-4427

Date: OCTOBER 26, 2004

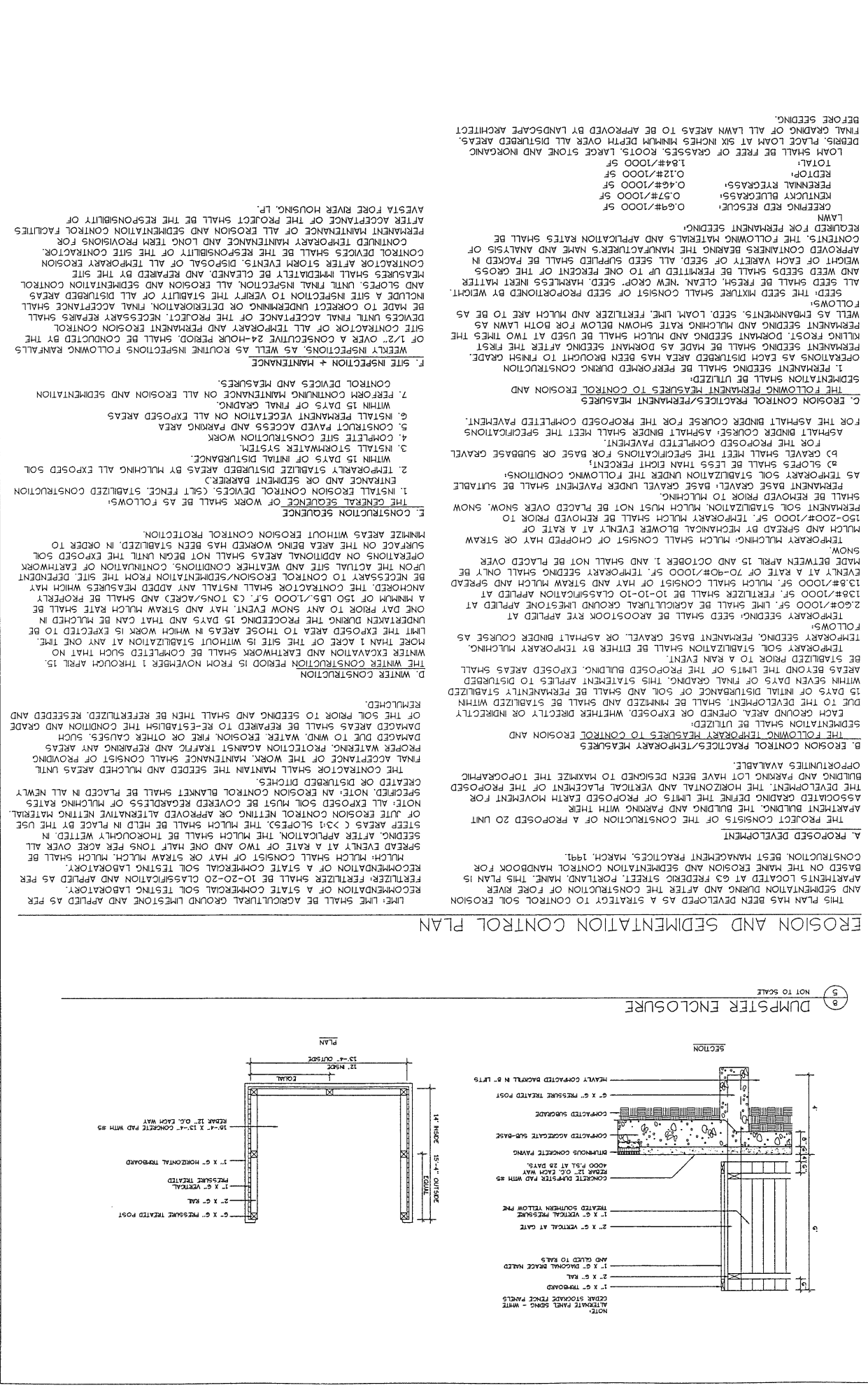
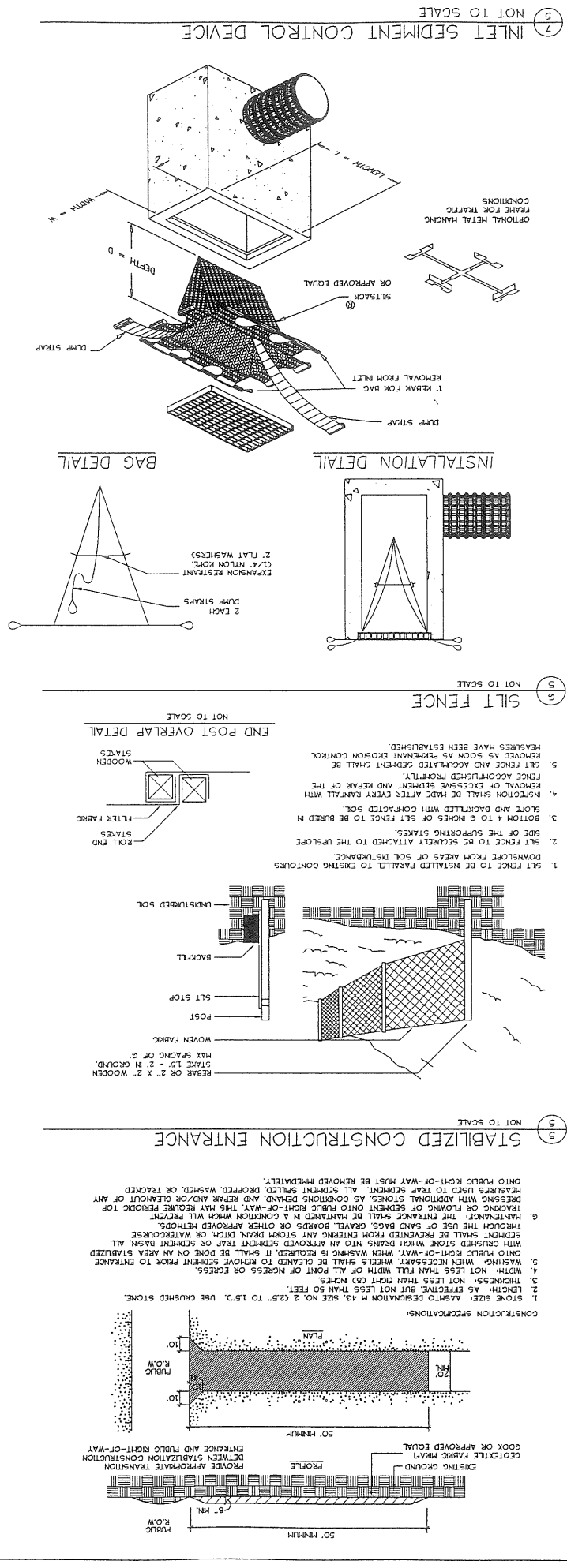
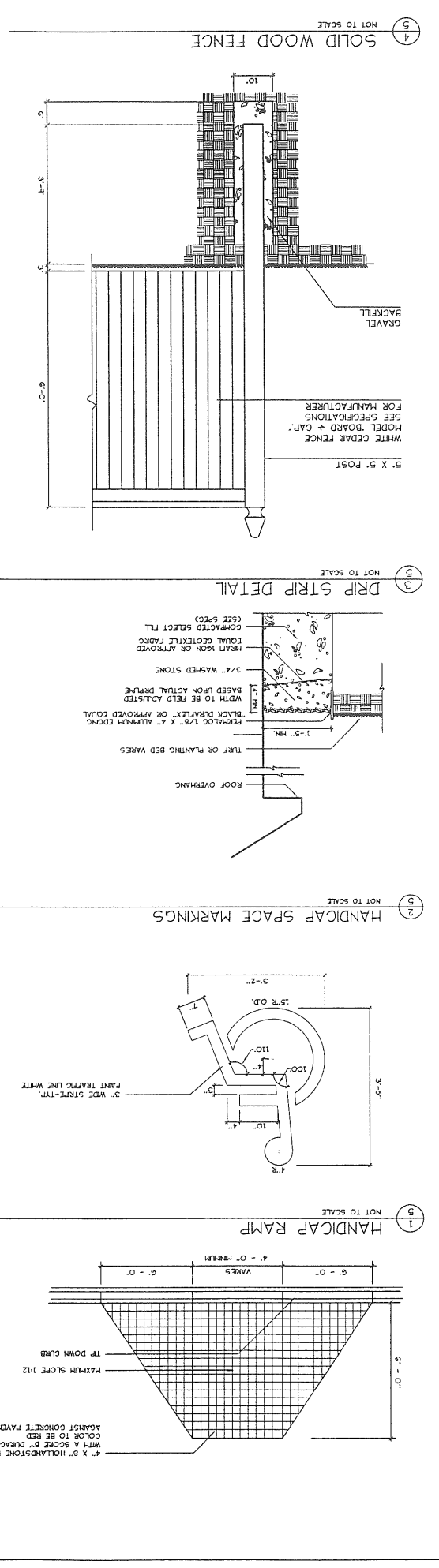
Revisions:

Site Details
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Scale:

Sheet No. 4

M.F.L.



EROSION AND SEDIMENTATION CONTROL PLAN

THIS PLAN HAS BEEN DEVELOPED AS A STRATEGY TO CONTROL SOIL EROSION AND SEDIMENTATION DURING AND AFTER THE CONSTRUCTION OF FORE RIVER APARTMENTS LOCATED AT 63 FREDERIC STREET, PORTLAND, MAINE. THIS PLAN IS BASED ON THE MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION, BEST MANAGEMENT PRACTICES, MARCH, 1991.

MULCH SHALL BE APPLIED AT A RATE OF ONE HUNDRED (100) POUNDS PER ACRE OVER ALL SPREAD AREAS AT A RATE OF TWO (2) TONS PER ACRE OVER ALL SPREAD AREAS. AFTER APPLICATION, THE MULCH SHALL BE THOROUGHLY WATERED IN. STEEP AREAS (3:1 SLOPE) SHALL BE HELD IN PLACE BY THE USE OF LUTE EROSION CONTROL NETTING OR APPROVED ALTERNATIVE NETTING MATERIAL. NOTE: ALL EXPOSED SOIL MUST BE COVERED REGARDLESS OF MULCHING RATES SPECIFIED. NOTE: AN EROSION CONTROL BLANKET SHALL BE PLACED IN ALL NEWLY CREATED OR DISTURBED DITCHES.

THE CONTRACTOR SHALL MAINTAIN THE SEEDS AND MULCHED AREAS UNTIL FINAL ACCEPTANCE OF THE WORK. MAINTENANCE SHALL CONSIST OF REPAIRING PROPER WATERING, PROTECTION AGAINST TRAFFIC AND REPAIRING ANY AREAS DAMAGED DUE TO WIND, WATER, EROSION, FIRE OR OTHER CAUSES. SUCH DAMAGED AREAS SHALL BE REPAIRED TO RE-ESTABLISH THE CONDITION AND GRADE UPON THE ACTUAL SITE AND WEATHER CONDITIONS. COMPLETION OF LAWNWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGUN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED. IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

THE GENERAL SEQUENCE OF WORK SHALL BE AS FOLLOWS:

1. INSTALL EROSION CONTROL DEVICES (SILT FENCE, STABILIZED CONSTRUCTION OPERATIONS) AS EACH DISTURBED AREA HAS BEEN BROUGHT TO FINISH GRADE.
1. PERMANENT SEEDING SHALL BE PERFORMED DURING CONSTRUCTION OPERATIONS AS EACH DISTURBED AREA HAS BEEN BROUGHT TO FINISH GRADE.
- PERMANENT SEEDING SHALL BE MADE AS DORMANT SEEDING AFTER THE FIRST KILLING FROST. DORMANT SEEDING AND MULCH SHALL BE USED AT TWO TIMES THE PERMANENT SEEDING RATE SHOWN BELOW FOR BOTH LAWN AS WELL AS EMBAKMENTS. SEED, LOAM, LIME, FERTILIZER AND MULCH ARE TO BE AS FOLLOWS:
- THE SEED MIXTURE SHALL CONSIST OF SEED PROPORTIONED BY WEIGHT: ALL SEED SHALL BE FRESH, CLEAN, NEW CROP SEED, HARMLESS INERT MATTER AND WEED SEEDS SHALL BE PERMITTED UP TO ONE PERCENT OF THE GROSS WEIGHT OF EACH VARIETY OF SEED. ALL SEED SUPPLIED SHALL BE PLACED IN APPROVED CONTAINERS BEARING THE MANUFACTURER'S NAME AND ANALYSIS OF CONTENTS. THE FOLLOWING MATERIALS AND APPLICATION RATES SHALL BE REQUIRED FOR PERMANENT SEEDING:
- LAWN
- 0.94#/1000 SF CREEPING RED RESCUE
- 0.57#/1000 SF PERENNIAL BLUEGRASS
- 0.46#/1000 SF REDTOP
- 0.12#/1000 SF TOTAL
- 1.84#/1000 SF LOAM SHALL BE FREE OF GRASSES, ROOTS, LARGE STONE AND INORGANIC DEBRIS. PLACE LOAM AT SIX INCHES MINIMUM DEPTH OVER ALL DISTURBED AREAS. FINAL GRADING OF ALL LAWN AREAS TO BE APPROVED BY LANDSCAPE ARCHITECT BEFORE SEEDING.

EROSION CONTROL PRACTICES/TEMPORARY MEASURES

- A. PROPOSED DEVELOPMENT
- APARTMENTS LOCATED AT 63 FREDERIC STREET, PORTLAND, MAINE. THIS PLAN IS BASED ON THE MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION, BEST MANAGEMENT PRACTICES, MARCH, 1991.
- MULCH SHALL BE APPLIED AT A RATE OF ONE HUNDRED (100) POUNDS PER ACRE OVER ALL SPREAD AREAS AT A RATE OF TWO (2) TONS PER ACRE OVER ALL SPREAD AREAS. AFTER APPLICATION, THE MULCH SHALL BE THOROUGHLY WATERED IN. STEEP AREAS (3:1 SLOPE) SHALL BE HELD IN PLACE BY THE USE OF LUTE EROSION CONTROL NETTING OR APPROVED ALTERNATIVE NETTING MATERIAL. NOTE: ALL EXPOSED SOIL MUST BE COVERED REGARDLESS OF MULCHING RATES SPECIFIED. NOTE: AN EROSION CONTROL BLANKET SHALL BE PLACED IN ALL NEWLY CREATED OR DISTURBED DITCHES.
- THE CONTRACTOR SHALL MAINTAIN THE SEEDS AND MULCHED AREAS UNTIL FINAL ACCEPTANCE OF THE WORK. MAINTENANCE SHALL CONSIST OF REPAIRING PROPER WATERING, PROTECTION AGAINST TRAFFIC AND REPAIRING ANY AREAS DAMAGED DUE TO WIND, WATER, EROSION, FIRE OR OTHER CAUSES. SUCH DAMAGED AREAS SHALL BE REPAIRED TO RE-ESTABLISH THE CONDITION AND GRADE UPON THE ACTUAL SITE AND WEATHER CONDITIONS. COMPLETION OF LAWNWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGUN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED. IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.
- THE GENERAL SEQUENCE OF WORK SHALL BE AS FOLLOWS:
1. INSTALL EROSION CONTROL DEVICES (SILT FENCE, STABILIZED CONSTRUCTION OPERATIONS) AS EACH DISTURBED AREA HAS BEEN BROUGHT TO FINISH GRADE.
1. PERMANENT SEEDING SHALL BE PERFORMED DURING CONSTRUCTION OPERATIONS AS EACH DISTURBED AREA HAS BEEN BROUGHT TO FINISH GRADE.
- PERMANENT SEEDING SHALL BE MADE AS DORMANT SEEDING AFTER THE FIRST KILLING FROST. DORMANT SEEDING AND MULCH SHALL BE USED AT TWO TIMES THE PERMANENT SEEDING RATE SHOWN BELOW FOR BOTH LAWN AS WELL AS EMBAKMENTS. SEED, LOAM, LIME, FERTILIZER AND MULCH ARE TO BE AS FOLLOWS:
- THE SEED MIXTURE SHALL CONSIST OF SEED PROPORTIONED BY WEIGHT: ALL SEED SHALL BE FRESH, CLEAN, NEW CROP SEED, HARMLESS INERT MATTER AND WEED SEEDS SHALL BE PERMITTED UP TO ONE PERCENT OF THE GROSS WEIGHT OF EACH VARIETY OF SEED. ALL SEED SUPPLIED SHALL BE PLACED IN APPROVED CONTAINERS BEARING THE MANUFACTURER'S NAME AND ANALYSIS OF CONTENTS. THE FOLLOWING MATERIALS AND APPLICATION RATES SHALL BE REQUIRED FOR PERMANENT SEEDING:
- LAWN
- 0.94#/1000 SF CREEPING RED RESCUE
- 0.57#/1000 SF PERENNIAL BLUEGRASS
- 0.46#/1000 SF REDTOP
- 0.12#/1000 SF TOTAL
- 1.84#/1000 SF LOAM SHALL BE FREE OF GRASSES, ROOTS, LARGE STONE AND INORGANIC DEBRIS. PLACE LOAM AT SIX INCHES MINIMUM DEPTH OVER ALL DISTURBED AREAS. FINAL GRADING OF ALL LAWN AREAS TO BE APPROVED BY LANDSCAPE ARCHITECT BEFORE SEEDING.

Prepared For: **APVESTA FORE RIVER HOUSING, LP**

Prepared By: **MITCHELL & ASSOCIATES**

Landscaping Architects
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

Applicant: **RIVER HOUSING, LP**

307 Cumberland Avenue
Portland, Maine 04101
Tel: (207) 569-7777

Date: **OCTOBER 26, 2004**

Revisions:

This: **SITE DETAILS AND EROSION & SEDIMENTATION CONTROL PLAN**

Scale: **North**

Sheet No.: **5**

63 Frederic Street

FORE RIVER APARTMENTS

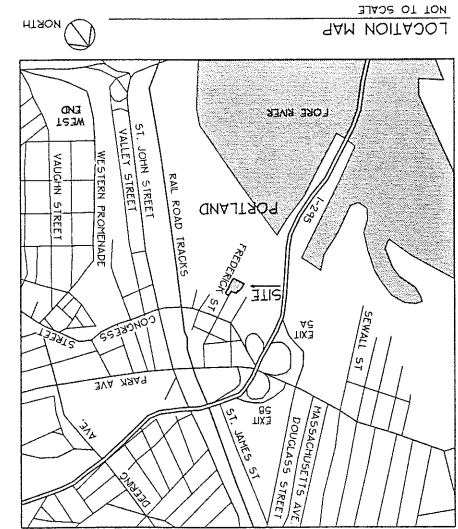
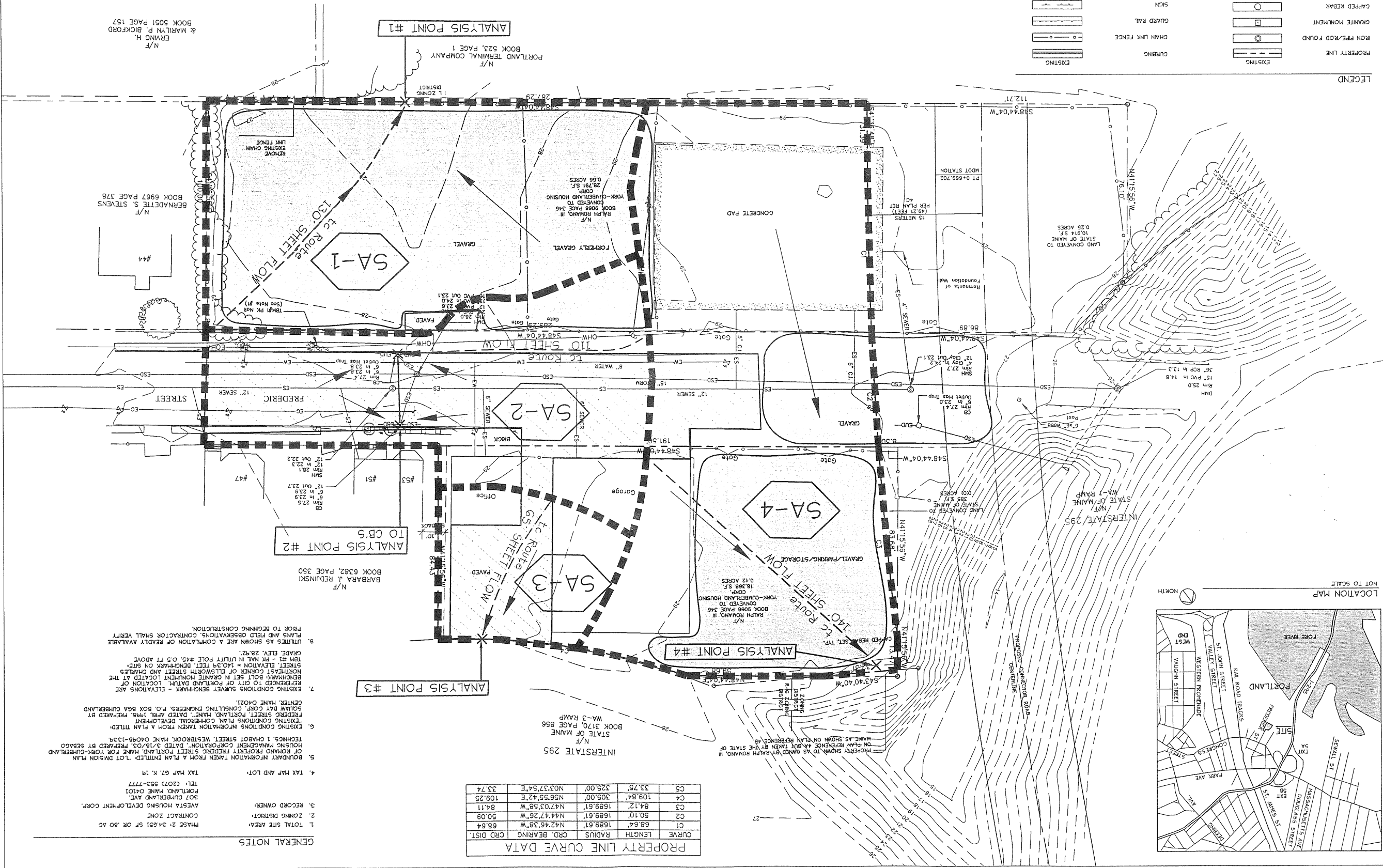
Portland, Maine

Att. E. 5

LEGEND

	PROPERTY LINE
	IRON PIPE/ROD FOUND
	GRANT MONUMENT
	CAPPED REBAR
	UTILITY POLE
	SANITARY MANHOLE
	GATE VALVE
	CATCH BASIN
	FIRE HYDRANT
	DECIDUOUS TREE/SHRUB
	EVERGREEN TREE/SHRUB
	TREE LINE

	EXISTING CURBING
	CHAIN LINK FENCE
	GUARD RAIL
	SIGN
	CONTOUR
	WATER
	OVERHEAD UTILITY WIRE
	SANITARY SEWER
	UNDERGROUND ELECTRIC
	STORM DRAIN
	GAS
	UNDERDRAIN
	EUD



PROPERTY LINE CURVE DATA

CURVE LENGTH	CURV. BEARING	CRD. BEARING	CRD. DIST.
C1	68.64'	1689.61'	N42.46.38"W
C2	50.10'	1689.61'	N44.47.26"W
C3	84.12'	1689.61'	N47.03.58"W
C4	109.84'	305.00'	N55.55.42"E
C5	33.75'	325.00'	N03.37.54"E

- GENERAL NOTES
- TOTAL SITE AREA: PHASE 2: 24,651 SF OR .60 AC
 - ZONING DISTRICT: CONTRACT ZONE
 - RECORD OWNER: AVESTA HOUSING, LP
307 Cumberland Avenue
Portland, Maine 04101
Tel: (207) 553-7777
 - TAX MAP AND LOT: TAX MAP 67, K, 19
307 CUMBERLAND AVE.
PORTLAND, MAINE 04101
TEL: (207) 553-7777
 - BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED "LOT DIVISION PLAN OF ROMANO PROPERTY FREDERIC STREET PORTLAND, MAINE FOR YORK-CUMBERLAND HOUSING MANAGEMENT CORPORATION", DATED 3/18/03, PREPARED BY SEBAGO TECHNIKS, 1 CHADBOY STREET, WESTBROOK, MAINE 04096-1334.
 - EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN ENTITLED "EXISTING CONDITIONS PLAN, COMMERCIAL DEVELOPMENT PORTLAND, MAINE DISTRICT 1, DATED APRIL 1999, PREPARED BY SOLIWAY BAY CORP. CONSULTING ENGINEERS, P.O. BOX 864 CUMBERLAND CENTER, MAINE 04021.
 - EXISTING CONDITIONS SURVEY BENCHMARK - ELEVATIONS ARE REFERENCED TO CITY OF PORTLAND DATUM. LOCATION OF BENCHMARK BOLT SET IN GRANT MONUMENT LOCATED AT THE NORTHEAST CORNER OF ELSMOOTH STREET AND CHARLES STREET ELEVATION = 140.39 FEET. BENCHMARK ON SITE TM # 51 - PERMANENT UTILITY POLE #45, 0.5 FT ABOVE GRADE ELEV. 28.42.
 - UTILITIES AS SHOWN ARE A COMPARISON OF READY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY PRIOR TO BEGINNING CONSTRUCTION.

ANALYSIS POINT #1
PORTLAND TERMINAL COMPANY
BOOK 523, PAGE 1
N/F

ANALYSIS POINT #2
BARBARA J. REDJINSKI
BOOK 6382, PAGE 350
N/F

ANALYSIS POINT #3
STATE OF MAINE
BOOK 3170, PAGE 856
WA-3 RAMP

ANALYSIS POINT #4
PROPERTY SHOWN TO AS OWNED BY RALPH ROMANO, III
ON PLAN REFERENCE TAKEN BY THE STATE OF MAINE AS SHOWN ON PLAN REFERENCE 48

6
Sheet No.

North

Scale: 1"=20'

Title:
PRE DEVELOPMENT
DRAINAGE PLAN

Revisions:
Date:
OCTOBER 26, 2004

63 Frederic Street
Portland, Maine
FORE RIVER APARTMENTS

Prepared For:
AVESTA HOUSING, LP
307 Cumberland Avenue
Portland, Maine 04101
Tel: (207) 553-7777

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

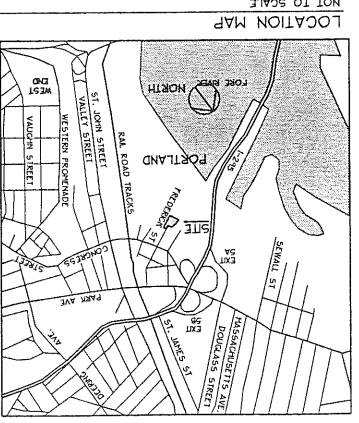
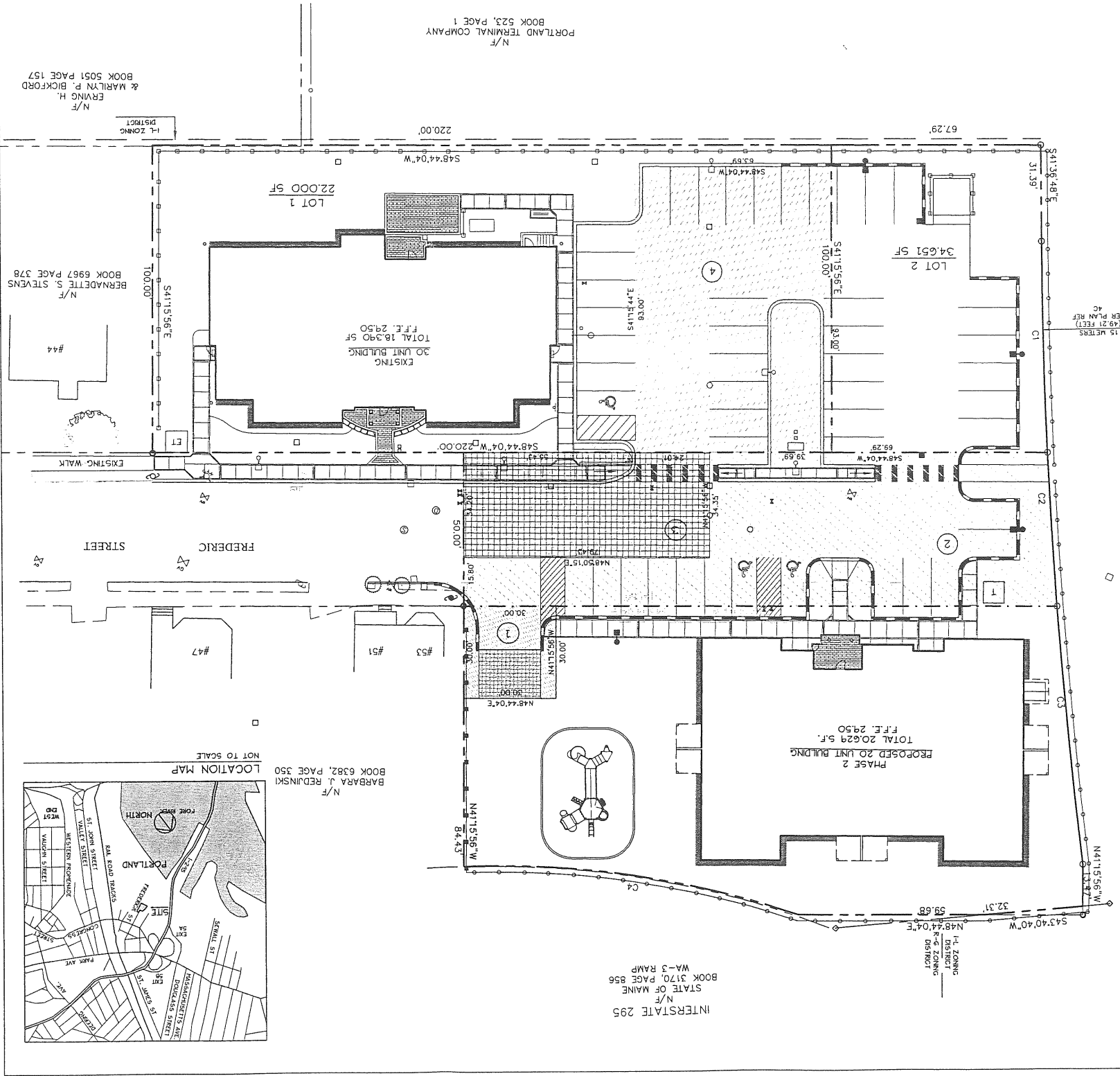
LEGEND

PROPERTY LINE	EXISTING	PROPOSED
IRON PIPE/ROD FOUND	EXISTING	PROPOSED
GRANITE MONUMENT	EXISTING	PROPOSED
CAPPED REBAR	EXISTING	PROPOSED
UTILITY POLE	EXISTING	PROPOSED
HANDHOLE	EXISTING	PROPOSED
VALVE	EXISTING	PROPOSED
CATCH BASIN	EXISTING	PROPOSED
FIRE HYDRANT	EXISTING	PROPOSED
DECIDUOUS TREE/SHRUB	EXISTING	PROPOSED
EVERGREEN TREE/SHRUB	EXISTING	PROPOSED
TREE LINE	EXISTING	PROPOSED

PROPERTY LINE CURVE DATA

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	68.64	1689.61'	N42°47.28'W	50.03
C2	50.10	1689.61'	N44°47.28'W	50.03
C3	84.12	1689.61'	N47°03.56'W	84.11
C4	109.84	305.00'	N55°33.27'E	109.25

CURBING	EXISTING	PROPOSED
FENCE	EXISTING	PROPOSED
GUARD RAIL	EXISTING	PROPOSED
SIGN	EXISTING	PROPOSED
LIGHT FIXTURE	EXISTING	PROPOSED
BUILDING MOUNTED LIGHT	EXISTING	PROPOSED



Sebago Technics
MATTHEW W. EK, PLS 2117
I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE THE BOUNDARIES OF THE PROPERTIES SHOWN HEREON ARE CORRECT.

Approved: Portland Planning Board
Chairman,
Date:
Board Members,

- EASEMENT NOTES**
- TURN AROUND EASEMENT TO CITY OF PORTLAND (900 S.F.)
 - UTILITY + ACCESS EASEMENT AND RECREATIONAL ACCESS EASEMENT GRANTED TO CITY OF PORTLAND FROM PHASE 1 (4442 S.F.)
 - ACCESS EASEMENT GRANTED TO PHASE 1 FROM PHASE 1 (2,723 S.F.)
 - ACCESS AND PARKING EASEMENT GRANTED TO PHASE 1 FROM PHASE 1 (5,924 S.F.)

- BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED "LOT DIVISION PLAN OF ROMANO PROPERTY FREDERIC STREET PORTLAND, MAINE FOR YORK-CUMBERLAND HOUSING MANAGEMENT CORPORATION", DATED 3/18/03, PREPARED BY SEBAGO TECHNICS, 1 CHABOT STREET, WESTBROOK, MAINE 04098-1334.
- EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN ENTITLED "EXISTING CONDITIONS PLAN COMMERCIAL DEVELOPMENT", DATED 1998, PREPARED BY SQUAW BAY CORP., CONSULTING ENGINEERS, P.O. BOX 804 CUMBERLAND, MAINE 04021.
- EXTERIOR POLE MOUNTED LIGHT FIXTURES SHALL BE 100 WATT METAL HALIDE. POLE LIGHTS ARE ON 15 FOOT POLES. THE BUILDING MOUNTED LIGHTS SHALL BE 100 WATT METAL HALIDE. GREENLED LIGHTING WCS SERIES, AS MANUFACTURED BY LSI INDUSTRIES, INC.
- THE INTENT OF THE RECREATIONAL EASEMENT IS TO ALLOW PEDESTRIANS TO GAIN ACCESS TO THE PROPOSED TRAIL ALONG THE FORE RIVER AS PART OF THE 1-295 CONNECTOR ROAD.
- A 50 FT WIDE UTILITY EASEMENT INCLUSIVE OF THE VADATED PORTION OF THE FREDERIC STREET RIGHT-OF-WAY AND THE 30 FT BY 30 FT TURN AROUND AREA SHALL BE CONVEYED TO THE CITY OF PORTLAND AS A CONDITION OF APPROVAL.

GENERAL NOTES

1. TOTAL SITE AREA:	PHASE 2 34,651 SF OR .60 AC
2. ZONING DISTRICT:	CONTRACT ZONE
3. RECORD OWNER:	AVESTA FORE RIVER HOUSING, LP 307 CUMBERLAND AVENUE PORTLAND, MAINE 04101 TEL: (207) 553-7777
4. TAX MAP AND LOT:	(CONTRACT ZONE STANDARDS)
5. SPACE AND BULK STANDARDS:	REQUIRED
MINIMUM LOT AREA	NONE
MINIMUM AREA PER DWELLING UNIT	725 S.F.
MINIMUM FRONT YARD SETBACK	50 FEET
MINIMUM REAR YARD SETBACK	N/A
MINIMUM SIDE YARD SETBACK	10 FEET BETWEEN STRUCTURE'S ADJACENT TO ADJUTING RESIDENCE
MINIMUM SIDE YARD SETBACK	10 FEET BETWEEN ADJUTING RESIDENCE
MAXIMUM LOT COVERAGE	80 PERCENT
MAXIMUM STRUCTURE HEIGHT	45 FEET
OPEN SPACE RATIO	20 PERCENT
PARKING REQUIREMENTS:	REQUIRED
APARTMENT UNITS	175 (35 SPACES)
REQUIRED	41 SPACES

North

Scale: 1"=20'

Sheet No. 2

Date: OCTOBER 26, 2004

Revisions:

This: RECORDING PLAT PLAN

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FORE RIVER APARTMENTS

63 Frederic Street

Portland, Maine

Prepared For:

Applicant:

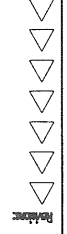
AVESTA FORE RIVER HOUSING, LP
307 CUMBERLAND AVENUE
PORTLAND, MAINE 04101
TEL: (207) 553-7777

Prepared By:

MITCHELL & ASSOCIATES
Landscaping Architects
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

A3.1

Drawing Number:



Revised:

Date:

Scale:

Project No.:

PHASE II EXTERIOR ELEVATIONS

Project No. 04.10 P2

FORE RIVER APARTMENTS
63 Federal Street
FOXBORO, MAE

FORE RIVER HOUSING LP
c/o York Development
Building Development
Condon, Mass

434 Cumberland Avenue
Portland, ME 04101
Phone: (207) 774-4411
Fax: (207) 774-4816
www.cwha.com

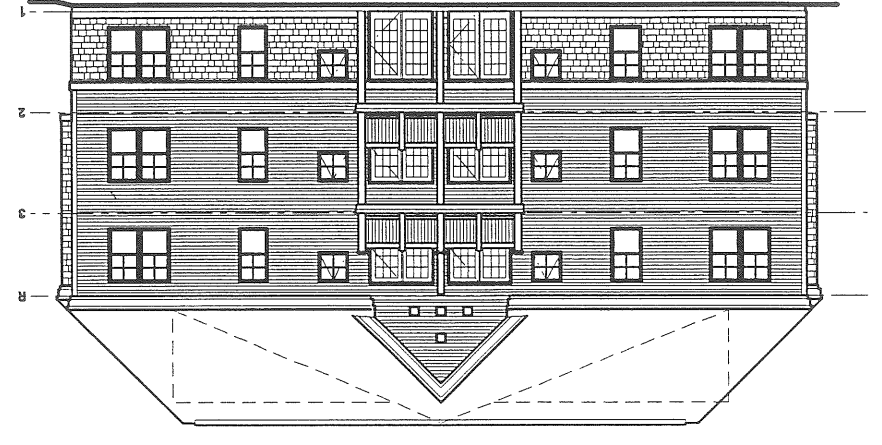
Space Planning
Value Design

Architects



AH.F.9

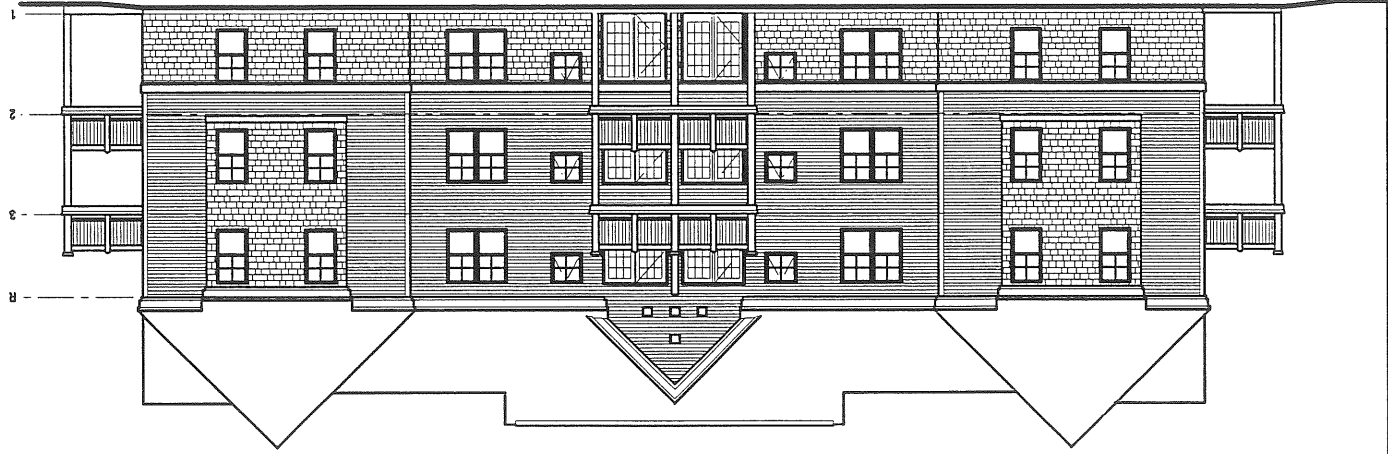
L PHASE II - LEFT SIDE ELEVATION
SCALE: 1/8"=1'-0"



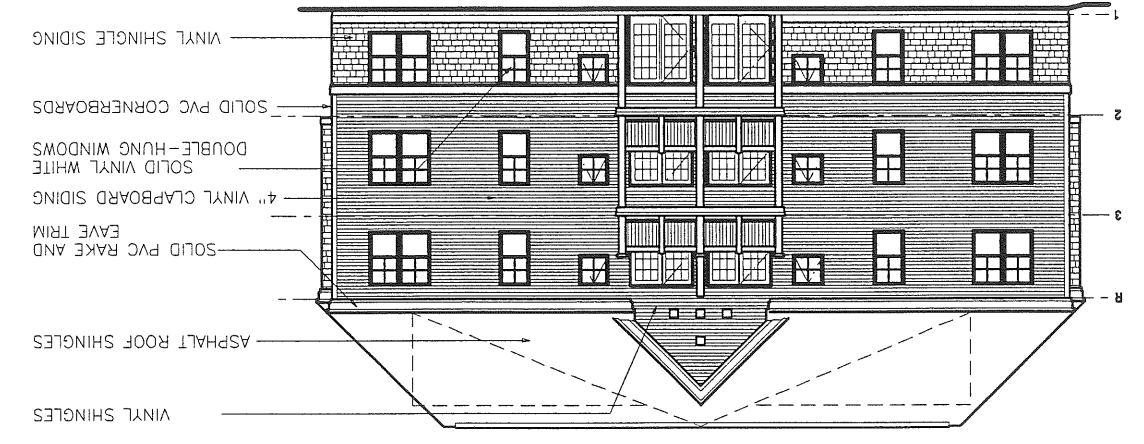
F PHASE II - FRONT ELEVATION
SCALE: 1/8"=1'-0"



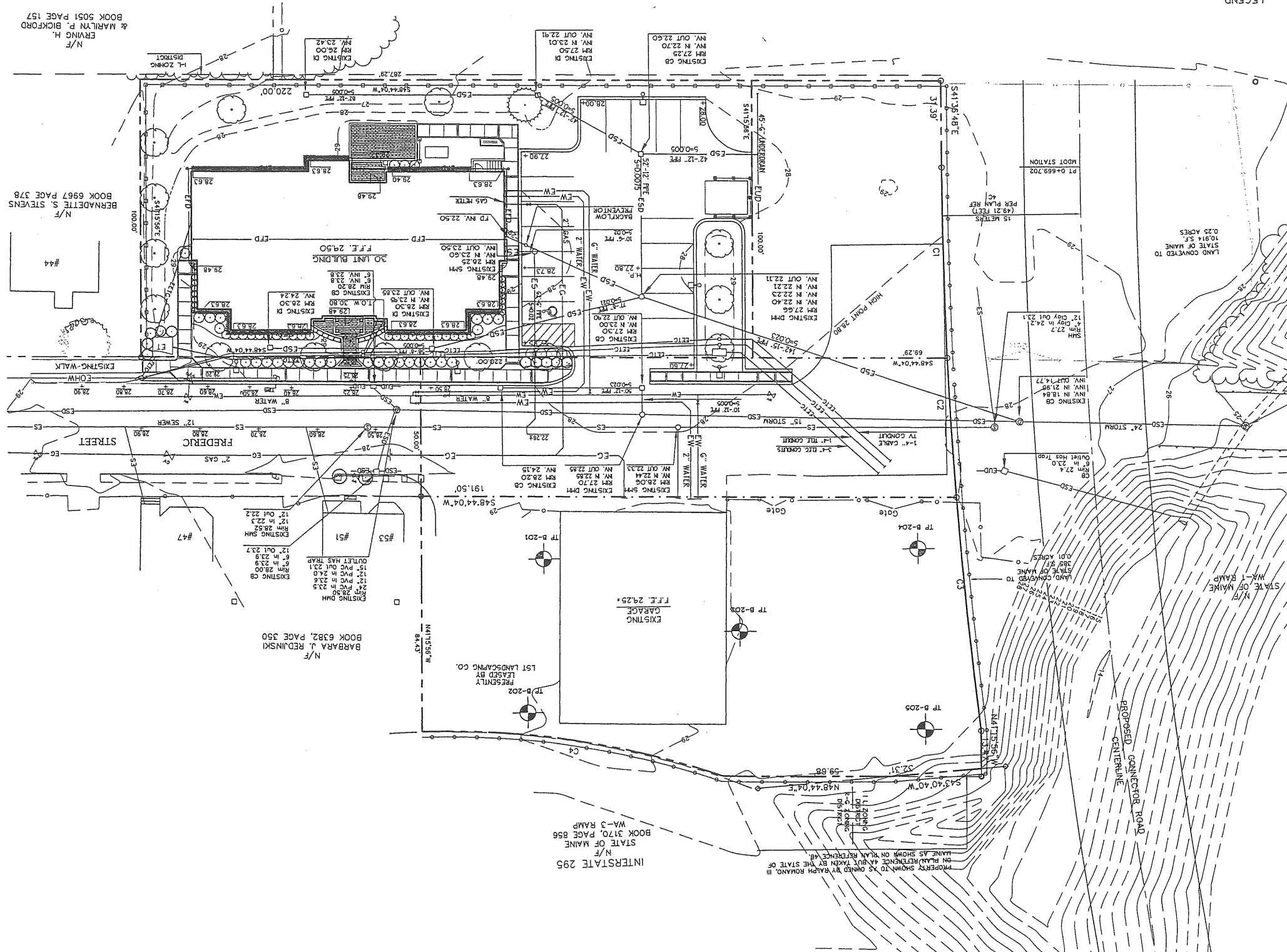
B PHASE II - BACK ELEVATION
SCALE: 1/8"=1'-0"



R PHASE II - RIGHT SIDE ELEVATION
SCALE: 1/8"=1'-0"



EXISTING		PROPERTY LINE	
	CURBING		CHAIN LINK FENCE
	WOOD FENCE		CONCRETE MONUMENT
	CAPPED ROAD		UTILITY POLE
	MANHOLE		VALVE
	WATER		UNDERGROUND ELECTRIC
	FIRE HYDRANT		GAS
	STORM DRAIN		SECONDARY SEWER
	SANITARY SEWER		TELEPHONE & CABLE
	CATCH BASIN		DECIDUOUS TREE/SHRUB
	EVERGREEN TREE/SHRUB		TREE LINE
	LIGHT FIXTURE		

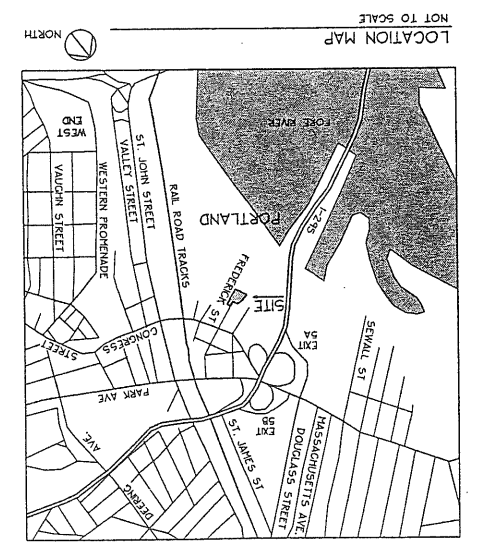


PROPERTY LINE CURVE DATA

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	68.64'	1689.61'	N42.46.38"W	68.64
C2	50.10'	1689.61'	N44.47.26"W	50.09
C3	84.12'	1689.61'	N47.03.58"W	84.11
C4	109.84'	305.00'	N56.55.42"E	109.25

GENERAL NOTES

- TOTAL SITE AREA: PHASE 1 34,651 SF OR .80 AC
- CONTRACT ZONE: AVESTA HOUSING DEVELOPMENT CORP., 307 CUMBERLAND AVENUE, PORTLAND, MAINE 04101, TEL: (207) 553-7777
- RECORDED OWNER: TAX MAP G7, K, 19
- BOUNDARY INFORMATION TAKEN FROM A PLAN EXEMPTED, LOT DIVISION PLAN OF ROMANO ROBERTY FEDERAL STREET PORTLAND MAINE FOR YORK-CUMBERLAND HOUSING MANAGEMENT CORPORATION, DATED 3/19/03, PREPARED BY SEBAGO TECHNICS, 1 CHABOT STREET, WESTBROOK, MAINE 04098-1334
- EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED "EXISTING CONDITIONS PLAN COMMERCIAL DEVELOPMENT FREEDRIC STREET PORTLAND MAINE DATED 1988, PREPARED BY SEBAGO TECHNICS CONSULTING ENGINEERS, P.O. BOX BEA CUMBERLAND CENTER, MAINE 04021
- EXISTING CONDITIONS SURVEY BENCHMARK - ELEVATIONS ARE REFERENCED TO CITY OF PORTLAND DATUM. LOCATION AT THE NORTH END CORNER OF ELBOW STREET AND CHARLES STREET. ELEVATION = 140.29 FEET. BENCHMARK ON SITE
- UTILITIES AS SHOWN ARE A COMPARISON OF READY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY FROM TO BEGINNING CONSTRUCTION.
- THE RECORD OWNER OF THE PARCEL IS RALPH ROMANO, II BY DEED DATED JANUARY 1, 1990 AND RECORDED AT THE CUMBERLAND COUNTY RECORDER'S OFFICE IN BOOK PAGE 346.
- THE PROPERTY IS SHOWN AS LOT A/1-B ON TAX MAP G7 AND ARE PORTLAND TAX MAP 76 AND LOT K/19 ON TAX MAP G7 AND ARE LOCATED IN THE K6 AND L ZONES.
- THE BOUNDARY INFORMATION SHOWN HEREON IS BASED SOLELY UPON PLAN REFERENCES AND THE TITLE COMMENT FROM CURTIS THAYER STEVENS ROOPER & MCGOWAN LLC AND FIELD LOCATION OF MONUMENTATION BY BERNARDETTE S. STEVENS BOOK 6967 PAGE 378 N/F
- PLAN REFERENCES: A. STANDARD BOUNDARY SURVEY, FREEDRIC ST. PORTLAND, ME. B. STATE HIGHWAY 295, PORTLAND AND CUMBERLAND COUNTY, FEDERAL AD PROJECT NO. 1-295-3243, DATED MAY 1967, S.H.C. FILE NO. 3-185, SHEET 39 OF 73. C. STATE HIGHWAY 295, PORTLAND AND CUMBERLAND COUNTY, FEDERAL AD PROJECT NO. 1-295-3243, DATED SEPTEMBER 2002, S.H.C. FILE NO. 3-453, SHEET 1 OF 14. D. REFERENCE IS MADE TO EASEMENT GRANTED TO CENTRAL NAME POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH DATED APRIL 16, 1975 AND RECORDED IN BOOK 4171, PAGE 157. E. REFERENCE IS MADE TO RESTRICTIONS SET FORTH IN A DEED DECEMBER 16, 1949 AND RECORDED IN BOOK 1965, PAGE 85. F. FROM JAMES OTE CORNY TO RALPH ROMANO, JR. DATED OCTOBER 18, 1949 AND RECORDED IN BOOK 1977, PAGE 194.



North

Scale: 1"=20'

Sheet No.:

This: EXISTING CONDITIONS PLAN

Revisions:

Date: OCTOBER 26, 2004

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63 Frederic Street

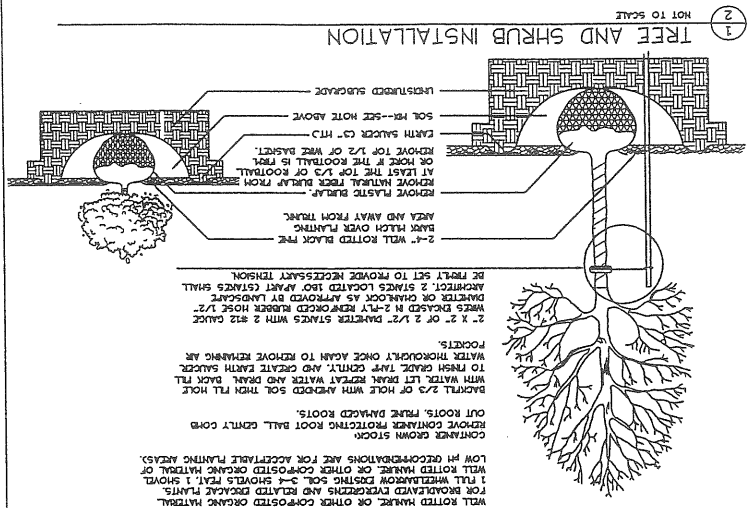
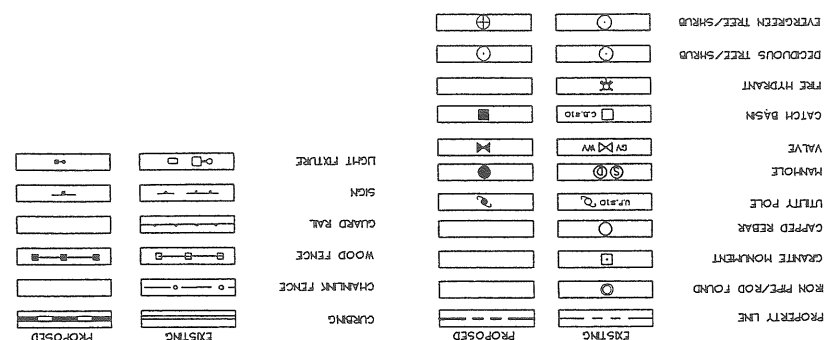
FORE RIVER APARTMENTS

Portland, Maine

Prepared For: Applicant: AVESTA FORE RIVER HOUSING, LP
 307 Cumberland Avenue
 Portland, Maine 04101
 Tel: (207) 553-7777

Prepared By: MITCHELL & ASSOCIATES
 Landscape Architects
 The Staples School
 70 Center Street
 Portland, Maine 04101
 Tel: (207) 774-4427

LEGEND

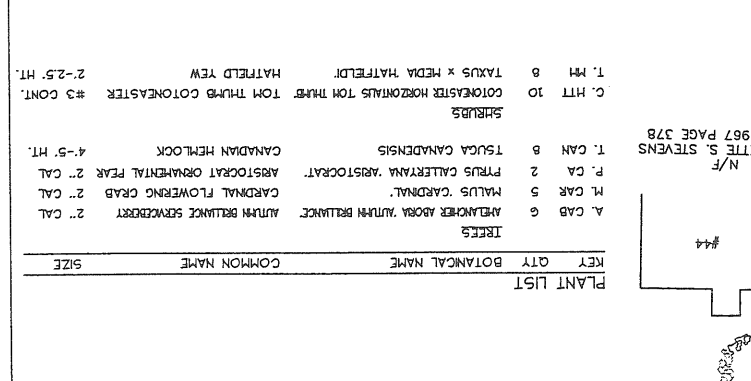


NOTES

1. HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL OR DEPTHS. SET ROOT BALL CENTERED WITH TOP AT GRADE LEVEL OR SLIGHTLY HIGHER. CORRECT HOLD DEPTH AS NEEDED.
2. FOR DECIDUOUS AND MIXED DECIDUOUS TREES AND SHRUBS WILL ROTTED HARKER OR OTHER COMPOSTED ORGANIC MATERIAL. FOR PERENNIALS, PERENNIALS AND RELATED PLANTS WILL ROTTED HARKER 2-4\"/>

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
A. CAB	6	ANDRACONOTUS ABOBA	YUNNAN BIRLMACK	2\"/>



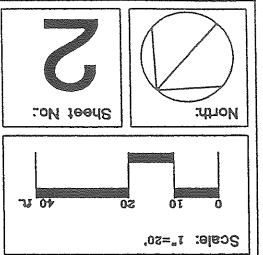
PROPERTY LINE CURVE DATA

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD DIST.
C1	68.64'	1689.61'	N42°46'38\"/>	

GENERAL NOTES

1. TOTAL SITE AREA: PHASE 2 34,651 SF OR .80 AC
2. ZONING DISTRICT: N/F
3. RECORD OWNER: AVESTA HOUSING DEVELOPMENT CORP.
4. TAX MAP AND LOT: TAX MAP 67, K 19
5. SPACE AND BULK STANDARDS: (CONTRACT ZONE STANDARDS)

PREPARED FOR: AVISTA HOUSING, LP
APPLICANT: AVISTA HOUSING, LP
PREPARED BY: MITCHELL & ASSOCIATES
ADDRESS: 70 Center Street, Portland, Maine 04101
TELEPHONE: (207) 774-4427

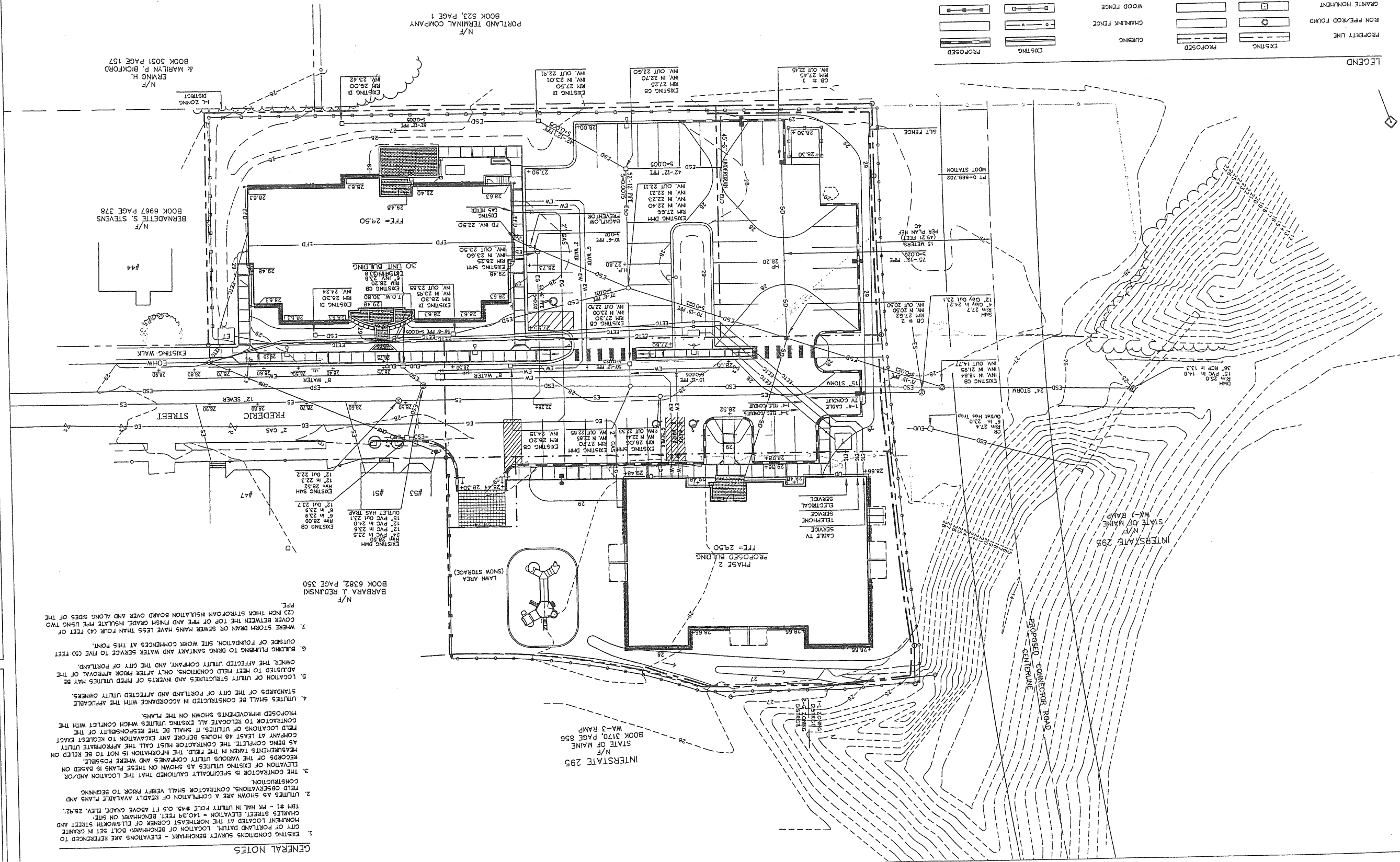


DATE: OCTOBER 26, 2004
REVISIONS:
TITLE: LAYOUT, LIGHTING AND PLANTING PLAN
SCALE: 1"=20'

FORE RIVER APARTMENTS
 63 Frederic Street
 Portland, Maine

PREPARED FOR: AVISTA HOUSING, LP
APPLICANT: AVISTA HOUSING, LP
PREPARED BY: MITCHELL & ASSOCIATES
ADDRESS: 70 Center Street, Portland, Maine 04101
TELEPHONE: (207) 774-4427

EXISTING		PROPOSED	
	PROPERTY LINE		PROPERTY LINE
	R/W PPE/ROAD FOUND		R/W PPE/ROAD FOUND
	GRANITE MONUMENT		GRANITE MONUMENT
	CAPPED REBAR		CAPPED REBAR
	UTILITY POLE		UTILITY POLE
	LIGHT FIXTURE		LIGHT FIXTURE
	MANHOLE		MANHOLE
	VALVE		VALVE
	CATCH BASIN		CATCH BASIN
	FIRE HYDRANT		FIRE HYDRANT
	DECIDUOUS TREE/SHRUB		DECIDUOUS TREE/SHRUB
	EVERGREEN TREE/SHRUB		EVERGREEN TREE/SHRUB
	TREE LINE		TREE LINE
	UNDERDRAIN		UNDERDRAIN
	GAS		GAS
	STORM DRAIN		STORM DRAIN
	UNDERGROUND ELECTRIC + CABLE TV		UNDERGROUND ELECTRIC + CABLE TV
	SANITARY SEWER		SANITARY SEWER
	OVERHEAD UTILITY WIRE		OVERHEAD UTILITY WIRE
	WATER		WATER
	SALT FENCE		SALT FENCE
	CONTOUR		CONTOUR
	SIGN		SIGN
	GUARD RAIL		GUARD RAIL
	WOOD FENCE		WOOD FENCE
	CHAINLINK FENCE		CHAINLINK FENCE
	CURBING		CURBING
	EXISTING		PROPOSED



- GENERAL NOTES**
- EXISTING CONDITIONS SURVEY BENCHMARK - ELEVATIONS ARE REFERENCED TO CITY OF PORTLAND DATUM. LOCATION OF BENCHMARK BOLT SET IN GRANITE MONUMENT LOCATED AT THE NORTHEAST CORNER OF ELLSWORTH STREET AND CHARLES STREET. ELEVATION = 140.39 FEET. BENCHMARK ON SITE.
 - UTILITIES AS SHOWN ARE A COMPILED OF READY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY PRIOR TO BEGINNING CONSTRUCTION.
 - THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IF EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
 - UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF PORTLAND AND AFFECTED UTILITY OWNERS.
 - LOCATION OF UTILITY STRUCTURES AND INVERTS OF PIPED UTILITIES MAY BE ADJUSTED TO MEET FIELD CONDITIONS, ONLY AFTER PRIOR APPROVAL OF THE OWNER. THE AFFECTED UTILITY COMPANY, AND THE CITY OF PORTLAND.
 - BUILDING PLUMBING TO BRING SANITARY AND WATER SERVICE TO THE CS2 FEET OUTSIDE OF FOUNDATION. SITE WORK COMMENCES AT THIS POINT.
 - WHERE STORM DRAIN OR SEWER MAINS HAVE LESS THAN FOUR (4) FEET OF COVER BETWEEN THE TOP OF PIPE AND FINISH GRADE INSULATE PIPE USING TWO (2) INCH THICK STYROFOAM INSULATION BOARD OVER AND ALONG SIDES OF THE PIPE.

N/F
BARBARA J. REDJINSKI
BOOK 6382, PAGE 350

N/F
30 UNIT BUILDING
EXISTING DI
EXISTING CB
EXISTING S4H
EXISTING S4M
EXISTING S4T
EXISTING S4R
EXISTING S4L
EXISTING S4K
EXISTING S4J
EXISTING S4I
EXISTING S4H
EXISTING S4G
EXISTING S4F
EXISTING S4E
EXISTING S4D
EXISTING S4C
EXISTING S4B
EXISTING S4A

N/F
PORTLAND TERMINAL COMPANY
BOOK 523, PAGE 1

N/F
ERWING H. BICKFORD
BOOK 5051 PAGE 157

North

Scale: 1"=20'

Sheet No. 3

The: GRADING, DRAINAGE AND UTILITIES PLAN

Revisions:

Date: OCTOBER 26, 2004

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FORE RIVER APARTMENTS

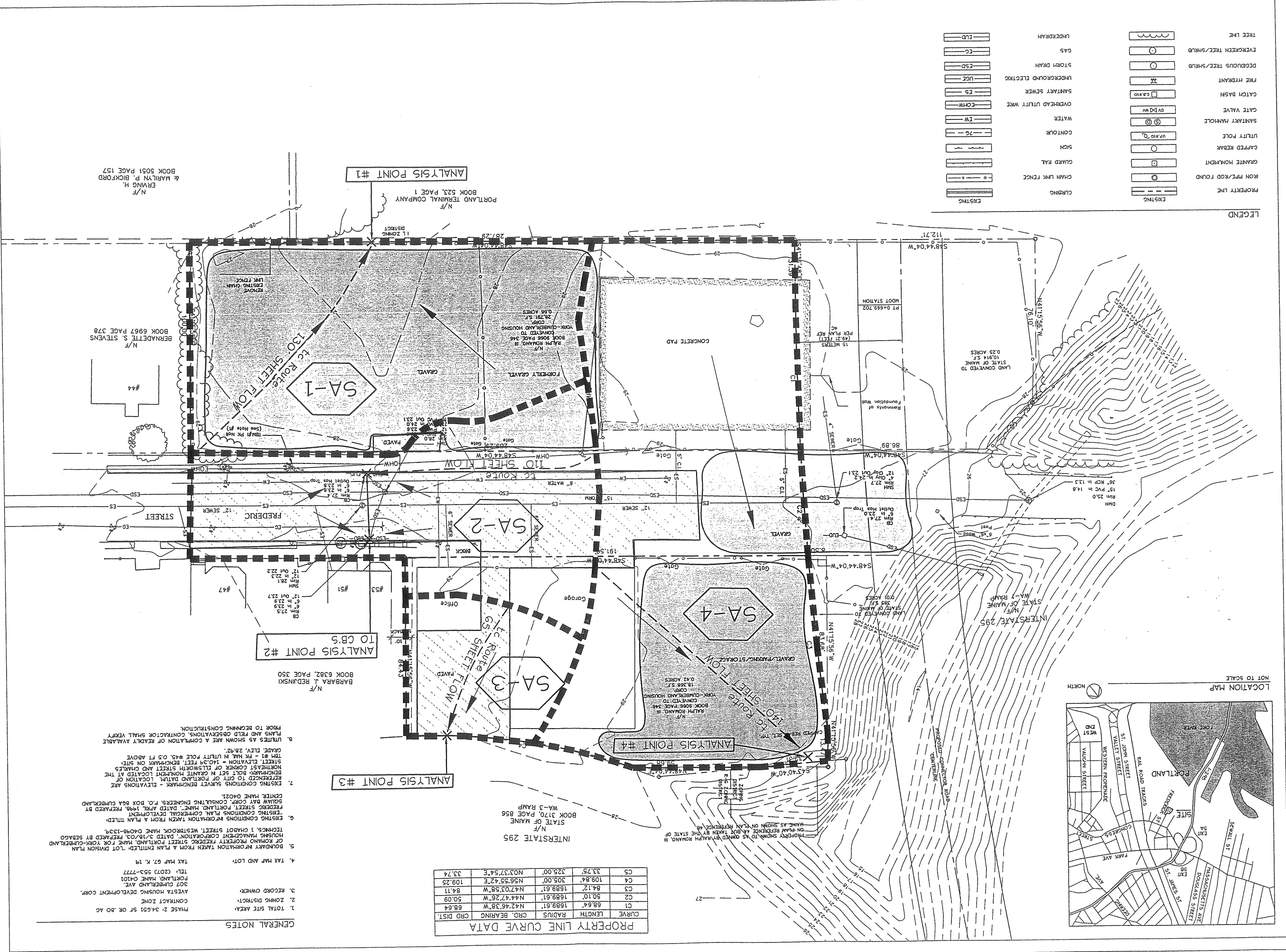
63 Frederic Street
Portland, Maine

Prepared For: AVESTA FORB
HERN HOUSING, LP
307 Cumberland Avenue
Portland, Maine 04101
Tel: (207) 563-7777

Prepared By: MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

LEGEND

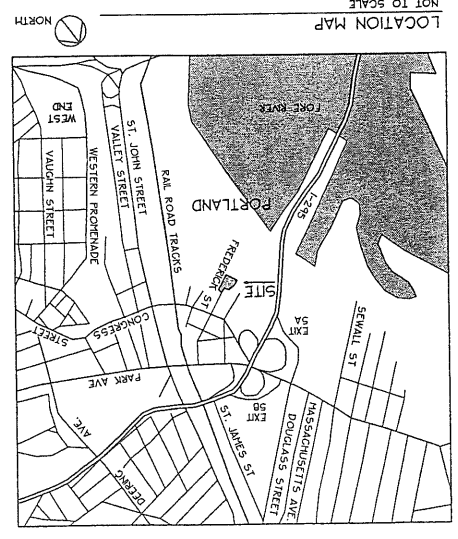
EXISTING	PROPERTY LINE
EXISTING	IRON PIPE/ROD FOUND
EXISTING	GRANITE MONUMENT
EXISTING	CAPPED REBAR
EXISTING	UTILITY POLE
EXISTING	SANITARY MANHOLE
EXISTING	GATE VALVE
EXISTING	CATCH BASIN
EXISTING	FIRE HYDRANT
EXISTING	DECIDUOUS TREE/SHRUB
EXISTING	EVERGREEN TREE/SHRUB
EXISTING	TREE LINE
EXISTING	CURBING
EXISTING	CHAIN LINK FENCE
EXISTING	GUARD RAIL
EXISTING	SIGN
EXISTING	CONTOUR
EXISTING	WATER
EXISTING	OVERHEAD UTILITY WIRE
EXISTING	COHW
EXISTING	CS
EXISTING	SANITARY SEWER
EXISTING	UNDERGROUND ELECTRIC
EXISTING	STORM DRAIN
EXISTING	CAS
EXISTING	UNDERDRAIN
EXISTING	EUD



PROPERTY LINE CURVE DATA

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD DIST.
C1	68.64	1689.61'	N42°46'38" W	68.64
C2	50.10'	1689.61'	N44°47'28" W	50.09
C3	84.12'	1689.61'	N47°03'58" W	84.11
C4	109.84'	305.00'	N56°53'42" E	109.25
C5	33.75'	325.00'	N03°37'54" E	33.74

- GENERAL NOTES**
- TOTAL SITE AREA: PHASE 2: 24,651 SF OR .50 AC
 - ZONING DISTRICT: CONTRACT ZONE
 - RECORDED OWNER: AVESTA HOUSING DEVELOPMENT CORP.
 - TAX MAP AND LOT: 307 CUMBERLAND AVE. PORTLAND, MAINE 04101 TEL: (207) 553-7777
 - TAX MAP 67, K. 19
 - BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED: "LOT DIVISION PLAN OF ROMANO ROBERT STREET PORTLAND, MAINE FOR YORK-CUMBERLAND HOUSING MANAGEMENT CORPORATION", DATED 2/18/03, PREPARED BY SEBAGO & ASSOCIATES, INC., 100 STATE STREET, WESTBROOK, MAINE 04091-1329.
 - EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN ENTITLED: "EXISTING CONDITIONS PLAN COMMERCIAL DEVELOPMENT PORTLAND, MAINE", PREPARED BY SOUHW BART CORP. CONSULTING ENGINEERS, P.O. BOX 864 CUMBERLAND CENTER, MAINE 04021.
 - EXISTING CONDITIONS SURVEY BENCHMARKS - ELEVATIONS ARE REFERENCED TO CITY OF PORTLAND DATUM. LOCATION OF BENCHMARK BOLT SET IN GRANITE MONUMENT LOCATED AT THE NORTHEAST CORNER OF LILSWORTH STREET AND CHABLES STREET. ELEVATION = 140.29 FEET BENCHMARK ON SITE.
 - UTILITIES AS SHOWN ARE A COMPLETION OF REARLY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY PRIOR TO BEGINNING CONSTRUCTION.



Sheet No. **6**

North

Scale: 1"=20'

PRE DEVELOPMENT DRAINAGE PLAN

This: N/F ERVING H. & MARLYN P. BICKFORD BOOK 5051 PAGE 157

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Revisions:

Date: OCTOBER 26, 2004

FORE RIVER APARTMENTS

63 Frederic Street

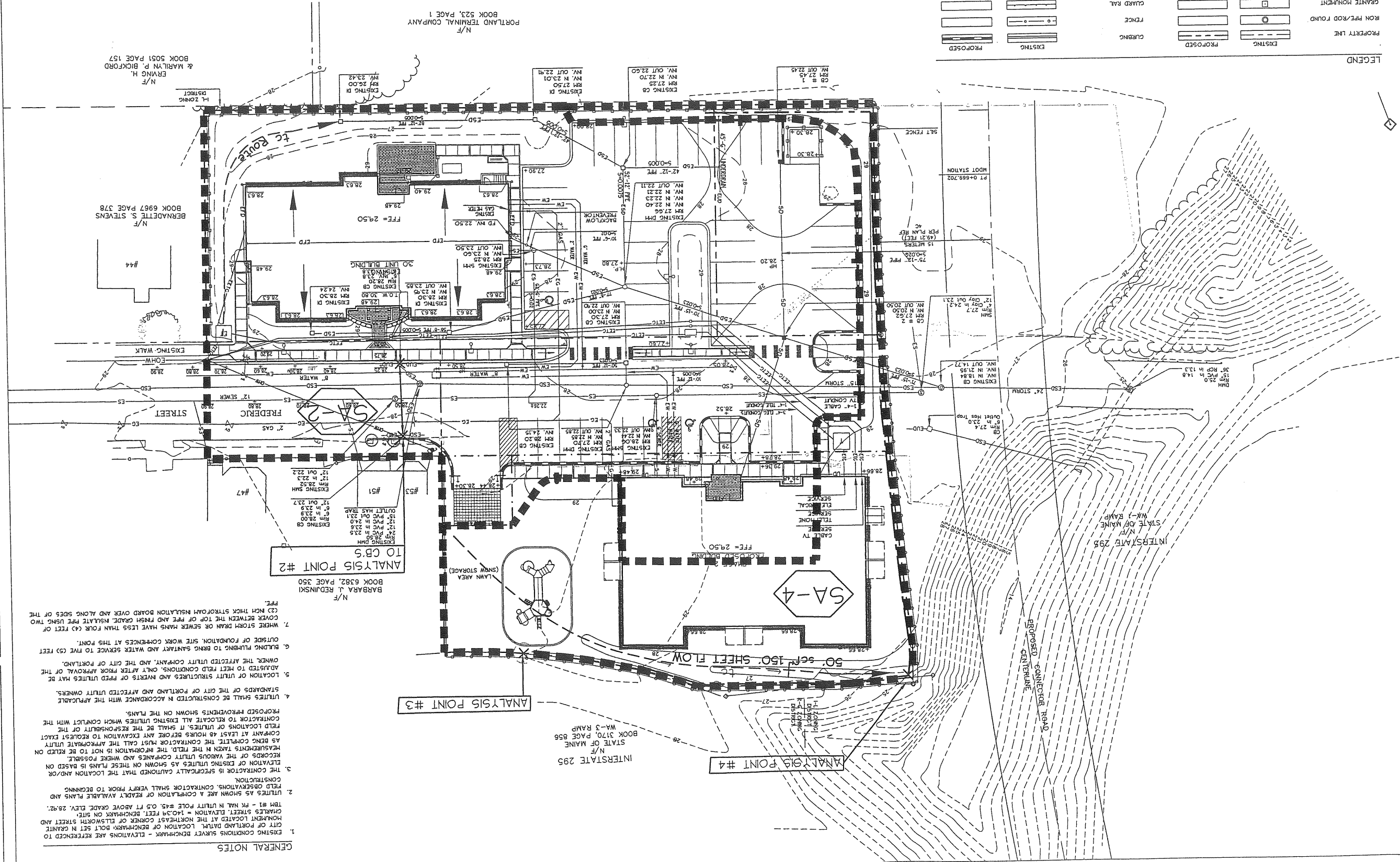
Portland, Maine

Prepared For:

Applicant: AVESTA FORE RIVER HOUSING, LP
307 Cumberland Avenue
Portland, Maine 04101
Tel: (207) 553-7777

Prepared By: MITCHELL & ASSOCIATES
70 Center Street
The Shiple School
Portland, Maine 04101
Tel: (207) 776-4427

EXISTING		PROPOSED	
	PROPERTY LINE		IRON PIPE/ROD FOUND
	GRANITE MONUMENT		CAPED REPAIR
	SIGN		UTILITY POLE
	LIGHT FIXTURE		MANHOLE
	VALVE		CATCH BASIN
	FIRE HYDRANT		DECIDUOUS TREE/SHRUB
	EVERGREEN TREE/SHRUB		TREE LINE
	CURBING		FENCE
	GUARD RAIL		EXISTING
	EXISTING		PROPOSED
	EXISTING		PROPOSED
	EXISTING		PROPOSED
	EXISTING		PROPOSED
	EXISTING		PROPOSED
	EXISTING		PROPOSED
	EXISTING		PROPOSED



GENERAL NOTES

- EXISTING CONDITIONS SURVEY BENCHMARK - ELEVATIONS ARE REFERENCED TO CHAMBERS STREET ELEVATION = 140.00 FEET BENCHMARK ON SITE. MONUMENT LOCATED AT THE NORTHEAST CORNER OF ELLSWORTH STREET AND CITY OF PORTLAND DUMP. LOCATION OF BENCHMARK BOLT SET IN GRANITE
- UTLITIES AS SHOWN ARE A COMPLETION OF READY AVAILABLE PLANS AND FIELD OBSERVATIONS. CONTRACTOR SHALL VERIFY PRIOR TO BEGINNING CONSTRUCTION.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REVEAL EXACT LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
- UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF PORTLAND AND AFFECTED UTILITY OWNERS.
- LOCATION OF UTILITY STRUCTURES AND INVERTS OF PEPEE UTILITIES MAY BE ADJUSTED TO MEET FIELD CONDITIONS. ONLY AFTER PRIOR APPROVAL OF THE OWNER, THE AFFECTED UTILITY COMPANY, AND THE CITY OF PORTLAND.
- BUILDING PLUMBING TO BEING SANITARY AND WATER SERVICE TO FIVE (5) FEET OUTSIDE OF FOUNDATION. SITE WORK COMMENCES AT THIS POINT.
- WHERE STORM DRAIN OR SEWER MAINS HAVE LESS THAN FOUR (4) FEET OF COVER BETWEEN THE TOP OF PIPE AND FRESH GRADE RISIGLATE PIPE USING TWO (2) INCH THICK STYROFOAM INSULATION BOARD OVER AND ALONG SIDES OF THE PIPE.

Scale: 1"=20'

North

Sheet No. 7

POST DEVELOPMENT DRAINAGE PLAN

Date: OCTOBER 26, 2004

Revisions:

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FORE RIVER APARTMENTS

63 Frederic Street
Portland, Maine

Prepared For: AVESTA FORD RIVER HOUSING, LP
307 Commercial Avenue
Portland, Maine 04101
Tel: (207) 553-7777

Prepared By: MITCHELL & ASSOCIATES
Landscape Architecture
70 Cedar Street
Portland, Maine 04101
Tel: (207) 774-4427

PROPERTY LINE	EXISTING	PROPOSED	CRD. BEARING	CRD. DIST.
C4	109.84'	305.00'	N56.55.42"E	109.25
C3	84.12'	188.81'	N47.03.58"W	84.11
C2	50.10'	188.81'	N44.17.25"W	50.09
C1	88.84'	188.81'	N47.46.38"W	88.84

LEGEND

PROPERTY LINE	EXISTING	PROPOSED
IRON PIPE/ROD FOUND		
CRANITE MONUMENT		
CAPPED REBAR		
UTILITY POLE		
HANDHOLE		
VALVE		
CATCH BASIN		
PIPE HYDRANT		
DECIPIOUS TREE/SHRUB		
EVERGREEN TREE/SHRUB		
TREE LINE		

CURBING	EXISTING	PROPOSED
FENCE		
GUARD RAIL		
SIGN		
LIGHT FIXTURE		
BUILDING MOUNTED LIGHT		

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE THE BOUNDARIES OF THE PROPERTIES SHOWN HEREON ARE CORRECT.

MATTHEW W. EK, PLS 2117

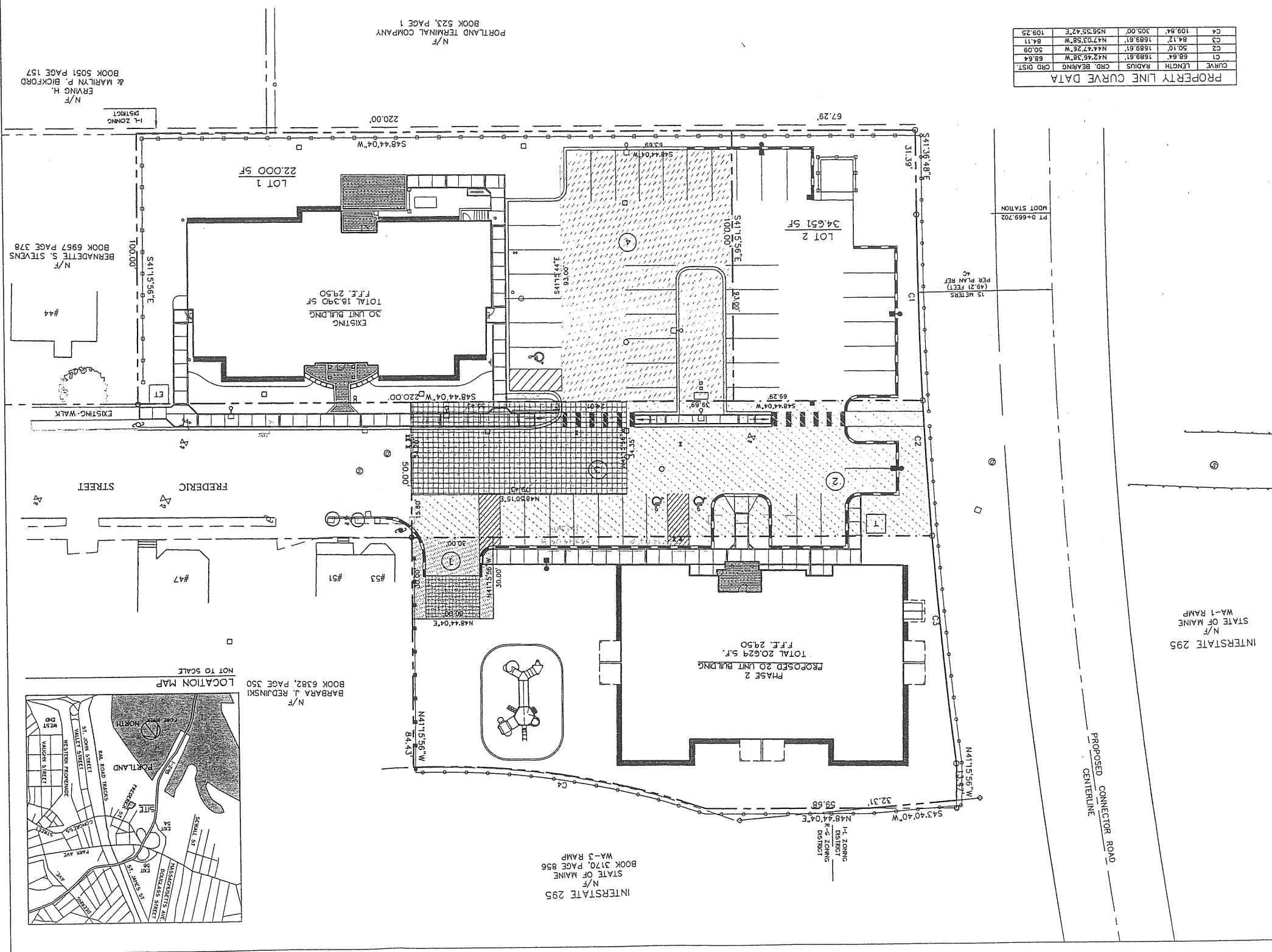
Sebago Technics

Approved: Portland Planning Board

Chairman, _____

Date: _____

Board Members, _____



- EASEMENT NOTES**
- TURN AROUND EASEMENT TO CITY OF PORTLAND (900 S.F.)
 - UTILITY + ACCESS EASEMENT AND RECREATIONAL ACCESS EASEMENT GRANTED TO CITY OF PORTLAND FROM PHASE 1 (9492 S.F.)
 - ACCESS EASEMENT GRANTED TO PHASE 1 FROM PHASE 1 (2,723 S.F.)
 - ACCESS AND PARKING EASEMENT GRANTED TO PHASE 1 FROM PHASE 1 (5924 S.F.)

- EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED "EXISTING CONDITIONS PLAN COMMERCIAL DEVELOPMENT FREDERIC STREET, PORTLAND, MAINE", DATED APRIL 1998, PREPARED BY SOUWAM BAY CORP. CONSULTING ENGINEERS, P.O. BOX 864 CUMBERLAND CENTER, MAINE 04021.
- EXTERIOR POLE MOUNTED LIGHT FIXTURES SHALL BE 100 WATT METAL HALIDE. POLE LIGHTS ARE ON 15 FOOT POLES. THE BUILDING MOUNTED LIGHTING SHALL BE 100 WATT METAL HALIDE. GREENEET LIGHTING WAS SEEN, AS MANUFACTURED BY ISI INDUSTRIES, INC.
- THE INTENT OF THE RECREATIONAL EASEMENT IS TO ALLOW PEDESTRIANS TO GAIN ACCESS TO THE PROPOSED TRAIL ALONG THE FORE RIVER AS PART OF THE I-295 CONNECTOR ROAD.
- A 50 FT WIDE UTILITY EASEMENT INCLUSIVE OF THE VACATED PORTION OF THE FREDERIC STREET RIGHT-OF-WAY AND THE 30 FT BY 30 FT TURN AROUND AREA, SHALL BE CONVEYED TO THE CITY OF PORTLAND AS A CONDITION OF APPROVAL.

GENERAL NOTES

- TOTAL SITE AREA: PHASE 2 34,651 SF OR .60 AC
- CONTRACT ZONE
- RECORD OWNER: AVESTA HOUSING DEVELOPMENT CORP., 307 CUMBERLAND AVENUE, PORTLAND, MAINE 04101, TEL: (207) 553-7777
- TAX MAP AND LOT: TAX MAP 67, R. K. 19
- SPACE AND BULK STANDARDS: (CONTRACT ZONE STANDARDS)

REQUIRED	PHASE 2
MINIMUM LOT AREA	NONE
MINIMUM AREA PER DWELLING UNIT	725 S.F.
MINIMUM FRONT YARD	NONE
MINIMUM REAR YARD	10 FEET BETWEEN STRUCTURES ADJACENT TO ADJUTING RESIDENCE
MINIMUM SIDE YARD	10 FEET BETWEEN STRUCTURES ADJACENT TO ADJUTING RESIDENCE
MINIMUM LOT WIDTH	77 FT
MAXIMUM LOT COVERAGE	70 PERCENT
MAXIMUM STRUCTURE HEIGHT	45 FEET
MAXIMUM STRUCTURE HEIGHT	45 FEET
OPEN SPACE RATIO	20 PERCENT
PARKING REQUIREMENTS	175 SPACES/UNIT (35 SPACES)

Scale: 1"=20'

Sheet No. 2

North

Date: OCTOBER 26, 2004

Revisions:

This: RECORDING PLAT PLAN

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FORE RIVER APARTMENTS

63 Frederic Street

Portland, Maine

Prepared For: AVESTA HOUSING, LP

Applicant: RIVER HOUSING, LP, 307 CUMBERLAND AVENUE, PORTLAND, MAINE 04101, TEL: (207) 553-7777

Prepared By: MITCHELL & ASSOCIATES, 70 Center Street, Portland, Maine 04101, TEL: (207) 774-4427

A3.1

Drawing Number:



Revised:

Date: October 28, 2004
Scale: 1/8" = 1'-0"

**PHASE II
EXTERIOR ELEVATIONS**

Drawing Title

Project No: 04.110.FS2

**FORE RIVER
APARTMENTS**
63 Francis Street
PORTLAND, MAINE

Outboard:

City, Maine
Capezio Development
c/o The Center
**FORE RIVER
HOUSING LP**

Date:

www.capezio.com
Fax: (207) 774-4016
Phone: (207) 774-4411

434 Exchange Avenue
Portland, ME 04103

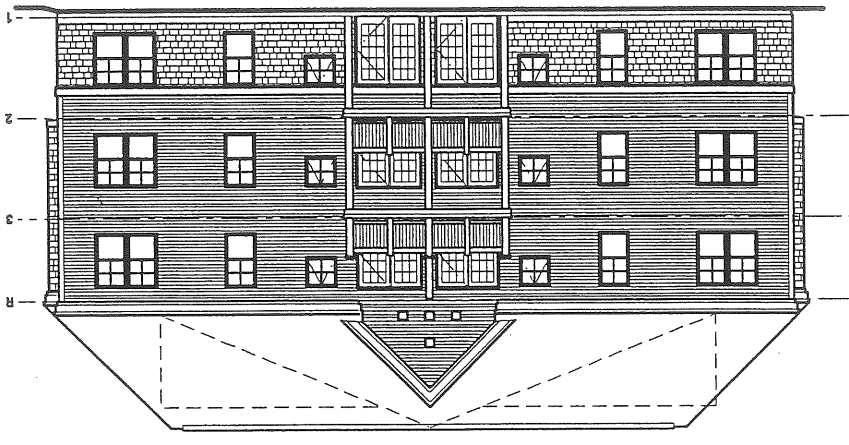
Value Design
Space Planning

Architecture

CMB Architects



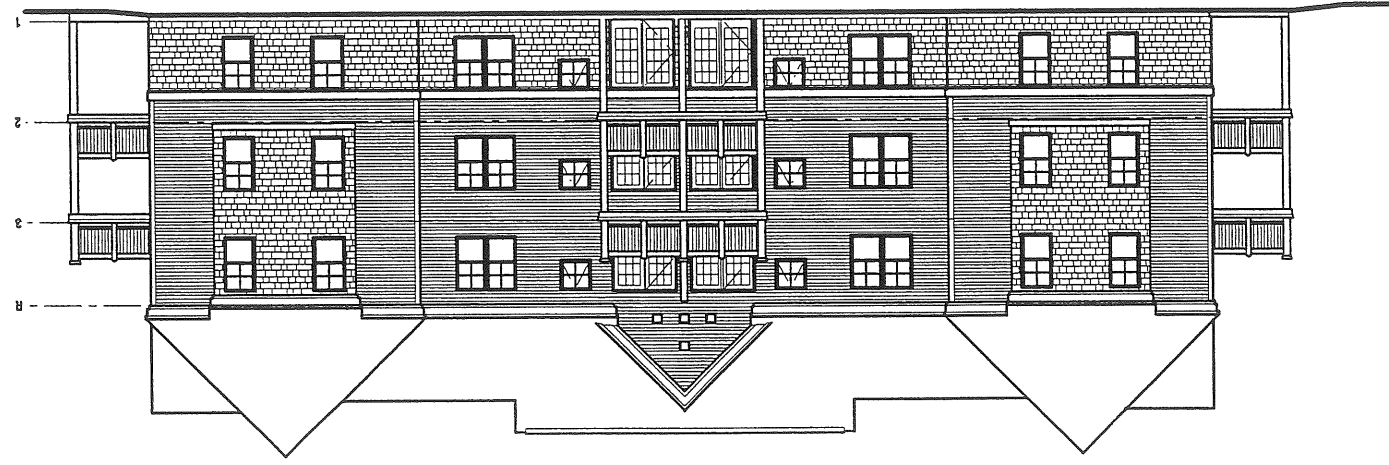
L PHASE II - LEFT SIDE ELEVATION
SCALE: 1/8"=1'-0"



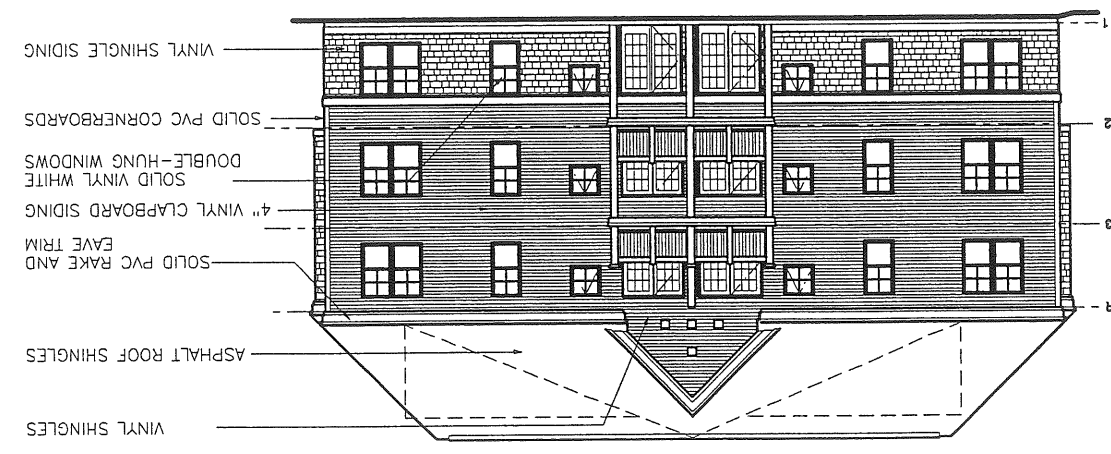
F PHASE II - FRONT ELEVATION
SCALE: 1/8"=1'-0"



B PHASE II - BACK ELEVATION
SCALE: 1/8"=1'-0"



R PHASE II - RIGHT SIDE ELEVATION
SCALE: 1/8"=1'-0"



AH.F.9