



SURVEYING ENGINEERING LAND PLANNING

Northeast Civil Solutions

INCORPORATED

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October 16, 2013

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RE: Scheuchzer Property- Feasibility Report

Dear Stephen,

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Northeast Civil Solutions has performed a feasibility analysis of the Scheuchzer property located at 1728 Washington Avenue in Portland, ME. The analysis included researching the allowable uses for the parcel, determining practicable layouts for the allowable uses, and a cost estimate for any infrastructure that will need to be constructed as a result.

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The parcel is located in the R-2 and the R-3 (both residential) zones of Portland. The concept plans included show the location of the zone boundary. The most notable differences between the zones that apply to the project are the differences in minimum lot sizes and the allowable coverage of the lots. Within the R-2 zone (northwestern section of the property) the minimum lot size is 10,000 sf and the building can cover no more than 20% of the lot. The R-3 zone (the remainder of the parcel) allows lots as small as 6,500 sf and buildings may cover up to 35% of the lot. Both zones have the same setback and road frontage requirements. The possibility of a planned residential unit development (PRUD) was looked into, however it requires a minimum of 3 acres (130,680 sf) and the whole lot is only 2.38 acres (103,511 sf) meaning the PRUD is not an option.

As part of the subdivision, a road would need to be constructed creating access to Washington Avenue. Using the City of Portland standards, the road would need to be 28 feet wide, have granite curbing, and have 5 foot wide asphalt sidewalks on each side. A possible layout for the road is shown on the concept plans included. The road was located as shown for two reasons: 1) it is not allowed to create a lot that is less conforming and 2) the road must intersect Washington Avenue at 90°. What is meant by reason 1) is that a lot could not be created that would cause the existing building to infringe on any setbacks. In the case of the R-3 zone, the front-yard setback is 25 feet, so the road right-of-way could not be any closer to the building than 25 feet. Reason 2) is why there is a slight bend in the road alignment. The total length of the road is approximately 440 feet long with a required 50 foot wide right-of-way the entire length.

Utilities, such as sewer, water, and electricity would also need to be included in the new infrastructure. Sewer and water service would require installing a service main for each along the length of the road. The maximum length of a sewer main between two manholes is 300 feet, meaning 2 sewer manholes would need to be installed. It should not be necessary to install a new fire hydrant as there is an existing one on Washington Avenue roughly 75 feet north of the proposed road. The road location does make it necessary for an existing telephone pole on Washington Avenue to be relocated. Unfortunately the pole has several heavy duty lines on it and as such will likely have a significant cost associated with relocating it. Once the pole is relocated, a riser would be added so that the electric lines could be run underground. These underground lines would require 1 transformer per every 2 houses.

The City of Portland also has strict regulations regarding stormwater management on the site. The subdivision is not allowed to increase the flow of runoff to any abutting properties or to the City of Portland's stormwater infrastructure. The City also requires that any runoff leaving the site must pass through some form of treatment to ensure that pollution and/or contamination is kept to an absolute minimum. As part of the stormwater management, several catch basins would need to be installed along with piping to connect them. It is also possible that a DEP Stormwater Permit may become necessary if the amount of disturbed areas becomes too large.

Based on all of the criteria, there are several possible layouts for a single-family residential development on the property, but two principal concepts for the best and highest possible use for maximizing the number of lots that could be created on the overall property. The first concept yields a total of 9 lots: a lot for the existing house to remain (but without any of the other structures currently on the lot), two new lots in the R-2 zone, and six new lots in the R-3 zone. This concept, which can be seen on the "Feasibility Study 1" plan, also includes the emergency access right of way to Shepherd Lane. The second concept would include removing the emergency access right of way and demolishing all existing buildings including the house. By removing the existing building, it allows for what would be one lot to be split into two lots in the R-3 zone, for a total of 10 lots: two new lots in the R-2 zone and eight new lots in the R-3 zone. This concept can be seen on the plan "Feasibility Study 2". Both of these concepts use the same road layout which is estimated to cost around \$200,000 including both the road and the utilities.

Other concepts include 3) leaving the existing house and attached barn in place, but removing the two smaller detached barns; and 4) leaving all structures, including the out buildings, completely intact. For concept 3, maximum economic return is significantly reduced because leaving the existing barn in place would eliminate the three separate lots in the R-3 zone that are nearest Washington Avenue (the southeasterly quadrant of the overall property; see Feasibility Study 1 for reference). The internal roadway would also be slightly longer in this scenario in order to effectively curve it around the barn. For concept 4, only two additional lots on the overall property (one each in the R-2 and R-3 zones) would be feasible, and the road length needed to access them would be equally as long as that explained for concept 3. While this concept is certainly possible, it would produce the lowest economic return and put a roadway immediately adjacent to the existing residential lots along the southerly line of the overall property (which could generate a greater amount of "neighborhood controversy" regarding any development scenario).

A fifth concept would entail no improvements on the property and its sale with all buildings as they currently exist. While this concept involves the least amount of investment, it also has by far the least amount of economic return.

The portion of property that presently extends from the principal lot out to Shepherd Lane is of very limited value in terms of economic return, and may actually be detrimental to the project in any given concept except for concept 5. The reason is that it does not add any direct benefit to the creation of any lot in the proposed development (e.g. its relatively small area is not large enough to allow the creation of an additional lot in the R-3 zone). This strip must thus be sold separately to an abutter, or incorporated into a lot in the development,

or used as an emergency access drive to Shepherd Lane. It is too small to be its own lot; adds little value if incorporated into one of the proposed development lots; and if used as an emergency access way would involve additional investment to construct a "road" to Shepherd Lane without subsequently offering any financial return on that investment.

The following bullet points highlight the various development scenarios as outlined above:

- Proposal 1: If no structures are left standing on the property, it is likely that up to ten house lots could be created as part of a residential subdivision.
- Proposal 2: If only the existing house and no other structures are left standing on the property, it is likely that up to nine house lots, including a "new" lot created around the existing house, could be created as part of a subdivision.
- Proposal 3: If the existing house and attached barn but no other structures are left standing on the property, it is likely that up to six house lots, including a lot created to encompass the existing house and barn, could be created as part of a subdivision.
- Proposal 4: If all existing structures currently on the property are left intact, only two additional house lots would likely be created on the overall property.
- Proposal 5: The overall property could be sold as one lot, with some, all, or none of the existing buildings left on the property.

Planning Board approval for a residential subdivision would be required given any of the proposals stated above except for Proposal 5. Road length, except for Proposal 5 (which does not involve any road construction) would be approximately the same linear distance in any of the first four proposals. The most appropriate scenario, in terms of economic return, for the strip of land extending to Shepherd Lane is either to convey it to an abutter, or to incorporate it into one of the development lots and create an easement over that lot for pedestrian and bicycle access to Shepherd Lane. The City of Portland would typically prefer, and perhaps require, an actual vehicle emergency access way that utilizes this strip of land if any of the first four proposals are submitted to the Planning Board for approval of a subdivision.

If you have any questions or concerns regarding the material presented, please feel free to contact me at (207) 883-1000 or at jim.fisher@northeastcivilsolutions.com. Thank you.

Sincerely,
Northeast Civil Solutions, Inc.


Jim Fisher, President.