

**100 Fore St, 86 Newbury St,**

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**Debby Murray** <debbym@gwi.net>

Jun 25, 2018 5:12 PM


Posted in group: **Planning and Urban Development**

I am lumping these two issues I'd like to protest together because they make me want to scream. WHERE ARE WE PUTTING ALL THE CARS? What's the traffic plan? HELP! No one lives or works in these glass monstrosities down by the Wex etc project and the driving is already horrendous. WHAT HAPPENS WHEN THEY ALL LEAVE FOR WORK?

And height. Think about places you love to visit or live, like Brooklyn or Charleston....the sky is not cluttered with high rise buildings. It's like a game of dominoes right now- one developer blocks residents- a new developer blocks that one and soon the richest developer wins. His buyers get the view AND NO ONE ELSE DOES.

These are Two huge things to consider when you vote on these projects. Cars, parking, pollution, noise, safety all come under one umbrella - beauty, accessibility, and sensitivity come under the other.

Debby Murray

Debby Murray   
104 North St.  
Portland. ME 04101

## 86 Newbury and 100 Fore Street

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**Maggy W** <mewnola@gmail.com>

Jul 3, 2018 4:03 PM

Posted in group: **Planning Board**

TO members of the Planning Board:

I was recently so pre-occupied with the zoning on Munjoy Hill that I failed to keep abreast of the 100 Fore Street and 86 Newbury Street proposed site plan applications. I understand that both of these projects are requesting zoning variances to allow increased height. Also I have read that 100 Fore Street seeks to use the average grade of Fore Street to calculate the height even though there is a sharp slope and no buildable square footage on Fore Street.

Please do not allow any variance to the current zoning for either site. We need to rely on zoning laws being enforced and we do NOT want a high wall shutting all of the India Street and East End residents off from the Old Port and the waterfront, especially if that high wall is to be used for parking spaces. The streets servicing these areas cannot handle the number of cars planned for these developments - the traffic is already congested and with 600-900 more cars per day on Franklin, India, Mountfort, Fore St, Commercial Street and the Eastern Prom, we are looking at a major problem, and this number does not even include the projected parking spaces included in the site plan for 58 Fore Street, for which I still have not seen the "pending" traffic study which was not available at the time the master site plan was approved. This huge increase in car traffic will further erode the quality of life to the East of Franklin Street.

As a citizen who is deeply concerned about climate change, I am asking the city to implement policies and infrastructure which encourage public transportation. We need to implement more satellite parking and work with WEX and other employers who wanted to bring more employees downtown to create a state of the art shuttle system from satellite locations. We should be keeping cars and their pollution away from the waterfront, not building walls of parking garages.

Furthermore, the Newbury Street site currently includes a beautiful historic brick building on Mountfort Street and another multi-family house on Newbury which should be preserved if Portland is to retain any residences of character in the India Street neighborhood. The poor Abyssinian Meeting House will be facing a huge modern structure which will further undermine its context.

Thank you for considering my point of view.

Maggy Wolf  
28 Saint Lawrence

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## 100 Fore St Planning Board Workshop - 7/10/2018

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Karen Snyder <karsny@yahoo.com>

Jul 6, 2018 8:39 AM

Posted in group: **Planning Board**

Portland Planning Board:  
Sean Dundon, Chairperson  
Brandon Mazer, Vice Chairperson  
David Eaton  
David Silk  
Austin Smith  
Maggie Stanley  
Lisa Whited

Friday, 7/6/2018

### Re: 100 Fore St

Dear Chairperson Dundon and Portland Planning Board Members,

I am requesting that the Planning Board to NOT give 100 Fore Street a zoning height waiver change just to support more parking spaces.

I am very concerned about the 100 Fore St. at the base of Munjoy Hill. As you are well aware, we all ready have parking issues of downtown Portland workers, tourists, city employees parking on Munjoy Hill and it will only get worse. Also, there is great traffic congestion during rush hours on Franklin Arterial and Washington Avenue which will only get worse as well.

It was also reported in the Portland Press Herald that I-295 traffic is bad now. How can it not only exacerbate the current traffic and parking issues?

<https://www.pressherald.com/2018/06/26/state-study-calls-for-traffic-flow-and-safety-improvements-along-congested-i-295/>

Just simply adding 600 parking spaces to this site is a very short sited and "car-centric" mind set. This will create further traffic congestion and pollution on Franklin Arterial and Washington Avenue during the rush hours which are all ready cause for avoidance for Munjoy Hill residence, India St residence, and the fisherman on the working waterfront on Commercial street. Please note the commuter park and ride parking lot at I-295 and Marginal Way is currently under-utilized.

If Portland government and developers are chanting Portland as wanting to be a "world" class city, just creating a massive amount of more parking spaces to create even more gridlock and pollution in the city is NOT a world class solution for this day and age. Mass transit should be pursued to push as much parking and traffic congestion off the peninsula rather than the City encouraging it.

### Potential Solutions to Portland's Parking and Traffic Congestion Issues:

#### Short-Term Solutions:

- 1) Use satellite parking to shuttle in the top employers employees in town from the satellite parking lots.
- 2) Set staggered hours for the largest employers for employees to ease traffic congestion on I-295.

#### Long-Term Solutions:

- 1) **Obtain funding to build up on the commuter park and ride right off of I-295 on Marginal Way.** This parking lot is extremely under-utilized.
  - Have city investigate getting funding to build this by either Federal grants, DOT, Dept of Energy, developers, etc.
  - Make it 4 to 5 stories to move the parking off to the highway (800-1,000 parking spaces).
  - Have City enforce that companies > 50 employees start using this park and ridge garage off of I-295 that work in town.

- Why can't WEX help fund this? Their employees will have the biggest impact on the city of over 600 employees.

**2) Obtain funding to create a solar/electric street cars/tram/light rail going from this garage, up Franklin Arterial with a turn about at Middle street.**

-Have city investigate getting funding to build this by either Federal grants, DOT, Dept of Energy.

3) I am sure there are great other ideas out there....

I urge the Planning Board to find more progressive and environmental sustainable solutions for the Portland residents and fishermen affected by this development rather than thinking that creating more parking spaces will solve current traffic/parking problems because it won't. It will only further exasperate the traffic congestion/parking problems besides increased pollution that we currently have in Portland.

Regards,

Karen Snyder

Munjoy Hill Resident and Property owner

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## 100 Fore Street - Hamilton Marina/Xpress Copy Building NO zoning height change please

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Anna Medina <fruity.gemini@gmail.com>

Fri, Jul 6, 2018 at 11:39 AM

To: planningboard@portlandmaine.gov, jlevine@portlandmaine.gov, planning@portlandmaine.gov, cdg@portlandmaine.gov, bsr@portlandmaine.gov, jpj@portlandmaine.gov

Good afternoon,

I write with a plea concerning 100 Fore St - Hamilton Marina/Xpress Copy building. I would like to encourage you to **not** give a zoning height change. Please help remove congestion off of the peninsula. Consider mass transit capability to remove the traffic congestion.

This development will add additional traffic, pollution, and more potential parking issues going up Munjoy Hill. Please help preserve this precious place in our great city.

Thank you for your time.

Anna Medina

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## App 6-19-18 ZN-000114-2018

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**Pamela Day** <pday2304@gmail.com>

Fri, Jul 6, 2018 at 11:42 AM

To: planningboard@portlandmaine.gov, Jeff Levine <jlevine@portlandmaine.gov>, planning@portlandmaine.gov, cdg@portlandmaine.gov, Belinda Ray <bsr@portlandmaine.gov>, jpj@portlandmaine.gov

Planning Board Members:

We oppose this proposed development because it further degrades the waterfront near our home on Waterville Street. The India Street corridor has already become a dark, faceless area that is increasingly congested and unfriendly to pedestrians and others who seek to enjoy east end access to the water.

We find it ironic that the city would even contemplate locating a 600 car garage in such a potentially lovely space. Developers should be challenged to create a building with green space that complements the pedestrian friendly Old Port waterfront, Eastern Prom and Ft. Williams Park areas.

Please do NOT grant this project a zoning height change or approval to add the 600 car parking structure.

Respectfully,

**Pamela Day & Michael Petit**

Pamela Day  
207-461-1461

**100 Fore St, 86 Newberry Street, Hancock - WEX**

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Patricia Ryan <pryan2@maine.rr.com>

Jul 9, 2018 4:05 PM

Posted in group: **Planning and Urban Development**

These development projects present serious issues for Munjoy Hill's viability as a unique neighborhood and historic district. Because of traffic congestion, pollution, greater parking issues on the Hill, and the slimmer and slimmer chances of affordable housing on the Hill, I am requesting that you do not grant the zoning height waivers to 100 Fore Street and 86 Newberry St., and that WEX provide a shuttle service for it employees, thereby lessening congestion on Franklin Arterial by elimination of 600cars commuting on Franklin Arterial. Please help preserve Munjoy Hill's unique historic significance.

Patricia Ryan LCSW  
60 Montreal St.  
Portland, Me 04101  
207-749-8385

## 100 Fore St/ Wex building

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**Kristin Lawson** <klaws18@gmail.com>

Jul 9, 2018 10:40 PM

Posted in group: **Planning and Urban Development**

To Whom It May Concern:

I am a Munjoy Hill resident and home owner. I am taking the time to write and sincerely voice my concerns about the proposed plans for 100 Fore St.-Hamilton Marina/Xpress Copy Building. The roads and layout of Portland given that it is a peninsula and there are very limited ways on and off the peninsula is reason alone to seriously think about before allowing another 600 cars commuting to and from that area on Fore St. every day. I am a working professional who witnesses first hand how congested the Franklin St. area is everyday during work commuting hours. It would be a disaster and commercial street is even more congested than Franklin St. that time of day. Mass transit options should be utilized instead of adding to congestion and traffic downtown. Additional cars also add to unnecessary air pollution and green house gases since most of those cars will be sitting in traffic.

I am also strongly against allowing a zoning height waiver on this project.

Sincerely,

Kristin M. Lawson



## 100 Fore Street 86 Newbury WEX

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Stephen Gaal <steve@gaal.com>

Jul 10, 2018 9:47 AM

Posted in group: **Planning and Urban Development**

Dear Planning Board members, City Council members and staff,

The requested zoning changes to waive or revise height limits and add nearly 1,000 parking spaces in the India Street area defy description. Why do we have zoning rules that protect us all and make it possible to live in close proximity and in relative harmony when they can be easily circumvented? These property owners knew what the rules were when they purchased and planned their developments. Hold them accountable to the rules. Please, DO NOT grant the waivers.

The idea of adding 950 parking spaces is astonishing. Just 3-4 years ago, when the planning board was considering the contract zone for the new 400 seat theater at the St. Lawrence, neighbors objected saying the additional 200 cars per performance would be an issue without additional parking and the project was approved anyway saying the city's strategy is to NOT make parking more available and to encourage public transportation. What is good for the goose is good for the gander. Please do not approve these waivers. Let them take public transportation. Perhaps they can "subsidize" the Metro like the St. Lawrence promised to do.

Respectfully,

Stephen Gaal  
Portland ME  
steve@gaal.com  
(603) 651-9183 mobile

The Russian dissident and chess grandmaster Garry Kasparov drew upon long familiarity with that process when he tweeted: "The point of modern propaganda isn't only to misinform or push an agenda. It is to exhaust your critical thinking, to annihilate truth."

## 100 Fore Street - Hamilton Marina/Xpress Copy Building

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**Mark Holden** <mark.k.holden@gmail.com>

Jul 10, 2018 8:33 AM

Posted in group: **Planning Board**

Dear Members of the Planning Board and staff of the Portland Government:

Please do not permit a variance in the ordinance to allow a 600 unit garage next to the Wex development.

Emphasis should be placed on limiting traffic congestion and getting the new companies to development more thoughtful plans for helping their employees and visitors to arrive via commuter vans, and other forms of mass transit.

This will the end provide a less polluted, less congested Portland waterfront and city in general with less air pollution and stress.

There is a lot going on and a lot of pressure on all of you to give in to the interests of these large developments. But sensible decisions now will make for a better city for everyone in future years.

Yes of course there should be provisions for parking but it doesn't have to be over the top. It is OK for you to set some limits and let the developing company figure out options for reducing congestion and pollution.

Please also consider limiting the height of these developments for the sake of everyone's viewspace including you very proximal neighbor's on the edge of Munjoy Hill.

Sincerely

Mark Holden  
37 Saint Lawrence Street  
Portland Maine 04101  
207-522-0944

**100 Fore Street - Hamilton Marina/Xpress Copy Building**

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R Cousins <rcousins@hotmail.com>

Jul 10, 2018 11:49 AM

Posted in group: **Planning and Urban Development**

**My vote is that the Zoning height waiver be NOT given.**

We have zoning rules and regulations for reasons. One is to maintain some sort of cohesiveness to the surrounding area. Also to maintain similar height and mass restrictions.

I think it's time to reassess the need or desire to clog some of our most desirable land areas with parking garages. I would suggest this parking garage and future parking garages be located nearer to the 'gateways' to our city and then public transportation used to move about the city. This could do a lot to alleviate congestion in the city overall and in this case the immediate neighborhood and Munjoy Hill. When BIW was operating there were certain times of day when getting through nearby intersections, Congress-Mountford in particular, was next to impossible. Many vehicles ignored the lights and continued through the intersections as a train might. When the rush was over then back to normal. I fear that if we continue to add to the number of vehicles rushing through our neighborhood it will only get worse. It really is time to give the 'locals' safety concerns a priority over providing 'dead zones' when there could be more suitable alternatives if you applied some logical thought processes about what kind of city we really want. Haven't we done many studies about transportation viabilities in Portland. Why do we spend money on these studies if we don't learn anything or enact some of the recommendations?

Sincerely,  
Rae Cousins  
Munjoy Hill resident

**July 10, 2018 Workshop - 100 Fore Street**

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**Sandra Guay** <slg@woodedlaw.com>

Jul 10, 2018 2:12 PM

Posted in group: **Planning Board**

Dear Planning Board Members:

Please review and circulate to all Planning Board Members the attached letter concerning the zoning amendment proposal for 100 Fore Street.

Thank you for your assistance and for your attention to this very important issue.

Sandra Guay

**SANDRA L. GUAY, ESQUIRE**

*Partner*

WOODMAN EDMANDS DANYLIK

AUSTIN SMITH & JACQUES, P.A.

234 MAIN ST., P. O. BOX 468

BIDDEFORD, ME 04005

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WOODMAN EDMANDS DANYLIK AUSTIN  
SMITH & JACQUES, P.A.

ATTORNEYS-AT-LAW

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PETER L. EDMANDS  
THOMAS DANYLIK  
RALPH W. AUSTIN  
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July 10, 2018

*Via Email*

Portland Planning Board  
Sean Dundan, Chair  
City of Portland  
Planning Division  
389 Congress Street  
Portland, ME 04101

Re: 100 Fore Street LLC  
Zoning Map Amendment

Dear Mr. Dundan and Planning Board Members:

This law firm represents a large group of Portland fishermen and merchants who call themselves the Portland Working Water Front Group (“PWWG”). This letter addresses the apparent purpose of the zoning amendment proposed by 100 Fore Street LLC, to enable 100 Fore Street LLC to increase occupancy and parking at the 100 Fore Street location. The PWWG opposes this zoning amendment request for several reasons.

First and foremost, there should be no consideration of any zoning amendments in the Commercial Street area without the applicant first submitting a peer reviewed traffic study addressing the additional impact on Commercial Street from the increased development made possible by the amendment. As the City’s recent *West Commercial Street Multi-Model Corridor Study* (the “Study”) and other recent studies report, the present traffic on Commercial Street is already having a significant and negative impact on the fishermen, fisheries and marine related businesses that are dependent on the Commercial Street docks and wharves. While parking garages, condominiums, hotels and retail outlets can locate anywhere on the peninsula, “[t]he fisheries and other marine

**WOODMAN EDMANDS DANYLIK AUSTIN SMITH & JACQUES, P.A.**

Portland Planning Board  
Sean Dundan, Chair  
July 10, 2018  
Page 2 of 3

businesses that dominate the waterside of Commercial Street have no alternative locations within which to operate.” *Study* at 6.

As an example of the existing and ongoing issues caused by the ever increasing traffic on Commercial Street, just this past month, fishermen and others on a wharf were trapped *for over an hour* while a semitrailer truck unloaded produce to a restaurant causing significant public safety issues, in addition to blocking access to the wharf. Trucks loaded with fresh fish, lobster and bait are consistently held up for prolonged periods of time in traffic while attempting to access 295. The *Study* predicts that the already proposed Commercial Street area development/redevelopment “would be expected to generate 3,300 weekday PM peak hour trips” within the next 10 years. *See* Memo from Christine Grimando to Portland Planning Board (July 6, 2018).

As adopted in Portland’s recent Comprehensive Plan, the State goal is to “protect the State’s marine industry, ports and harbors from incompatible development.” The City’s goal is to “celebrate, promote, and protect Portland’s lobster and fishing industry as a foundation of the region’s economy and a feature of civic pride.” The City of Portland is blessed with the country’s oldest fishing community. Today, these fishermen and lobstermen bring in a catch worth over \$750 million annually to contribute to the local economy. In addition to the fishermen and lobstermen, the many businesses that support this fishery must be located on the wharves and piers along Commercial Street – they cannot relocate to any other location and still function in their industry service capacities. The City cannot have it both ways – unrestricted continued development, which daily increases inaccessibility to the wharves, and deteriorating transportation facilities and access for the fishing community, will destroy the fishing industry in Portland unless the City takes action to slow (rather than allow for zoning amendments to increase) development.

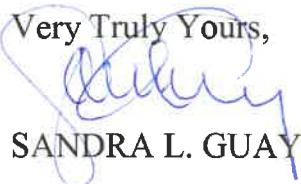
In addition to the above traffic and access related concerns, the PWWG views the continued and piecemeal zoning amendment and relaxation requests for development in the Commercial Street area as a slippery slope that can only result in creating an ever-increasing logjam of congestion on Commercial Street, and decreased accessibility to the wharves. Bending to a developer’s vision of how to maximize his or her property in this fashion is the antithesis of good planning and the PWWG respectfully asks this Board to put the brakes on and as provided for in the Comprehensive Plan, to consider further study of the effects and impact of traffic on the marine industry from the plethora of proposed, nonstop Commercial Street development.

**WOODMAN EDMANDS DANYLIK AUSTIN SMITH & JACQUES, P.A.**

Portland Planning Board  
Sean Dundan, Chair  
July 10, 2018  
Page 3 of 3

Commercial Street has reached a tipping point. It simply cannot accommodate continued increased traffic – and provide safe and reliable access to support the marine industry. The Planning Board, as the guardians of public safety, health and welfare, must begin to more closely scrutinize development in the Commercial Street area, and especially on development proposals that seek relaxation or amendment of the present zoning requirements.

Thank you for your consideration of these very important issues.

Very Truly Yours,  
  
SANDRA L. GUAY

SLG/lb

Copy to:  
Members of the Portland Working Water Front Group

## 100 Fore Street - Hamilton Marina/Xpress Copy Building

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**Stan Berkow** <stan.berkow@gmail.com>

Jul 11, 2018 2:59 PM

Posted in group: **Planning Board**

To whom it may concern:

As residents of Munjoy Hill, we ask that this project NOT receive a zoning height change, include affordable housing, and encourage mass transit options vs. extensive parking which will bring significant traffic to the area.

Thank you,  
Stan and Christina Berkow



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## Fwd: Comments regarding 100 Fore Street Proposed Rezoning and Map Amendments

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Jeff Levine <jlevine@portlandmaine.gov>

Wed, Jul 25, 2018 at 6:41 PM

To: Jennifer Munson <jmy@portlandmaine.gov>, Planning Board <planningboard@portlandmaine.gov>, Stuart O'Brien <sgo@portlandmaine.gov>

----- Forwarded message -----

From: **Hilary Bassett** <[hbassett@portlandlandmarks.org](mailto:hbassett@portlandlandmarks.org)>

Date: Tue, Jul 24, 2018 at 12:29 PM

Subject: Comments regarding 100 Fore Street Proposed Rezoning and Map Amendments

To: Christine Grimando <[cdg@portlandmaine.gov](mailto:cdg@portlandmaine.gov)>, Jeff Levine <[jlevine@portlandmaine.gov](mailto:jlevine@portlandmaine.gov)>, Deb Andrews <[DGA@portlandmaine.gov](mailto:DGA@portlandmaine.gov)>

Hi Christine, Jeff and Deb – Attached please find Landmarks' comments regarding the proposed rezoning and map amendments for 100 Fore Street. I have not sent directly to Sean Dundon and Julia Sheridan, assuming that they will receive this as part of their information packets. Thanks very much for considering our views.

Hilary

Hilary Bassett

Executive Director

Greater Portland Landmarks

207 774-5561 ext 101

[hbassett@portlandlandmarks.org](mailto:hbassett@portlandlandmarks.org)

[www.portlandlandmarks.org](http://www.portlandlandmarks.org)

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Jeff Levine, AICP

Director

Planning & Urban Development Department

389 Congress Street 4th Floor

Portland, Maine 04101

Phone (207)874-8720

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<http://www.portlandmaine.gov/planning>

@portlandplan



**Greater Portland Landmarks\_100 Fore Street\_Public Comment\_pre-Public Hearing\_07242018 - FINAL.pdf**

437K



24 July 2018

Sean Dundon, Chair, Planning Board  
City of Portland  
389 Congress Street  
Portland, ME 04101

RE: 100 Fore Street Proposed Zoning and Map Amendments

Dear Chair Dundon and members of the Planning Board:

Greater Portland Landmarks has two concerns about the impact of the proposed zoning and map changes.

One concern is the potentially adverse impact of the proposed development at 100 Fore Street on Building 12 on the 58 Fore Street parcel, which is a contributing building in the Portland Company Historic District. During the 58 Fore Street master development planning process, the impact of the future Thames Street extension on the building was a serious concern that led the Historic Preservation Board to agree to its future relocation. In its current location, much of the new street extension would be above the ground floor level of the historic building, which could potentially damage it. We believe it is essential that the planning board and the applicant address how this historic building will be protected from adverse impacts if the temporary driveway is built before Building 12 is relocated.

Our other concern is that the application is not consistent with goals in the City's new Comprehensive Plan. The Plan envisions Portland as an authentic city and states "we will maintain our character through preservation, innovation, and excellence in design for the built environment." The Transportation Policy Guide further states that the city will "enhance the pedestrian realm through investment," in among other elements, "strong urban design."

The proposed zoning and map changes are for a project, incorporating a specific use and building form on one parcel, that is not yet under site plan review. Landmarks is very concerned that evaluating the proposed text and map amendments without simultaneous consideration of the site application will not result in strong urban design or design excellence as envisioned in the Comprehensive Plan.

The applicant has requested additional height to accommodate a third parking deck accessible from Fore Street and to maximize development on the upper floors of the water/service alley side of the building while providing very limited enhancements to the public realm. There is a very small retail frontage at Fore Street shown on the massing plan along with three garage entrances and five proposed curb cuts on Fore Street. The three levels of parking will generate very little pedestrian activity on the future Thames Street and Mountfort Street streetscapes. There is no commodious public pedestrian entrance to the building on Fore Street or to the garage. As depicted in the massing plan the proposed building does not even meet the sidewalk on

Thames Street Extension or Fore Street, which is uncharacteristic of the strong urban character that has been encouraged in other new construction in this neighborhood.

Although the plan details are not yet under consideration, we believe that the zoning requests will in effect dictate a very specific building form, which will have negative impacts on the pedestrian realm that are inconsistent with the goals of the Comprehensive Plan.

Overall, we encourage the Board to demand excellence in design before accommodating a request for additional height from any applicant. We believe that discussing design during the zoning process is essential, as zoning parameters determine a building's form. The Comprehensive Plan recognizes that "our unique quality of place is key to our current and future economic success," and we should demand that new construction projects enhance quality of place and improve the public realm for all users.

Thank you for considering our views,

A handwritten signature in cursive script that reads "Julie Ann Larry".

Julie Ann Larry  
Director of Advocacy

cc: Christine Grimando  
Jeff Levine  
Deborah Andrews  
Julia Sheridan, Chair of the Historic Preservation Board

## 100 Fore Street zoning height change

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**Amy Marie** <amymari333@gmail.com>

Jul 30, 2018 3:34 PM

Posted in group: **Planning Board**

Good afternoon,

As a resident of Munjoy Hill, specifically Waterville Street, I am writing to strongly urge you **NOT** give a zoning height change to 100 Fore Street. Instead, I urge you to include affordable housing. I am lucky that my landlord, who lives on site at our Waterville Street location, cares about living wages and livable rents. My rent is affordable for my Portland salary. Across the street, an apartment smaller than mine is on the market for a rent of nearly \$3,000. I don't even make \$3,000 a month after taxes and I have a well paying hourly job. I don't know how anyone starting out in Portland, with dreams of making this their home, would be able to pay a \$3,000 rent, with **nothing** included.

I also urge you to **encourage** the use of mass transit and work to increase the capability of the Metro to remove traffic congestion off the peninsula instead. Again, as a Waterville Street resident, these days I'm often parking a block or two away from my apartment, as the proverbial cat is out of the bag regarding the free parking available on my street and the streets surrounding. It's sad to plan my days on the weekends around whether I feel I'll be able to find a parking spot to get back home. I tend to plan my evenings after work rushing home to get a spot as well, and agree to plans that allow me to walk or someone to pick me up. It's gotten that bad on our street. Aside from urging public transportation and lots for parking off the peninsula with direct runs of public transportation in, please consider resident only parking stickers, similar to that of the West End. I lived in the West End for 8 years, had my parking sticker, and never had such an issue with parking for my home. I realize we want the money in Portland - I want my city to prosper and be the tourist destination that it is. However, there's a way to do so and not have it displace residents, who live here year round and spend all of their paycheck in this zip code.

Thank you.

Best,  
Amy

## Munjoy Hill Planning

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**Miss M** <missmasina@gmail.com>

Aug 2, 2018 1:11 PM

Posted in group: **Planning Board**

As a Munjoy Hill and Saint Lawrence Street resident, I have seen our street changing drastically. Some buildings have been upgraded by the owners, and kept the lovely charm that is our seaside town. Others have been torn down and replaced by the blocky-modern buildings that are all the rage on the hill. Please consider that part of the charm and desirability of our neighborhood IS the old seaport nature it holds, and dont allow every single investor to come in and tear down the buildings to make a profit with the highest possible-building that can contain the smallest possible condos for a single person to inhabit.

This neighborhood needs to become a historic district to preserve what is left.

Sincerely,  
Masina Wright

## 100 Fore Street

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Sharon Sudbay <ssudbay@maine.rr.com>

Aug 14, 2018 1:47 PM

Posted in group: **Planning Board**

Dear Planning Board members,

We write in opposition to the 100 Fore Street developer's proposal to amend the current zoning for the B-6 Eastern Waterfront Mixed zone and ask you to vote against changes to the current height limits that were adopted following a rigorous process.

The City of Portland's news release announcing WEX's move to Portland stated, "between 450-550 new surface and structured parking spaces, located within 750 feet of the Thames Street site, will be constructed to accommodate WEX needs and increased public parking needs in Portland's East End." The 100 Fore Street developer wants to change the height requirements to accommodate 600 vehicles. That is 50 to 150 more structured spaces than the City of Portland said is needed, adding even more traffic to an already congested area that will continue to worsen as other approved and planned projects are built. And, while we know the City is requiring additional parking be built, we can't help but ask if that's the best use of property along the waterfront when other areas are available.

We also echo the concerns of Greater Portland Landmarks that "the application is not consistent with goals in the City's new Comprehensive Plan. The Plan envisions Portland as an authentic city and states 'we will maintain our character through preservation, innovation, and excellence in design for the built environment.' The Transportation Policy Guide further states that the city will 'enhance the pedestrian realm through investment,' in among other elements, 'strong urban design.'"

As lifelong residents, we know Portland is an authentic place to live, work and visit, but it is already losing parts of its authenticity with some of the development that is taking place. The City's decisions are permanently changing the unique character of the Eastern Waterfront and the neighborhoods around it. We hope the comment we most often hear from residents and visitors – "in ten years, people will look back and say 'what was the City thinking'" – does not prove true.

Thank you for your time and attention.

Sharon Sudbay  
Karen Sudbay  
108 Monument Street