

Portland's Comprehensive Plan City of Portland, Maine

Compilation of Adopted Documents Goals and Policies

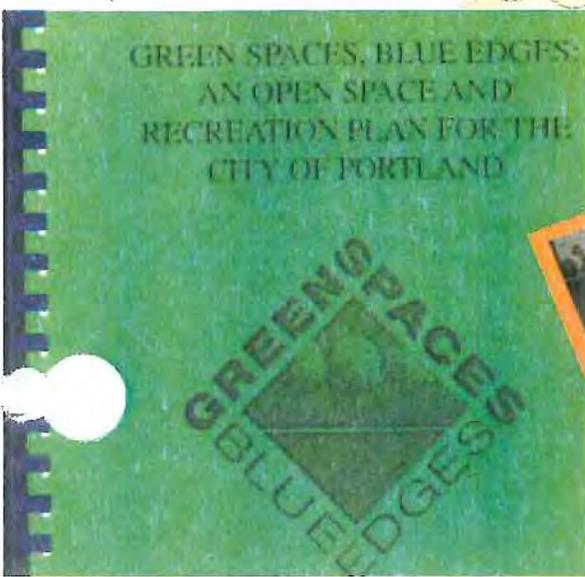
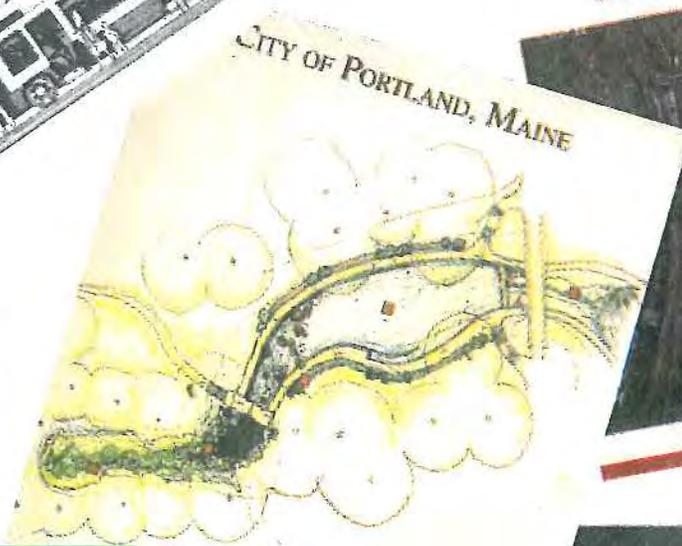
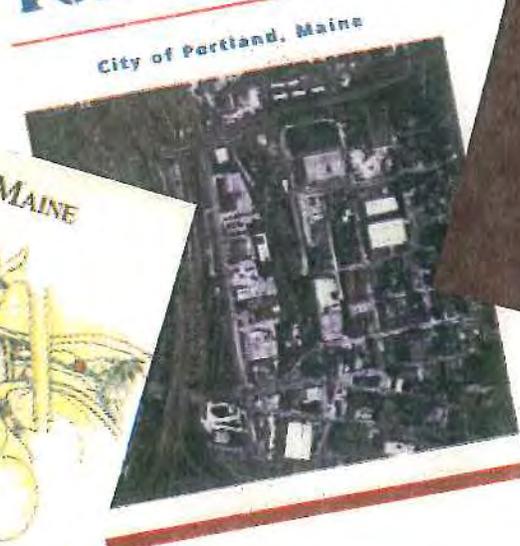
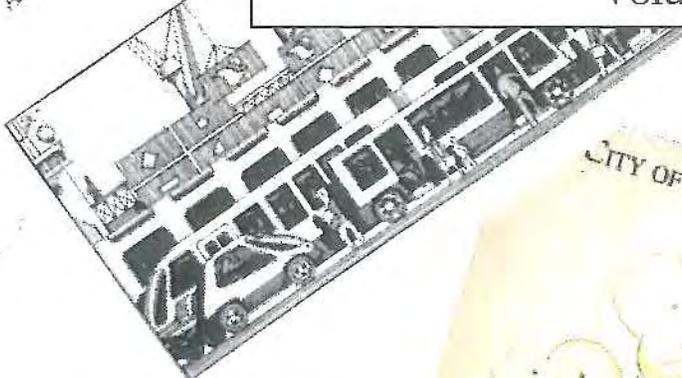
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Growth Management Goals - State of Maine

November 2002, Updated 2005
Volume 2



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CAPITAL IMPROVEMENTS
PROGRAM
FY 1999 - 2008



PORTLAND MAINE
DOWNTOWN HEIGHT STUDY

Policy Report
February 1989

PORTLAND'S COMPREHENSIVE PLAN

VOLUME II

PORTLAND, MAINE

Implementation Plan

November 2002, Updated 2005

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New Source Documents

Official Statement Dated March 21, 2002 – Duane Kline

Greater Portland Council of Governments (Port report)

Maine Natural Areas Program for critical resources

U.S. Census

Bay Keepers Newsletter & Report on Oil Spill

**PORTLAND'S COMPREHENSIVE PLAN
TABLE OF CONTENTS**

Volume II

I. Introduction.....I

II. Implementation Measures - Major Initiatives1

a) Housing Initiatives.....3

b) Neighborhood Based Planning.....7

c) Bayside Redevelopment.....9

d) Eastern Waterfront.....17

e) Waterfront Economic Development Program23

f) Peninsula Traffic Study25

g) Environmental Initiatives, CSOs and Stormwater Management27

h) Historic Preservation and Cultural Initiatives39

j) Parks, Open Space, and Urban Forestry Initiatives43

II. Future Land Use Plan.....52

III. Regional Coordination Program89

IV. Capital Improvements Program.....97

V. Appendix.....

Volume I

(Separate Document)

I. Introduction.....9

II. Community Vision15

III. Portland's Goals and Policies19

IV. Inventory and Analysis.....H-1 through F- 7

INTRODUCTION

Volume II

PORTLAND'S COMPREHENSIVE PLAN

VOLUME II: IMPLEMENTATION PLAN

INTRODUCTION

MOVING AHEAD ACCORDING TO PLAN

Volume II of Portland's Comprehensive Plan is focused on the implementation strategies needed to achieve its goals for a better city. Planning for Portland's future is only as good as the actions we take to secure that future. Community stewardship requires us to create a shared community vision and to identify the tangible steps to make that vision a reality.

Portland has a strong tradition of planning and implementation. Implementation strategies in Portland include a broad range of actions. For example, significant initiatives on the waterfront include an economic development program, the development of a marine passenger terminal, and terminal improvements for a dedicated container facility. The New Vision for Bayside has six critical initiatives for redevelopment including land acquisition, financing incentives, street and trail building, transit and rail extensions, ordinance amendments, and redevelopment of City-owned land. In addition, Portland continues to commit significant resources to upgrade the city's sewer and stormwater system to decrease combined overflows and reduce water pollution. The City is also actively evaluating and improving the transportation system to serve all modes of transport. Portland's major implementation initiatives are summarized in chapter one.

Zoning is a major tool to implement the Land Use Plan (chapter 2). Portland's zoning ordinance has evolved through multiple planning processes to support the diverse nature this urban center. Housing: Sustaining Portland's Future and the redevelopment plans for Bayside and the Eastern Waterfront provide guidance for revising Portland's zoning ordinance with text amendments and new zoning categories for the Bayside and Eastern Waterfront redevelopment areas. Preservation of open space is one of the objectives for the Presumpscot River Study area.

Portland also has a strong planning framework for the Regional Coordination Plan (chapter 3) and the Capital Improvements Program (CIP) (Chapter 4). Portland's CIP correlates infrastructure investments with planning elements over a ten-year horizon. The action strategies also include collaborative regional efforts to improve life in Portland and in the region.

Volume II of Portland's Comprehensive Plan shows that once the plan is done, the real work begins to build Portland's future. It is a testament to solid and realistic planning with implementation that the Ravine in Deering Oaks has been restored, that Unity Village and the new AAA building have been built on former City-owned property in Bayside, that the combined sewer overflow engineered improvements are underway, that Portland Trails oversees thirty miles of interconnected and regionally connected bicycle and pedestrian trails throughout Portland, the Downtown is vibrant, the neighborhoods are vital, and the waterfront is working. The Comprehensive Plan for Portland is essential to the City's mission of *Strengthening a Remarkable City, Building a Community for Life*.

**MAJOR IMPLEMENTATION
INITIATIVES**

PORTLAND'S IMPLEMENTATION PLAN

MAJOR LAND USE INITIATIVES

I. INTRODUCTION

In the future, Portland will evolve as an extension, continuation and enhancement of the best qualities and characteristics of Portland today. Progress and prosperity will result from both incremental growth and bold initiatives tempered by careful consideration and foresight in planning. Portland's future land use plan and implementation initiatives are intended to support Portland's Community Vision (Volume I page 15) and the goals of adopted Comprehensive Plan elements.

Portland's major land use initiatives to implement the City's Comprehensive Plan are presented in this chapter. These include a wide range of efforts and innovative approaches to implement the city's goals and policies. The major implementation actions include the following:

1. Housing Initiatives
2. Neighborhood Based Planning
3. Bayside Redevelopment Area
4. Waterfront East Redevelopment Area
5. Peninsula Traffic Study
6. Transportation Initiatives
7. Environmental Initiatives
8. Historic and Cultural Initiatives
9. Recreation, Open Space and Urban Forestry

The Future Land Use Plan and the designation of land areas as growth and rural are contained in following Chapter of this volume. The Regional Coordination Plan is the third chapter of this volume and it draws upon the recommendations of adopted plan elements. Portland's Capital Improvement Plan is included as the last chapter.

HOUSING INITIATIVES

I. INTRODUCTION

The implementation of the Housing: Sustaining Portland Future requires support and commitment from many individuals and organizations. The City Council, City Council Housing Committee and Planning Board are key to implementing the Plan through code revisions and development review. The Department of Planning and Development is the primary department designated to implement Housing: Sustaining Portland Future with the Housing and Neighborhood Services Division being the lead on production incentives and the Planning Division on zoning initiatives. Other potential collaborators include the Land Bank Commission, State delegations, Portland Housing Authority, State Planning Office, neighborhood organizations, developers, Portland Landmarks, local businesses, major institutions, Maine Association of REALTORS, and developers. Other funding partners include Housing and Urban Development (HUD), Maine State Housing Authority (MSHA), Department of Economic Development (DECD), HOME and Homeport.

The following actions are currently being undertaken by the City of Portland in response to the housing issues identified in the plan Housing: Sustaining Portland Future. The majority of the initiatives will be started or completed within the next 12 months. The longer term and on-going efforts are shown in the spreadsheet (Table 1).

II. PRODUCTION

Portland Seeks to Grow: Portland's population has remained stable over the past two decades while the rest of Cumberland County grew. Thus, Portland has experienced a decline in its share of the County's population and employment. Growth is a part of sustaining Portland as a healthy city and maintaining its role as the economic, cultural, and residential center for the region.¹ Appropriate growth is needed to provide housing near employment centers, support public transportation, attract families with children, expand the tax base, and stabilize neighborhoods.

Housing: Sustaining Portland's Future recommends that Portland seek to grow along with Cumberland County and maintain a 25% share of the County's population. The Plan seeks to retain families who might otherwise leave the city in the next decade. By retaining those households predicted to leave the city, Portland's estimated population could grow to roughly 24.5% of the County's population. The 25% target for growth is viewed as a reasonable goal to reverse the city's declining trends. An estimated moderate population growth rate over the next ten years shows Portland growing to 72,000 residents, representing 25% of Cumberland County. Roughly 4,267 new units of housing would be needed for this projection. As shown in the build out analysis in the Existing Land Use Chapter, there is sufficient land available to meet the desired goal under existing standards. Efforts to encourage production of housing and recommended revisions to the residential zoning will increase Portland's capacity for new development.

1. **Infill Housing:** Infill housing projects are designed to take advantage of smaller vacant lots that exist in developed neighborhoods. They make efficient use of land while adding needed housing. City, State, and Federal funding have been approved for 40 new units of affordable family rental housing on six different sites on the Portland peninsula to be developed by PROP with City assistance. All 40 units will be completed by 2004.

¹ Housing: Sustaining Portland's Future, Draft, April 2002, page 50.

2. **Reuse of Existing Non-Residential Buildings for Housing:** Portland has a long tradition of adapting and converting vacant schools and other city owned buildings to housing. Funding has been approved for 12 units of affordable family rental housing within the former St. Dominic's Girls School on Gray Street, currently under conveyance from the City, to be developed by PROP and Portland West. Construction will begin in the December 2002.

3. **New Senior Citizen Housing:** A variety of housing opportunities are needed to assist Portland's senior citizens, including subsidized apartments. HUD funding has been approved for 12 units of affordable senior citizen housing Peaks Island Housing. The developer will be Volunteers of America Northern New England Inc. The City is donating the land. Construction will begin in the Spring 2003.

4. **Creation of Affordable Units:** There are several mixed income multifamily rental housing projects being planned that will provide needed affordable apartments to families in Portland. The City has expressed its support for each of these projects, and committed HUD funding to most in order to ensure their feasibility. The projects include:
 - PROP Scattered Sites Phase I and II** – 37 units on 6 sites on the Portland peninsula
 - St. Dominic's Family Housing Inc.** – 12 units on Gray Street
 - Wellesley Village** – 45 units at 1818 Forest Ave.
 - True Street** – 86 units to be built between Presumpscot Street and Ocean Ave.
 - Yale Court** – 30 units of affordable rental units and 10 market-rate single-family homes to be constructed off of Harvard Street.

5. **Permanent Housing for the Homeless:** Permanent housing opportunities are needed to move individuals out of emergency shelters. The City is using HUD funds and other assistance to support the development of a single room occupancy (SRO) facility with up to 30 beds. The non-profit developer is currently seeking a site.

6. **Housing Bayside:** New housing in Bayside is a critical component to the implementation of the Bayside Plan. The stated goal is for 300 new units in five years and another 500 new units over the long-term. New units in Bayside are to include rental and owner-occupied for all income levels. Unity Village in Bayside was a demonstration project, which was completed in 2001 with 32 units. The City donated the land and provided financial assistance in partnership with other financial mechanisms. The following projects and initiatives are currently underway:
 - Conducting a feasibility study for developing housing on the 4-acre Department of Public Works Site. Actual development is 4 to 5 years away.
 - Funding approved for new 3-unit PROP building at 49 Hanover Street.
 - Evaluating other in-fill development sites for new development.

7. **Pro-Active Role for City in Facilitating Housing - Partnerships & Capacity Building:** To ensure housing is developed and the City's Housing objectives are met, Portland will take a more active role in the development process. Depending on the site and the need, municipal options include property acquisition, and to undertake predevelopment tasks, such as property survey, environmental studies, concept plans, public notification, guiding projects through local approvals, and re-selling land for development.

8. **Encourage and Support Private Market Rate Development:** In addition to the need for affordable housing, there is also a critical need for market rate housing that serves middle and higher income households. Eliminating barriers to housing development and supporting market

rate projects through the approval process will assist in expanding the market rate housing stock. Currently, 217 housing units are being reviewed for development.

III. PLANNING AND REGULATION

1. **Zoning and Design Guidelines:** The key to eliminating barriers to housing development, while protecting the integrity of Portland's neighborhoods, is amending the zoning ordinance and establishing design guidelines for development. Three initiatives are currently underway:
 - Bayside Urban Housing Overlay Zone (UHOZ);
 - R-7 Infill Provisions; and
 - Design guidelines for the Bayside Urban Housing Overlay Zone (UHOZ) and the R-7 Infill Provisions, which will guide projects and ensure neighborhood compatibility.

Following these zoning amendments, an analysis of each residential zone will be undertaken to identify opportunities to increase the capacity of all the neighborhoods to accommodate new housing. Citywide changes to the residential zoning text are anticipated, which each neighborhood will eventually participate in a planning process to determine appropriate locations for substantial additional housing units (see Neighborhood Based Planning below).

2. **Replacement Housing:** Due to the scarcity of housing and high costs, housing is an extremely valuable resource that is very difficult to replace once lost. The City Council enacted the Replacement Housing Ordinance in October 2002, which requires the replacement of housing units that are lost due to demolition, conversion to non-residential use, or elimination through consolidation of units. The provisions apply to three or more units lost within a 5-year period, including vacant residential buildings. The replacement units can be new construction or created within existing non-residential buildings and ready for occupancy within 18 months from approval. As an alternative, the applicant can deposit \$30,000 for each rooming unit or \$50,000 for each dwelling unit to be lost, into the City's Housing Development Fund. Implementation will be ongoing.

IV. FINANCIAL RESOURCES

Develop New Financial Sources: The private market will produce the bulk of new housing. Public financing will be needed to support housing for low and moderate income households. Major funding partners include the Federal department of Housing and Urban Development (HUD), Maine State Housing Authority (MSHA), State of Maine and other public and private resources that come available. The high cost of land and construction will require new financial resources to assist housing developers and ensure our objectives are met.

1. **Tax Increment Financing for Housing (TIF):** TIF's for housing are currently used in rare instances. To clarify the use of TIF's for housing, the City will work with the MSHA to prepare legislation for next session, and bring together a coalition of local developers and housing advocates supporting this effort.

V. OTHER HOUSING INITIATIVES: SHORT-TERM, LONGER TERM, AND ONGOING

The following chart shows the short-term, long-term, and on-going actions contained in Housing: Sustaining Portland's Future. The actions are in addition to the early achievable actions described above.

**HOUSING: SUSTAINING PORTLAND'S FUTURE
IMPLEMENTATION STRATEGIES - EXECUTIVE SUMMARY**

SHORT TERM ACTIONS (1-3 years)	LONGER TERM ACTIONS (4-10 YEARS)	ON-GOING IMPLEMENTATION
<p>Ensure an Adequate & Diverse Housing supply</p> <ul style="list-style-type: none"> a) Update zoning & encourage all types of housing projects that offer quality living options, encourage traditional neighborhood elements, promote a walkable city, are transit oriented, near neighborhood centers, smaller lot subdivisions & are compatible with each neighborhood. b) Encourage neighborhood livability with higher density multi-family & innovative mixed use projects along major public transportation routes, near service areas, in redevelopment (underutilized areas) or in-fill areas, locations near downtown, and in business zones. c) Establish a target of 20% of all new housing be subsidized & encourage development of more public housing. Maintain current proportion of subsidized housing to the total housing stock d) Remove barriers to rental housing and accessory units in single-family homes e) Discourage displacement of housing for non-residential uses. Encourage or require replacement or evaluate housing linkage fund for housing units lost. f) Preserve sensitive natural areas and explore regulations for environmentally friendly development 	<p>Ensure an Adequate & Diverse Housing supply</p> <ul style="list-style-type: none"> a) Update zoning to encourage all types of housing projects that offer quality living options, support traditional neighborhood elements, promote a walkable city, are transit oriented near neighborhood centers, smaller lot subdivisions & are compatible with each neighborhood. b) Update zoning to encourage neighborhood livability with higher density multi-family & innovative mixed use projects that are along major public transportation routes, near service areas, in redevelopment (underutilized) or in-fill areas, locations near downtown, and in business zones. c) Monitor whether achieving 20% target of subsidized housing and adjust policies accordingly 	<p>Ensure an Adequate & Diverse Supply of Housing for All</p> <ul style="list-style-type: none"> a) Encourage a mix of housing for all ages, hhd size, & incomes. Encourage large family units. b) Monitor and Seek Adjustments Fair Market Rents c) Increase rental and homeownership options for senior citizens. d) Expand Affordable Home Ownership Opportunities through City Programs e) Encourage families to remain in Portland by supporting development of move-up units
<p>Preserve & Build a Quality Housing Stock</p> <ul style="list-style-type: none"> a) Update building code to encourage flexible provisions for quality & safe housing b) Update codes for accurate/sensitive rehab of historic structures & allow flexibility c) Inspect and require owners to repair vacant residential buildings with structural problems 	<p>Preserve & Build a Quality Housing Stock</p> <ul style="list-style-type: none"> a) Amend building code to encourage flexible provisions for quality & safe housing b) Amend codes to address accurate & sensitive rehab of historic structures and allow flexibility c) Aggressively enforce local codes for safe housing & consider incentives for compliance 	<p>Preserve & Build a Quality Housing Stock</p> <ul style="list-style-type: none"> a) Avoid demolition of housing for development and evaluate creating or expanding H. Dist. b) Use HUD funds for rehab, energy conserv. & to assist elderly/disabled homeowners to stay in homes. c) Eliminate lead paint from housing (priority for households with children) & conduct education/preventative actions d) Review codes to minimize conflicts for new cost efficient technology & encourage energy efficient rehabilitation & new construction
<p>Encourage growth that strives for the dynamic balance of essential elements of Portland</p> <ul style="list-style-type: none"> a) Strive to achieve 25% share of Cumberland County's population. Integrate housing & economic development incentives to encourage growth & take advantage of ability to accommodate more people b) Promote the benefits of growth through public education c) Monitor impacts & adjust policies accordingly 	<p>Encourage growth that strives for the dynamic balance of essential elements of Portland</p> <ul style="list-style-type: none"> a) Monitor impacts & adjust policies accordingly 	<p>Encourage growth that strives for the dynamic balance of essential elements of Portland</p> <ul style="list-style-type: none"> a) Encourage infill development on vacant lots along accepted streets. b) Encourage pedestrian links between residential & business areas c) Encourage development that minimizes environmental impacts.
<p>Support Portland's Livable Neighborhoods</p> <ul style="list-style-type: none"> a) Encourage neighborhood involvement through Portland's NBP program to develop creative housing solutions & plans that address a diverse mix of housing & city needs. Promote neighborhood livability b) Continue to implement Bayside Plan (Public Works Site) 	<p>Support Portland's Livable Neighborhoods</p> <ul style="list-style-type: none"> a) Work with neighborhoods to update GS/BE b) Continue to implement Bayside Plan (Public Works Site and other opportunities) c) Develop neighborhood design guidelines for compatible development that respects the character and patterns of development in each neighborhood. 	<p>Support Portland's Livable Neighborhoods</p> <ul style="list-style-type: none"> a) Enforce approved zoning density. b) Support projects within walkable distance to neighborhood assets, such as schools, open space, services, & transportation. c) Aggressively enforce codes that require owners to maintain property & kept clear of debris & derelict vehicles (Code Enforcement Programs) d) Continue to ensure public safety and work with neighborhoods to address traffic issues & enforce traffic laws. (Community Policing Programs) e) Maintain safe & attractive public improvements (sidewalks, streets, sewers, stormwater) & preserve public amenities, such as trails, fields & parks. (Park Improvements) f) Discourage displacement through long-term affordability restrictions & programs to enable residents to remain in neighborhoods and preserve existing assisted developments.
<p>Create Financial Incentives and Collaborations</p> <ul style="list-style-type: none"> a) Increase share of City's annual HUD funding used for affordable housing (develop policy) b) Use portion of HUD funds to build capacity of non-profit developers & establish a PILOT policy c) Consider incentives for historic rehabilitation for low-income households 	<p>Create Financial Incentives and Collaborations</p> <ul style="list-style-type: none"> a) Develop incentives and partnerships: New State & federal Resources, Housing Bond b) Explore financial options for historic rehabilitation for moderate-income households c) Evaluate option for a local tax credit for historic preservation properties 	<p>Create Financial Incentives and Collaborations</p> <ul style="list-style-type: none"> a) Employ financial incentives to create housing and support legislation for new incentives b) Create collaborations for joint rehabilitation projects
<p>Ensure a continuum of housing options</p> <ul style="list-style-type: none"> a) Ensure at least 10% of new housing is handicapped accessible (for federally funded) b) Assess and promote senior citizen housing and transitional housing facilities c) Encourage the construction of student & work force housing near employment centers 	<p>Ensure a continuum of housing options</p> <ul style="list-style-type: none"> a) Assess codes to require 10% of new housing in private sector be handicapped accessible 	<p>Ensure a continuum of housing options</p> <ul style="list-style-type: none"> a) Increase supportive housing options and the number of beds for homeless
<p>Facilitate Housing Development</p> <ul style="list-style-type: none"> a) Create real estate inventory of land, buildings, & underutilized sites suitable for housing. Identify neighborhood assets. b) Develop a disposition policy for city-owned land in accordance with housing plan. c) Develop pilot housing project. Explore building streets to encourage hsg in appropriate locations. 	<p>Facilitate Housing Development</p> <ul style="list-style-type: none"> a) Facilitate development of 200 Affordable Home Ownership Units - Pilot Project & possible street construction 	<p>Facilitate Housing Development</p> <ul style="list-style-type: none"> a) Find productive uses to redevelop vacant & underutilized lots.
<p>Promote Portland as Prohousing</p> <ul style="list-style-type: none"> a) Develop a public education/relations campaign on the benefits of living in Portland and the need for affordable housing in Portland. 	<p>Promote Portland as Prohousing</p> <ul style="list-style-type: none"> a) Develop public education brochures for frequently asked questions on historic preservation repairs. 	
<p>Freedom of Choice</p> <ul style="list-style-type: none"> a) Offer public education: codes, tenant/landlord education, homebuying, Fair Housing & etc. b) Update the HUD report "Analysis of Impediments to Fair Housing" c) Evaluate the need for a tenant services office 	<p>Freedom of Choice</p> <ul style="list-style-type: none"> a) Develop strategies to enable people with physical limitations to remain at home 	<p>Freedom of Choice</p> <ul style="list-style-type: none"> a) Create programs/resources to increase housing opportunities for minorities, low-income & persons w/ disabilities b) Ensure equitable lending and foster partnerships to enable households to become homeowners. c) Monitor mortgage lending practices to ensure equal opportunity and educate public on housing discrimination.
<p>Housing is a Regional Issue</p> <ul style="list-style-type: none"> a) Initiate & lead other communities to participate in development of a Regional Housing Plan 	<p>Housing is a Regional Issue</p> <ul style="list-style-type: none"> a) Portland will be a leader in the development of Regional Housing Plan, which includes viable public transp options. b) Investigate establishing a regional funding consortium 	<p>Housing is a Regional Issue</p> <ul style="list-style-type: none"> a) Support proposals for affordable housing in the region and on-going public education efforts.

NEIGHBORHOOD BASED PLANNING (NBP)

I. INTRODUCTION

On April 2, 2001, the City Council adopted a resolution directing the City staff to develop a Neighborhood Based Planning Program. A general consensus emerged around the neighborhood based planning concept Portland calls the Foundation Plan. The Foundation Plan offers a focused strategic planning approach for a neighborhood that is well defined, is a repeatable process, and can be accomplished within a defined time frame. It is modeled after the Kansas City approach of conducting strategic neighborhood assessments. Housing: Sustaining Portland's Future supports the establishment of this program to involve neighborhoods as partners in creating and supporting innovative housing solutions.²

Portland's objectives for Neighborhood Based Planning are as follows:

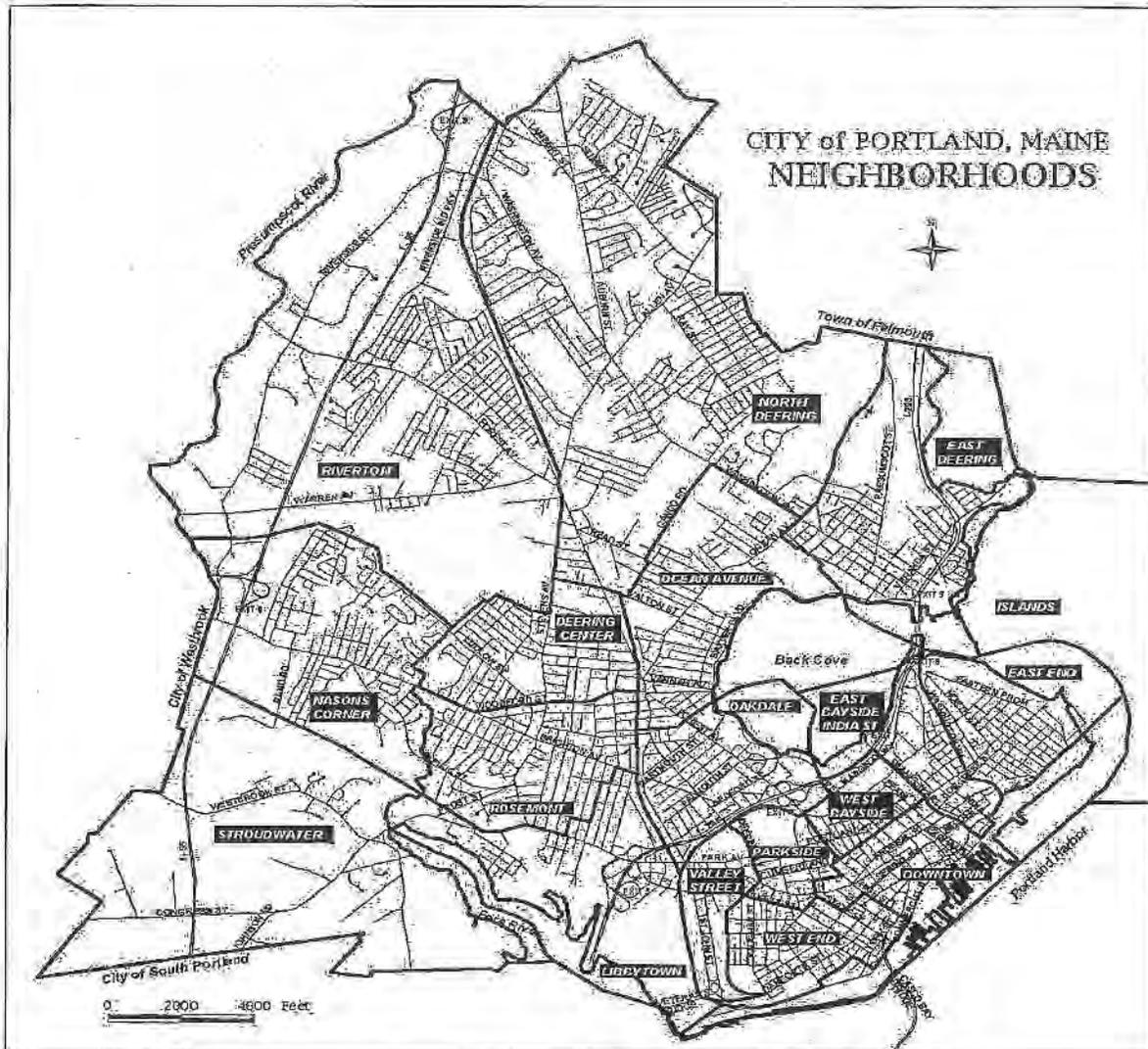
- **Neighborhood Initiative:** Encourage neighborhoods with an interest and ability to participate in a planning process and to include a broad cross-section of the community.
- **Neighborhood Plans:** Create neighborhood plans that are consistent with and integral components of Portland's comprehensive plan. Neighborhood plans will serve to implement and update Portland's comprehensive plan with new actions, information and policies.
- **Planning Need & Future Vision:** Address future growth, emerging issues and community transitions in order to preserve and improve the quality of life in Portland's neighborhoods.
- **Balanced Distribution of Neighborhoods:** Actively encourage neighborhoods that have received limited attention to participate and equitably prepare plans for neighborhoods located throughout the City.
- **Identity:** Create or enhance the distinct character and sense of place in each neighborhood.
- **Responsiveness:** Promote strong, cooperative relationships so that government, neighborhoods, and individuals can proactively address issues and opportunities.
- **Value and Utility:** Produce plans and work products useful to neighborhood residents and organizations and useful to City departments in prioritizing and carrying out programs.

The purpose is to create a vision, describe the neighborhood, and identify assets and issues within the neighborhood. Using this information as a base, the top two to four issues are identified and then goals, objectives, and actions are developed to address the issues. This method can incorporate land use and physical planning elements along with other issues of concern to the neighborhood. "Strategic" Planning is implementation oriented, which is targeted in scope and action.

Portland's neighborhood based planning program is scheduled to begin in January of 2003. It will be a major component of the City's ongoing comprehensive planning efforts and will serve to refine the goals of the city at the neighborhood level. The City Council, the Planning Board and the Comprehensive Plan Advisory Committee will guide the program. The City Manager's Office and the Department of Planning

² Housing: Sustaining Portland's Future, Policy #3, Portland's Future: Building on Neighborhood Stability and Integrity, Action 3.d.2, Objective 3f, and Actions 3.f.1 and 3.f.2, page 43.

and Development will provide staff support and coordinate the inter-department collaboration needed for the success of neighborhood planning. There are eighteen neighborhoods in Portland, refer to Neighborhood Map below. It is anticipated that it will take over 5 years to develop a neighborhood plan for each area.



BAYSIDE REDEVELOPMENT AREA³

A New Vision for Bayside includes the following five critical action areas that are summarized below:

- Acquire the railroad property
- Redevelop the scrapyard parcels
- Build more housing
- Create Transit-Oriented Development
- Secure the future of Portland's social service network

I. BAYSIDE CRITICAL ACTION # 1: ACQUIRE AND REDEVELOP THE RAILROAD PROPERTY -BAYSIDE BUSINESS AND TECHNOLOGY PARK

Background: The railroad property is the largest vacant property in Bayside, occupying a central and strategic location within Bayside, as well as the Brownfield area. Its value as an open space resource and leverage for future economic development is critical to the Bayside Plan. The property consists of a two-mile corridor that runs from Hadlock Field to the former AAA building on Marginal Way.

Opportunity: The Bayside Plan envisions the bayside business and Technology Park, a redevelopment area encompassing the land from I-295 to Somerset Street, from Franklin Arterial to Forest Avenue. This district will include a pedestrian/bicycle trail along the rail corridor with connections to the Eastern Prom Trail, Back Cove, Deering Oaks and Hadlock Field. As the corridor widens within the former railroad yard (between Franklin Street and Preble Street), the 6.8-acre parcel provides significant redevelopment opportunities integrated with the trail. The total land area of the corridor is estimated to be 13.2 acres.

Specific Task: Acquire the Union Branch railroad property from Deering Oaks to the former AAA building.

- The Maine Department of Transportation has purchased the railroad property from Guilford Transportation.
- Tewhey Associates has conducted an environmental assessment of railroad property not previously tested.
- The Maine Department of Environmental Protection has approved a Voluntary Response Action Plan (VRAP) remediation plan for the railroad property.
- Finalize property acquisition, terms and conditions with MDOT and Guilford Transportation, including special remediation requirements.
- City Council approves acquisition.
- Develop a remediation development and layout plan for the redevelopment of this site. Construct infrastructure necessary for the development of the railroad property including reconstructing Somerset Street Sewer, extending Chestnut Street from Somerset to Marginal Way (City is in process of acquiring the land), conducting remediation and improving the rail yard site, including constructing the trail and preparing development lot pads.
- Market the rail yard parcels for redevelopment.

³ A New Vision for Bayside, Book Two: Implementation, Portland, Maine, April 2000.

Financial Resources: Acquisition and development costs will likely come from a variety of city, Federal, state and private sources. Likely public sources of funding include CIP and transportation grants (TEA-21 Enhancement funds). Planning and remediation funds will come from the USEPA. Federal infrastructure and redevelopment financing will come from Economic Development Administration (EDA) and HUD/EDI. The total project budget is \$6 million.

Private Funding: The City should reserve portions of railroad yard (Franklin Street to Preble Street) for trail and economic development purposes. The remainder of the corridor east of Forest Avenue should be reserved for trail purposes.

Responsibilities: The Department of Planning and Development is coordinating this redevelopment effort with Corporation Counsel negotiating with MDOT and the railroad, and the Departments of Transportation and Public Works participating.

II. BAYSIDE CRITICAL ACTION #2: REDEVELOP THE SCRAPYARD PARCELS

Background: The single most inhibiting factor to the successful redevelopment of Bayside is the continued presence of the active scrapyards. This heavy industrial use occupies parcels that could support more productive economic development; the current use is an incompatible neighbor to potential higher value neighboring uses, and the environmental impacts of scrap metal recycling is a concern. The City will need to effect the removal of the scrapyards to enable the quality and quantity of development envisioned in the plan.

Existing Conditions: There are three scrap metal yards in Bayside, owned by two different owners.

- The Finkleman site is owned by Prolerized New England, a national metal recycling company. It is adjacent to the railroad property on Somerset Street. The .85-acre parcel is apparently too small for their operations.
- E. Perry Iron and Metal Co. controls two scrapyard sites. The larger of the sites (1.65 acres) includes nearly an entire block bounded by Pearl Street, Kennebec Street and Lancaster Street. The second yard is next to the Finkleman site.

Tewhey Associates, the environmental consultant for the Bayside Plan has completed a number of soil borings in the Brownfield area but access was not gained on the scrap metal sites.

Facilitate the Redevelopment of the Scrapyards. Following the acquisition and remediation of the rail yard, the City will enter into an active dialogue with the scrapyard owners to achieve the above goal. Issues that need to be addressed in this effort include the following:

- Identify barriers to relocation of the scrapyards.
- Identify funding incentives to relocate or close the scrapyards.
- Develop strategies to facilitate the redevelopment of the Bayside parcels.
- Consider public or private initiatives to redevelop the scrapyard parcels.

Financial Resources:

- Brownfield's clean-up revolving loan fund. The City has received a \$500,000 revolving loan fund from the EPA to help finance the clean up of contaminated sites. Liability insurance

also is available through the program. This program could make these properties more marketable and attractive to developers. Supplemental funds of up to \$1 million per project are available once the initial allocation is utilized.

- City Property. Once the City acquires the railroad property, portions of the land could be sold for development, generating resources that could be used for scrapyards redevelopment.
- Brownfield's Funding. Brownfield funds will be used to conduct soil tests and prepare remediation plans for these properties, if access is given.
- Tax Increment Financing. As Bayside develops, a portion of the tax increment can be captured and invested in infrastructure and further redevelopment opportunities.

Time Frame: The City will initiate a dialogue with the property owners.

Responsibilities: The Department of Planning and Development is coordinating this program with assistance from other City departments and the State MEDEP. Tewhey Associates to provide ongoing environmental consulting.

III. BAYSIDE CRITICAL ACTION #3: BUILD MORE HOUSING

Opportunity: An urban district must have a mix of residence and a critical mass of dwellings to be truly vital. The Bayside Plan will fill in, extend and enhance the existing residential fabric with a substantial amount of new housing units. A diversity of dwelling types will enable citizens from a wide range of economic levels, age groups and life circumstances to live in Bayside. Careful attention to design, scale, density and variety will create a healthy and compatible neighborhood similar to other successful urban neighborhoods on the Portland Peninsula.

Goal: To create a healthy mixed-income neighborhood with new rental and owner occupied dwellings in a variety of sizes and types, replacing housing units lost over the past 40 years, attract residents to live, work and play in Bayside and Downtown, and reconnect Bayside's residential fabric from Parkside to East End. Housing in Bayside can become a model for countering sprawl, and provide an attractive alternative for people who could choose to live elsewhere. Early developments in Bayside, like other redeveloping central city areas across the country, will attract downtown employees, students and young professionals who want the convenience and excitement urban living offers. Over time others will be attracted to the neighborhood as well.

Unit Goals: 800 New Units – Mix of Incomes, Housing Types, Owner Occupied and Rental, 300 New units in five years, 500 Additional new units in twenty-five years. Unity Village opened in 2001 with 45 new units.

Implementation Tasks:

Coordination of Housing Goals:

- Identify potential housing sites and available land. A survey of potential sites with a preliminary feasibility analysis has been completed.
- Solicit developers for both profit and non-profit housing.
- Work and negotiate with current owners and potential buyers to stimulate housing development.

- Work with designers and architects to ensure well designed, neighborhood compatible development. Work has begun on standards to provide guidance to developers on the scale and design of newly constructed housing.
- Develop new zoning regulations for Bayside that encourage new housing at a high residential density commensurate with Bayside's role as an urban mixed-use neighborhood. Work has begun on the R-6 Infill zoning amendments and Urban Housing Overlay Zone.

Work with Housing Committee and City Council to:

- Develop ongoing housing strategy for Bayside.
- Secure new resources for housing.
- Develop demonstration project on City owned land: Unity Village is built. Conducting a feasibility study of converting the current Public Works site to housing is underway.
- Annually review progress toward goals.
- Annual monitoring of developments –serving target populations

Financial Resources: City Funds: An annual allocation of City funds or City contributions of land for housing would allow the City to participate in a wider variety of housing developments serving a broader mix of income groups. HCD Housing Development Fund: Current funds available for housing development citywide are \$600,000. HCD allocations and program income over the next few years may be less. Allocations specifically targeted to Bayside may be needed. HOME Grant: Annual entitlement of approximately \$600,000 citywide. CDBG: Approximately \$2.2 million, possible annual allocation for housing. TIF: Available for redevelopment of blighted commercial property for mixed uses – e.g. Holt Hall. Federal and State Resources.

IV. BAYSIDE CRITICAL ACTION #4: CREATE TRANSIT-ORIENTED DISTRICT

Background: The Bayside Business and Technology Park, along with the plan new housing developments, will integrate new development with parking garages and transit services. The objective for dense urban development of mixed uses in Bayside cannot be achieved with reliance primarily on surface parking lots for automobile storage. Surface parking will consume a vast amount of scarce real estate unless strategically located parking structures are provided. Phasing and placement of garages should be designed for maximum shared use by resident, workers and shoppers, and should connect directly to adjacent arterial streets, I-295 and transit services. Appropriately placed parking garages can serve both the parking needs of new development in Bayside, and serve as hubs for transit servicing Bayside and Downtown Portland, and linking directly to all transit modes, including the Jetport, Ferry Terminal, intercity bus and rail service. Proposed rail service includes a Bayside Station at the end of Chestnut Street at Marginal Way. This rail stop will include a platform and small station with connections to the Amtrak Station on Sewall Street. It will also be connected to destinations north of Portland, including Pineland, Lewiston, Yarmouth, Brunswick, and other locations serving commuters, tourists and other travelers.

Opportunity: The redevelopment of Bayside will stimulate the need for additional off-street parking in the Bayside neighborhood. A new parking garage should be built to coincide with new developments in the neighborhood, since parking for the existing businesses in the area is already at capacity. Additional parking structures should continue to be built as development in Bayside continues. While new parking structure will likely need to be created, mixed-use and intensive land development as well as quick and

convenient transit service will combined make Bayside a neighborhood that has genuine choice. The Transit-Oriented District concept is a key element to achieving this.

Goals: To provide safe, efficient and conveniently located parking to serve the multiple uses in the Bayside area, such as offices, retail, residents and employees. To provide pedestrians, bicyclists, bus and auto riders a balanced transportation network in Bayside that is linked to other neighborhoods and transportation service centers.

Implementation Tasks

- A full parking study, in addition to a traffic study should be performed for any large projects. The parking study will substantiate the amount and locations of new parking needed. This study will help the City plan and coordinate adequate parking facilities for new development in the Bayside area. This should include the needs of social services, private offices, retail and housing.
- Coordinate the planning, location and sequencing of parking facilities, reflecting the pace of development. Garages should be designed for shared uses, and ease of ingress and egress.
- Develop a parking management plan that provides for the shared facilities to address the various parking needs of the area, such as residents, shoppers and retail/office staff etc.
- Coordinate planning and improvement of transportation-related facilities and services to achieve transit-oriented development. Determine feasibility.
 - The City's former salt shed site was redeveloped for an office building through a public/private collaboration.
 - City is in the process of acquiring land to extend Chestnut Street to connect with Marginal Way. The extension will improve pedestrian and vehicular traffic patterns and supports the objectives of the Transit Oriented District.
- Identify a site for the first garage and the resources and process needed to move towards construction. The railroad property presents one location opportunity. Publicly owned land on Marginal Way and other locations will arise as development occurs.
- The Bayside Development Committee has recommended that a small train station be located in Bayside and that the site should accommodate private development.
- The plan for a bicycle and pedestrian trail through Bayside improves circulation and supports other modes of transportation.
- Portland Explorer, the inter-terminal shuttle, will serve the Bayside Station and connects with all other transportation centers.

Moving into the Future: with it high visibility, easy access from the highway, and large areas of underutilized land, Bayside is a well-positioned hub which can support the City's transit goals, by evolving into a Transit Oriented District (TOD)⁴ or Transit Village. In Portland people could use trains, cars, bus, bicycle and ferry. All of these modes of transportation can be linked with a bus, the Portland Explorer, which continuously runs to the regional train, island ferry, international ferry, and PULSE inter-city bus centers. The commitment to Bayside as an integral part of the downtown, and to the Social Services community as an important service center for a less mobile population would be well supported by the ongoing development of well-planned transportation facilities.

Financial Resources: City CIP; a \$275,000 Transit Oriented District Grant for infrastructure; private development/public-private co-development; city land could be donated to encourage private

⁴ Transit Oriented District (TOD) is an approach to arranging land use and development for the following benefits: reduced traffic; increased pedestrian access; improved air quality; reduced sprawl; preserved open space; increased street retail and entertainment; improved economy; work force competition; growth of alternative family households; income diversity (more people without cars).

development of a garage; explore availability of federal funds for shuttle service or garage; and secure state and federal funding for passenger rail facilities.

Responsibilities: Department of Planning and Development in coordination with Parking, Transportation and Waterfront, Public Works and Finance. Others include Metro and developers.

V. BAYSIDE CRITICAL ACTION # 5: SECURE THE FUTURE OF PORTLAND'S SOCIAL SERVICE NETWORK

Background: Historically, Bayside has been the location of social and public health providers in Portland. Bayside will continue to be the heart of Portland's social service and public health safety network. This comprehensive network is an important community asset. The City and providers will work together in defining and securing space that is sufficient in size, design and location to serve their clients and the larger community. The City and providers will work together in identifying and securing funding sources. The emergency shelters and critical Tier One services will receive priority attention.

Implementation:

- Form a Bayside Social Services subcommittee of the Bayside Development Committee, which will identify and bring social services and public health stakeholders together.
- Develop a space and siting model that addresses the needs of the Tier One providers. This is to include program identification: square footage needs; accessibility (walking distance of residential neighborhoods and public transportation); location (proximity to residential neighborhoods and the new DHS building); and conceptual/architectural design to ensure a well designed, neighborhood compatible development, i.e., campus style.
- Identify available financial resources. It is anticipated that funding will likely come from a variety of city, state, federal and private sources. Specific funding sources may include HCD funds, CDBG funds and CIP funds.
- Work with the Health and Human Services Department and City Council in developing ongoing strategy for social services and public health community network, and to secure new resources to that end.

Time Frame: Short Term - confirm funding. Long-term, confirm funding, build and confirm viable location.

Providers: The Tier System used in the report from the Social Services Subcommittee breaks down the non-profit service providers into three categories, from those that most need to be located in Bayside to those that can function anywhere in the larger Portland community. The purpose of this system is to help plan and secure the size and location of Social Services space needed in Bayside district.

Stakeholders: City Departments in Health and Human Services, Planning and Development, Transportation, Corporation Counsel, Facilities, and Public Works. State Departments in Human Services, Mental Health and Substance Abuse, and Labor.

BAYSIDE IMPLEMENTATION PLAN

task	IMMEDIATE TIME FRAME			SHORT TERM	MEDIUM RANGE	LONG-RANGE
	description	one year	up to five years			
1	Planning & Economic Strategies	Bayside Economic Development Strategy Streamlined Development Review Process Develop Master Plan for Bayside District Create Design Guidelines for Development Review and update Zoning Ord. to support goals				
2	Land Acquisition	Acquire railroad properties Acquire Land for Extension of Chestnut St. Relocate scrapyards	Redevelop scrapyards Exercise Year 2001 buy-out option for Marginal/Preble parking lot			
3	Infrastructure, Open Space & Recreation Amenities	Develop neighborhood playground (done) Relocate city parking (100 cars) (done) Design & Engineering for improvements for Marginal Way, Chestnut Street, Oxford Street	Develop Bayside Trail Create Chestnut Street Increase Open Space Improve engineered streets and sidewalks	Design Engineering for Elm Street, Somerset Street, Kennebec Street, Franklin Arterial		
4	Public Sector Development		Program and Develop Public Health building with social Services component Develop Parking Structure	Relocate or Rehabilitate Adult Shelters	Develop Parking Structure	
5	Public-Private Sector Development	RFP for Housing in Bayside area (Unity Village done, Public Works site pending) Relocate City sand/salt parcel (done) Encourage redevelopment of brownfields through current EPA funding (AAA building done, on-going efforts)	Housing development 300 units (45 done) Redevelop City sand/salt parcel (done, AAA building) Ongoing remediation and redevelopment of Bayside Redevelop Railroad Properties Redevelop City Salvage Yard	Housing Development - additional 250 units Redevelop scrapyards	Housing Development - additional 250 units	
6	Private Sector Development		Encourage related private investment and redevelopment	Continue Redevelopment of Bayside	Continue Redevelopment of Bayside	Continue Redevelopment of Bayside

**Key Elements
of a New Vision
BAYSIDE
PORTLAND, MAINE**



Community Center

- City Hall & Auditorium
- Cheatham Street Church
- Public Library
- High School
- Boys & Girls Club
- Public Market

infill housing and neighborhood open space

recycled buildings

Public Open Space

multi-level rail linking Bayside to Eastown from Seaside and Back Cove train stations

Proposed site for RR station, local bus hub, hotel & parking structure

Proposed Rail Line

GATEWAY: Franklin Arterial

GATEWAY: Forest Ave

EASTERN WATERFRONT REDEVELOPMENT AREA

I. INTRODUCTION

The redevelopment of the Eastern Waterfront provides a unique opportunity for Portland. The construction of a marine passenger terminal in the city will spur interest and vitality in a neglected and underutilized portion of Portland's urban waterfront. Development will serve to integrate the working waterfront, commercial business areas and the Munjoy Hill neighborhood. Through strict design guidelines, traffic management, pedestrian amenities, open space enhancement, landscaping and encouraging a mix of residential, commercial and transportation use, the Ocean Gateway Passenger Facility and the surrounding areas will transform into a walkable and connected part of the city. An integrated Master Plan allows the City to support the working waterfront, promote economic development, and enhance and protect our residential neighborhoods.

The Master Plan for the Redevelopment of the Eastern Waterfront includes principles for the redevelopment of the area, including recommendations for zoning and design guidelines. The Master Plan also offers strategies for a phased development of the Eastern Waterfront.

II. PRINCIPLES OF REDEVELOPMENT FOR THE EASTERN WATERFRONT

Underlying the implementation of the Eastern Waterfront Master Plan is a policy framework to guide the rezoning of the Eastern Waterfront and to provide design parameters to realize the vision of the Master Plan. The principles are of equal value and should be applied uniformly during the evaluation of proposed land use policies and development for the Eastern Waterfront. The main principles are listed below and the complete set of principles and policies are found under State Goal G, Marine Resources of Volume I.

- a. **Character and Impact of Development:** Development within the Eastern Waterfront will be compatible with the surrounding areas, neighborhoods, natural environment and maritime uses.
- b. **Mixed Use⁵:** Development within the eastern waterfront will create a vital and active mixed use urban area that generates life and use every day of the year and all hours of the day.
- c. **Maritime Resources:** Development in the eastern waterfront on piers, bulkheads, and on land within 75' of mean high water line, will give priority to compatible water-dependent and maritime uses.
- d. **Economically Responsible Development:** Development in the eastern waterfront will provide a significant benefit to the City and regional economy.

⁵ Note: Mixed use includes but is not limited to residential, commercial, public, institutional, marine, park, trail and industrial uses (all as generally defined in the B-5 Zone of the Portland Land Use Code.)

III. ZONING

Rezoning the Eastern Waterfront will follow the principles and policies of the Master Plan and will concentrate on four distinct areas. The zoning concepts will address the Central Redevelopment Area, the Passenger Port Development, the Portland Company Complex, and the Small Vessel Support Area. Please refer to the Future Land Use Plan for a general description of the proposed areas to be rezoned.

IV. EASTERN WATERFRONT DESIGN GUIDELINES

The first principle of the Eastern Waterfront Master Plan calls for development that is compatible with surrounding areas. A primary objective of this principle is to create design guidelines for the Eastern Waterfront as part of the City's zoning code. The Design Guidelines have three intended applications:

- a. As an evaluative framework for City sponsored projects or projects located on City controlled land;
- b. As a handbook for private developers to comply with the City's vision for the Eastern Waterfront; and
- c. As a policy basis for future zoning and land use ordinance changes for the Eastern Waterfront.

The Design Guideline Subcommittee of the Waterfront Development and Master Planning Committee produced a draft set of Urban Design Guidelines for the Eastern Waterfront. The design guidelines promote compatible design of streets, buildings, open space, parking, and changes to the water's edge that will contribute to the value of public and private property and the quality of life for Portland residents. The policies and recommendations to create and implement design guidelines in the City's code are summarized below and are listed under the Future Land Use Plan.

Policies for Development Design Guidelines

- 1) **Initial development of phase-one, Marine Passenger Terminal should set the stage for a long-term vision for the east end of the waterfront.**

Recommendations:

- a. Establish a foundation of public infrastructure in conjunction with Phase One of the Ocean Gateway Facility that contributes to the broader public realm and lays the groundwork for future development.
- b. Every increment of development, especially public development, should incorporate public amenities that contribute to creating a special sense of place.

- 2) **Develop a holistic view that recognizes development opportunities in the Eastern Waterfront will evolve incrementally.**

Recommendations:

- a. Develop in phases that both stand alone and work together.
- b. Integrate public and private development in a positive, secure, and elegant manner.

V. BUILD-OUT POTENTIAL

The Master Plan for Redevelopment of the Eastern Waterfront presents a vision for phased development of a new urban neighborhood, which is portrayed in the attached plans (Drawings #1-4). The first phase of this redevelopment plan is the construction of the Marine Passenger Terminal and there are four development schemes for the area upland of the waterfront:

- a. Phase One: Marine Passenger Terminal
- b. Plan 1, Initial Street Layout
- c. Plan 2, Initial Development
- d. Plan 3, Possible Public/Private Build-out Scheme
- e. Plan 4, City Property Only Build-out Scheme

Development within the Eastern Waterfront will integrate with the Marine Passenger Terminal Project in a manner that compliments the intermodal transportation use of the facility and enhances the development opportunities of adjacent property.

Drawings #1 -4 show how the Eastern Waterfront could potentially develop over the next ten to twenty years. These schematic plans provide the general direction for development and are not a prescription for specific buildings. The key elements diagramed are the location of an extended Commercial Street, the establishment of a public street grid as an extension of existing city blocks, and the retention of sufficient upland to support the deep-water marine use of the Maine State and Atlantic Piers.

It will be contingent on each phase of development to closely account for negative traffic and aesthetic impacts of new building, uses and streets. The Peninsula Traffic Study is underway to evaluate existing traffic patterns, to project potential impacts of future development and to identify infrastructure improvements. More details regarding this study are found on page 25. Adequate and stringent traffic management will be a necessary component of every new building and street extension to ensure the protection of Munjoy Hill, the Casco Bay Island Ferry users, visiting pedestrians, and the existing traffic circulation system.

a. Phase One, Marine Passenger Terminal

The Ocean Gateway facility is the first phase in the development in the Eastern Waterfront with the expansion of the Atlantic Pier and the construction of the Marine Passenger Terminal. The recommended Phase One facility plan is described in detail in the Ocean Gateway Project Supplemental Report dated November 2001. Existing pavement situated between the Maine State Pier and the Atlantic Pier is reserved for vehicle circulation and Scotia Prince queuing, and a new entry to the facility is established from India Street. The Eastern Promenade Trail east of the Atlantic Pier is relocated along the water. The balance of City owned land remains in its current condition as surface parking. It is anticipated that the activity and infrastructure provided by the marine passenger industry will act as a catalyst for both private and public investment on adjacent lands.

b. Eastern Waterfront Plan 1, Initial Street Layout

The Initial Street Layout shown on Plan 1 represents the potential infrastructure established by the Ocean Gateway construction plus the re-alignment and extension of Commercial Street from India Street to Pier #2 and adjustments to the Narrow Gauge Railroad and the Eastern Prom Trail. The balance of City controlled property would be improved for surface parking and open space

development. Removal of the parking south of the re-aligned railroad is recommended as a means to (1) eliminate the public's number one "nightmare" for the area (surface parking on the water,) and (2) provide the optimal environment for high-value uplands development. Plan 1 begins to integrate the transportation facility with an expanded city street system and sets the stage for high value investment in the adjacent uplands.

c. Eastern Waterfront Plan 2, Initial Development

Plan 2, Initial Development, demonstrates that the City can begin to build upon the Ocean Gateway framework in the short term. Building 1, as shown, envisions a parking structure wrapped with mixed-use development. While this structure could occupy largely City owned land (and a portion of private property,) Building 2 represents a similar structure developed on private land in a portion of the Shipyard Brewery Complex. This early phase of development would help to provide needed parking for the marine passenger industry, island residents, and commercial tenants. Noted in gray on the graphic, Hancock Street extends along its historic right of way from Middle Street to Fore Street, and further south to the Commercial Street Extension. Plan 2 begins to establish a new urban street grid within the Eastern Waterfront. As stated above, new streets will need to provide both pedestrian friendly amenities as well as adequate traffic management so as to be an asset and not a burden to the Munjoy Hill neighborhood.

d. Eastern Waterfront Plan 3, Possible Public/Private Build-out Scheme

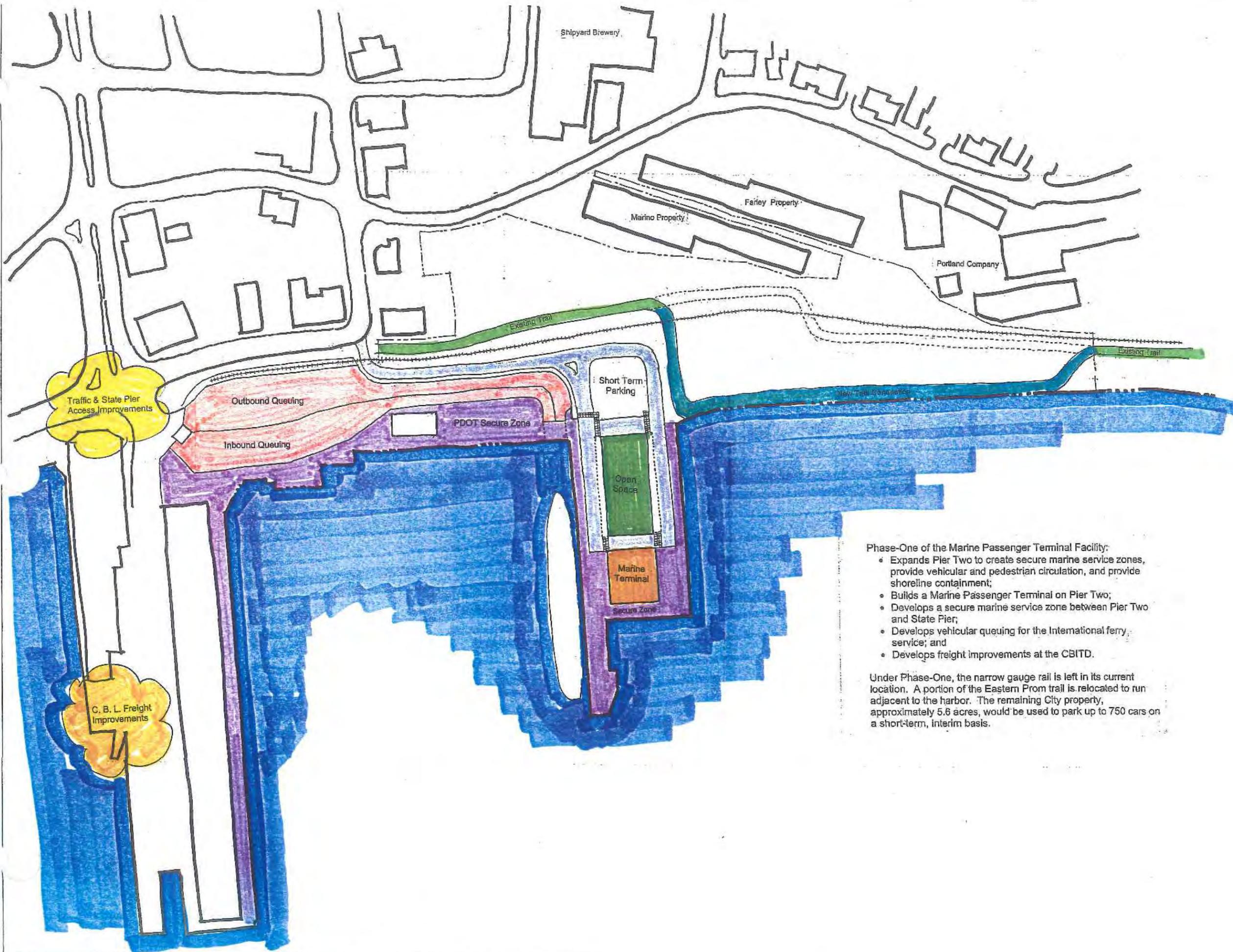
Plan 3, Possible Public/Private Build-out Scheme, shows how the private Farley and Marino properties could be combined with the City controlled properties to allow for a unified building and street network. Commercial Street would continue easterly toward and interface with the Portland Company complex. North/south streets extend from Fore Street creating an interconnected street network and defining development blocks. Mountfort Street, which is both a direct connection to Rte 295 (via Washington Avenue) and an identified high accident location (at Fore Street,) needs close and careful scrutiny. Future traffic design and management will need to address whether restricting access from Fore Street or creating one-way flow will be needed to protect the residential nature of Mountfort Street and southerly Munjoy Hill.

The Waterfront Development and Master Planning Committee recognizes the advantages of public/private partnerships to make available the larger resources needed to implement the vision of the Master Plan. Combining the land resources of the City with land and private capital of the private sector is one means of augmenting the resources available for redevelopment.

e. Eastern Waterfront Plan 4, City Property Only Build-out Scheme

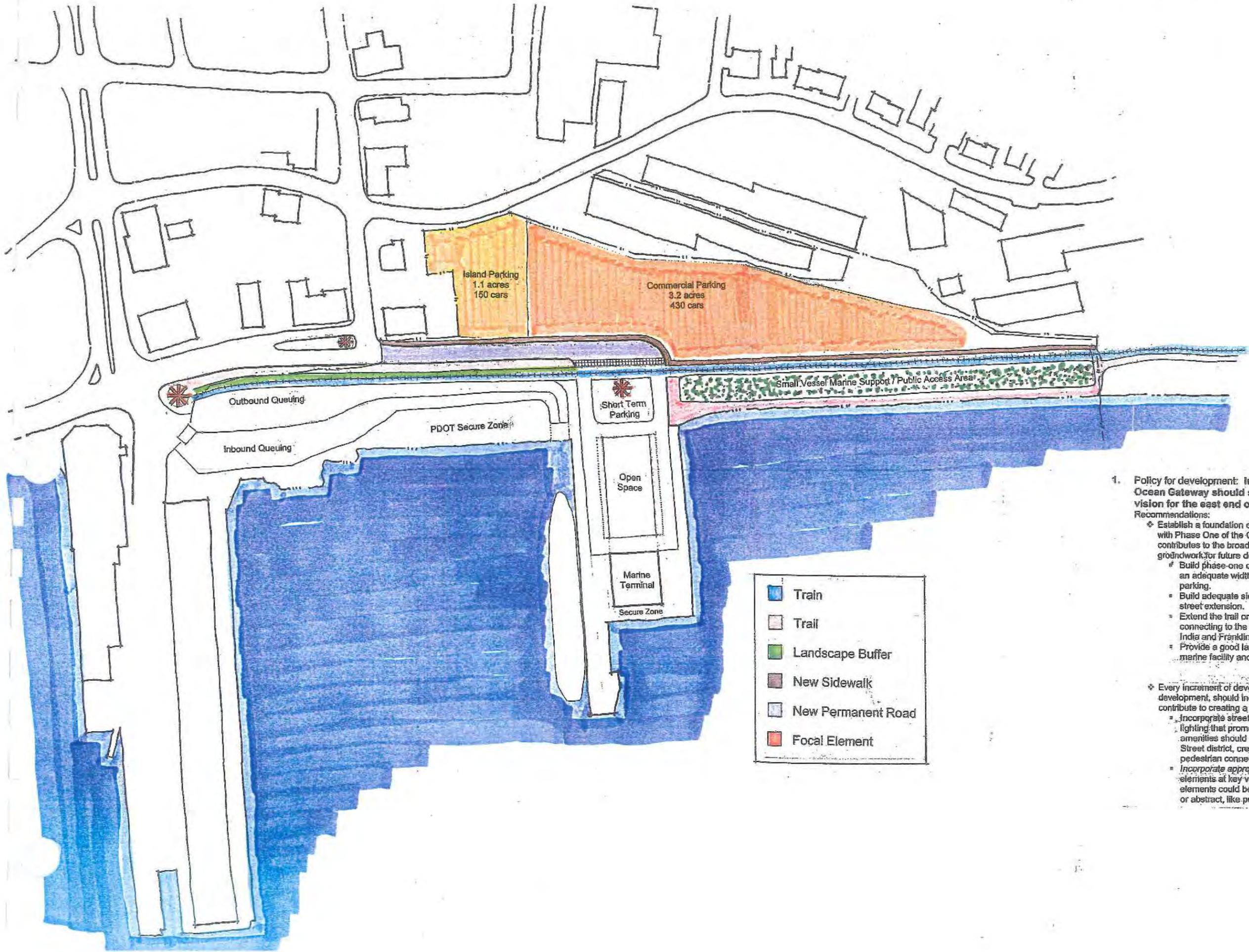
Plan 4, City Property Only Build-out Scheme, shows that if private/public partnerships prove to be impractical or unworkable, the City retains adequate land to allow significant high quality development opportunities. While significantly less ambitious than Plan 3, the City-only option shows a large wrapped parking structure and an 80,000 square foot mixed-use building.

Both Plan 3 and 4 show a combination of open space and low-level active marine use on the waterside of the Commercial Street Extension. The siting and selection of structures and uses along the water's edge need to respect and compliment open space design and upland development potential. Uses that have been considered include a tugboat pier, public landing



- Phase-One of the Marine Passenger Terminal Facility:**
- Expands Pier Two to create secure marine service zones, provide vehicular and pedestrian circulation, and provide shoreline containment;
 - Builds a Marine Passenger Terminal on Pier Two;
 - Develops a secure marine service zone between Pier Two and State Pier;
 - Develops vehicular queuing for the International ferry service; and
 - Develops freight improvements at the CBITD.

Under Phase-One, the narrow gauge rail is left in its current location. A portion of the Eastern Prom trail is relocated to run adjacent to the harbor. The remaining City property, approximately 5.6 acres, would be used to park up to 750 cars on a short-term, interim basis.



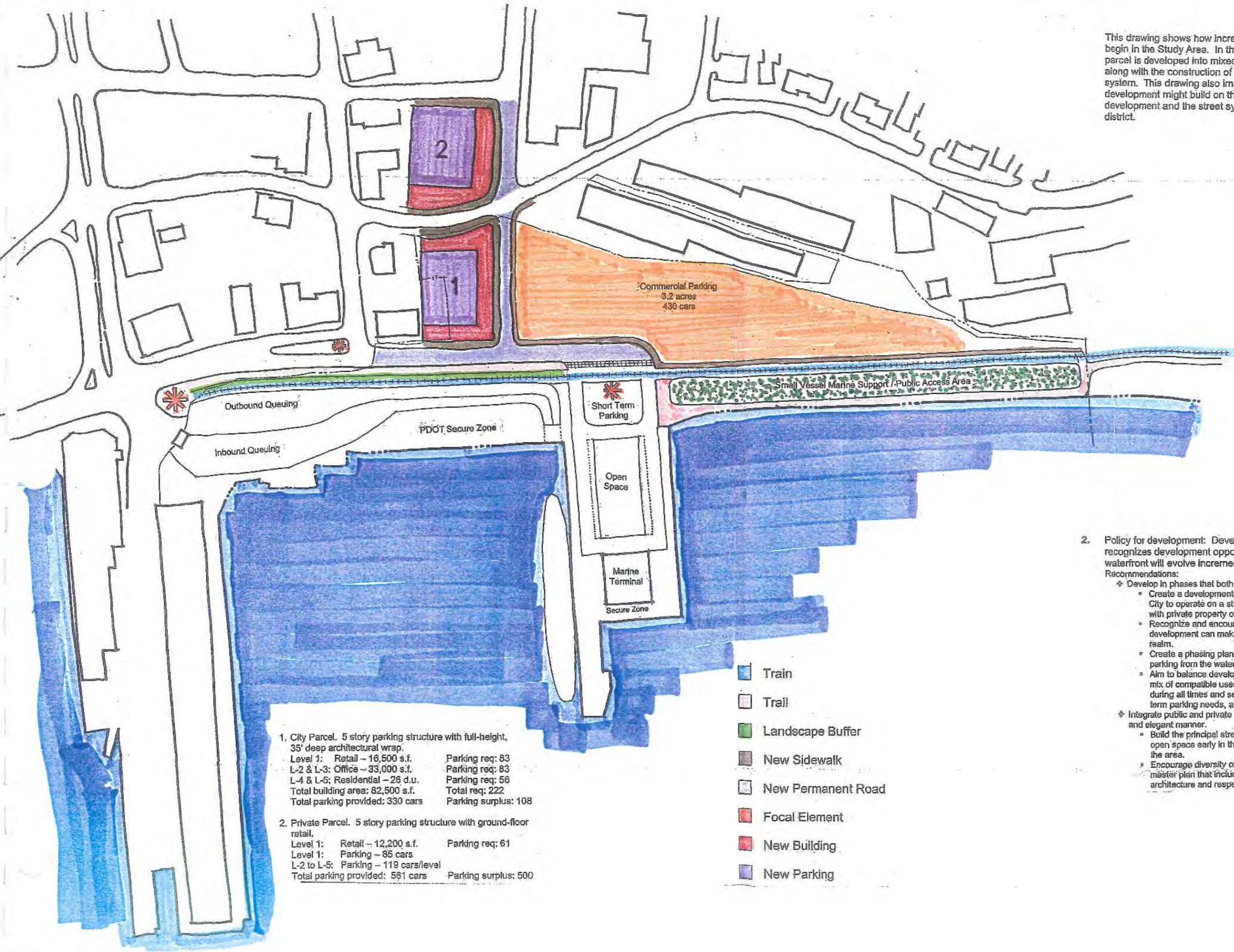
- Policy for development: Initial development of phase-one, Ocean Gateway should set the stage for a long-term vision for the east end of the waterfront.**

Recommendations:

 - Establish a foundation of public infrastructure in conjunction with Phase One of the Ocean Gateway Facility that contributes to the broader public realm and lays the groundwork for future development.
 - Build phase-one of the Commercial Street extension to an adequate width to accommodate traffic and on-street parking.
 - Build adequate sidewalks on both sides of the new street extension.
 - Extend the trail on the waterside of the new sidewalk, connecting to the existing pedestrian system between India and Franklin Streets.
 - Provide a good landscaped buffer / edge between the marine facility and the Commercial Street extension.

Every increment of development, especially public development, should incorporate public amenities that contribute to creating a special sense of place.

 - Incorporate streetscape furniture, street trees and lighting that promote a walkable district. These amenities should be designed to extend into the India Street district, creating visual linkages and promoting pedestrian connections.
 - Incorporate appropriated scaled and designed focal elements at key visual terminations. These focal elements could be functional, like clock towers or kiosks, or abstract, like public sculpture.



This drawing shows how incremental development might begin in the Study Area. In this drawing, a City controlled parcel is developed into mixed-use/residential and parking, along with the construction of phase-two of the street system. This drawing also imagines how an initial private development might build on the City's lead, extending development and the street system into the India Street district.

1. City Parcel. 5 story parking structure with full-height, 35' deep architectural wrap.

Level 1: Retail - 16,500 s.f.	Parking req: 83
L-2 & L-3: Office - 33,000 s.f.	Parking req: 83
L-4 & L-5: Residential - 26 d.u.	Parking req: 56
Total building area: 82,500 s.f.	Total req: 222
Total parking provided: 330 cars	Parking surplus: 108

2. Private Parcel. 5 story parking structure with ground-floor retail.

Level 1: Retail - 12,200 s.f.	Parking req: 61
Level 1: Parking - 85 cars	
L-2 to L-5: Parking - 119 cars/level	
Total parking provided: 561 cars	Parking surplus: 500

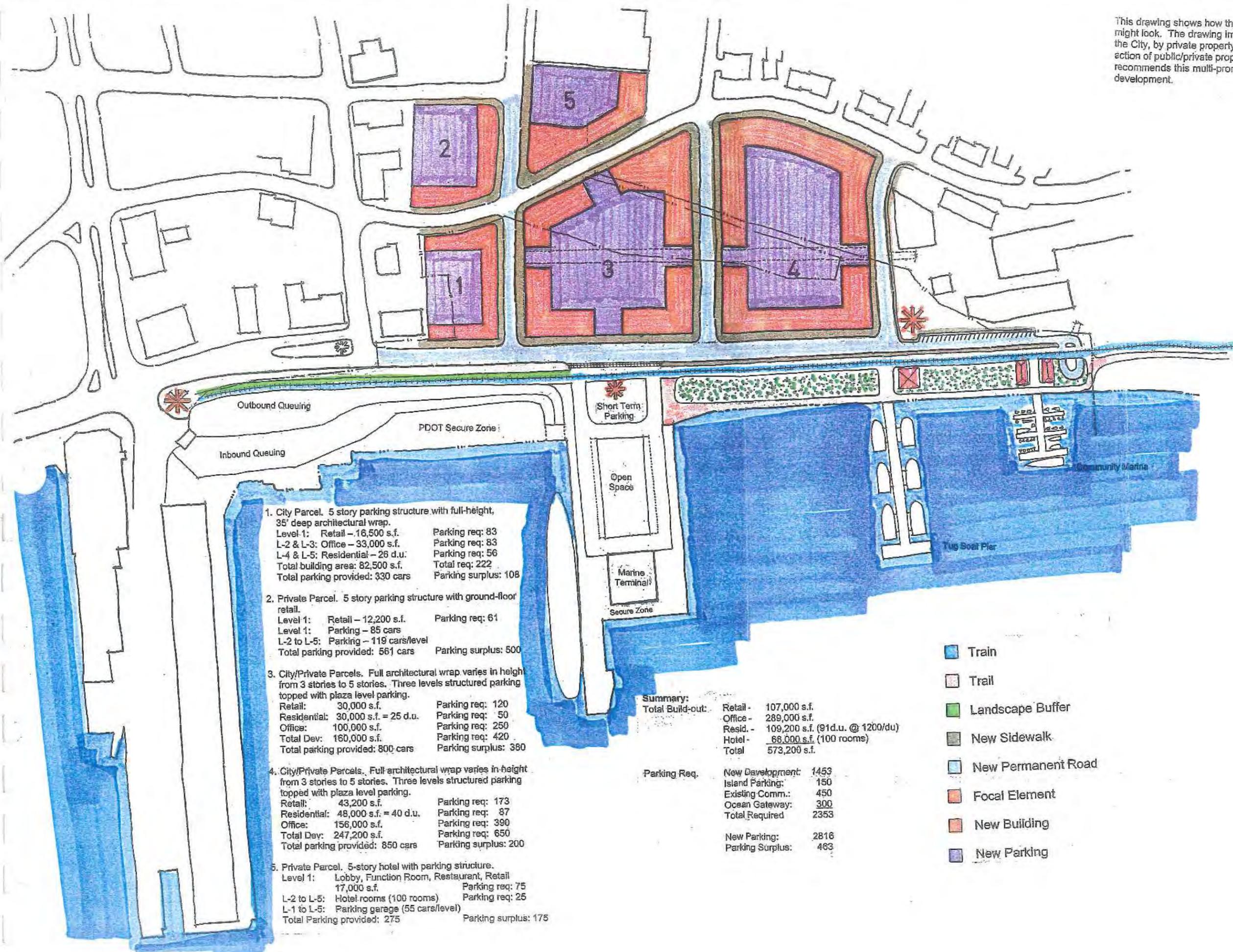
- Train
- Trail
- Landscape Buffer
- New Sidewalk
- New Permanent Road
- Focal Element
- New Building
- New Parking

2. Policy for development: Develop a holistic view that recognizes development opportunities in the east end of the waterfront will evolve incrementally.

Recommendations:

 - ❖ Develop in phases that both stand alone and work together.
 - Create a development-phasing scenario that allows the City to operate on a stand-alone basis, or in cooperation with private property owners.
 - Recognize and encourage the positive role private development can make in contributing to the public realm.
 - Create a phasing plan that begins to remove surface parking from the waterfront in the near term.
 - Aim to balance development at every step to provide a mix of compatible uses, activates the neighborhood during all times and seasons, addresses short and long term parking needs, and contributes to a walkable city.
 - ❖ Integrate public and private development in a positive, secure, and elegant manner.
 - Build the principal street system, pedestrian access and open space early in the process, setting the standard for the area.
 - Encourage diversity of architectural responses within a master plan that includes guidelines for timeless architecture and respect for human scale.

This drawing shows how the ultimate build-out of the district might look. The drawing imagines development initiated by the City, by private property owners, and by cooperative action of public/private property owners. The Committee recommends this multi-pronged and integrated approach to development.



1. City Parcel. 5 story parking structure with full-height, 35' deep architectural wrap.
 Level 1: Retail - 16,500 s.f. Parking req: 83
 L-2 & L-3: Office - 33,000 s.f. Parking req: 83
 L-4 & L-5: Residential - 26 d.u. Parking req: 56
 Total building area: 82,500 s.f. Total req: 222
 Total parking provided: 330 cars Parking surplus: 108

2. Private Parcel. 5 story parking structure with ground-floor retail.
 Level 1: Retail - 12,200 s.f. Parking req: 61
 Level 1: Parking - 85 cars
 L-2 to L-5: Parking - 119 cars/level
 Total parking provided: 561 cars Parking surplus: 500

3. City/Private Parcels. Full architectural wrap varies in height from 3 stories to 5 stories. Three levels structured parking topped with plaza level parking.
 Retail: 30,000 s.f. Parking req: 120
 Residential: 30,000 s.f. = 25 d.u. Parking req: 50
 Office: 100,000 s.f. Parking req: 250
 Total Dev: 160,000 s.f. Parking req: 420
 Total parking provided: 800 cars Parking surplus: 380

4. City/Private Parcels. Full architectural wrap varies in height from 3 stories to 5 stories. Three levels structured parking topped with plaza level parking.
 Retail: 43,200 s.f. Parking req: 173
 Residential: 48,000 s.f. = 40 d.u. Parking req: 87
 Office: 156,000 s.f. Parking req: 390
 Total Dev: 247,200 s.f. Parking req: 650
 Total parking provided: 850 cars Parking surplus: 200

5. Private Parcel. 5-story hotel with parking structure.
 Level 1: Lobby, Function Room, Restaurant, Retail 17,000 s.f. Parking req: 75
 L-2 to L-5: Hotel rooms (100 rooms) Parking req: 25
 L-1 to L-5: Parking garage (55 cars/level)
 Total Parking provided: 275 Parking surplus: 175

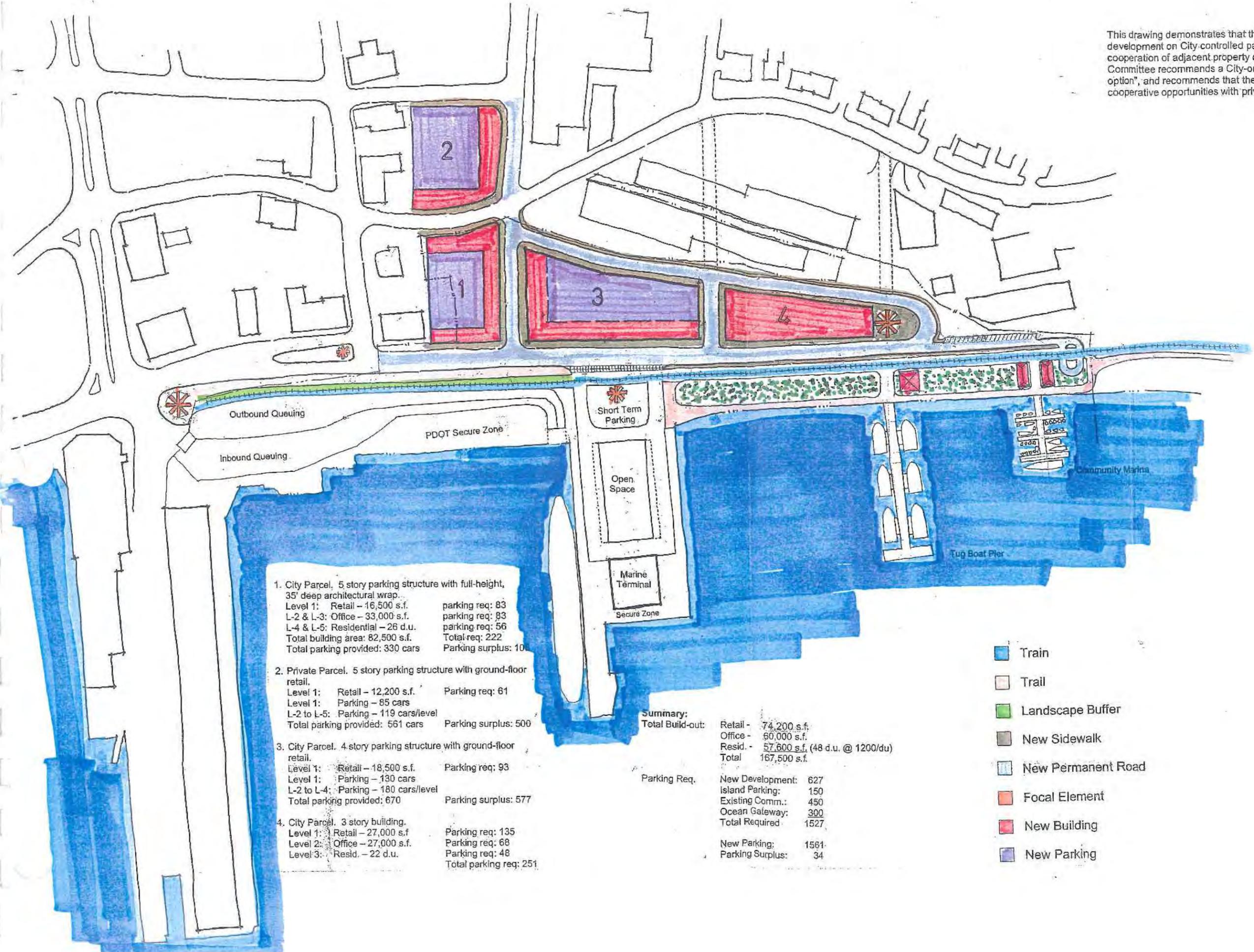
Summary:

Total Build-out:	Retail - 107,000 s.f.
	Office - 289,000 s.f.
	Resid. - 109,200 s.f. (91 d.u. @ 1200/du)
	Hotel - 68,000 s.f. (100 rooms)
	Total 573,200 s.f.

Parking Req.	New Development: 1453
	Island Parking: 150
	Existing Comm.: 450
	Ocean Gateway: 300
	Total Required 2353
	New Parking: 2816
	Parking Surplus: 463

- Train
- Trail
- Landscape Buffer
- New Sidewalk
- New Permanent Road
- Focal Element
- New Building
- New Parking

This drawing demonstrates that the City could pursue development on City-controlled parcels without the cooperation of adjacent property owners. However, the Committee recommends a City-only approach as a "fallback option", and recommends that the City pursue integrated, cooperative opportunities with private property owners.



1. City Parcel. 5 story parking structure with full-height, 35' deep architectural wrap.

Level 1: Retail - 16,500 s.f.	parking req: 83
L-2 & L-3: Office - 33,000 s.f.	parking req: 93
L-4 & L-5: Residential - 26 d.u.	parking req: 56
Total building area: 82,500 s.f.	Total req: 222
Total parking provided: 330 cars	Parking surplus: 10
2. Private Parcel. 5 story parking structure with ground-floor retail.

Level 1: Retail - 12,200 s.f.	Parking req: 61
Level 1: Parking - 85 cars	
L-2 to L-5: Parking - 119 cars/level	
Total parking provided: 561 cars	Parking surplus: 500
3. City Parcel. 4 story parking structure with ground-floor retail.

Level 1: Retail - 18,500 s.f.	Parking req: 93
Level 1: Parking - 130 cars	
L-2 to L-4: Parking - 180 cars/level	
Total parking provided: 670	Parking surplus: 577
4. City Parcel. 3 story building.

Level 1: Retail - 27,000 s.f.	Parking req: 135
Level 2: Office - 27,000 s.f.	Parking req: 68
Level 3: Resid. - 22 d.u.	Parking req: 48
	Total parking req: 251

Summary:

Total Build-out:	Retail - 74,200 s.f.
	Office - 60,000 s.f.
	Resid. - 57,600 s.f. (48 d.u. @ 1200/du)
	Total 167,500 s.f.

Parking Req.	New Development: 627
	Island Parking: 150
	Existing Comm.: 450
	Ocean Gateway: 300
	Total Required: 1527
	New Parking: 1561
	Parking Surplus: 34

- Train
- Trail
- Landscape Buffer
- New Sidewalk
- New Permanent Road
- Focal Element
- New Building
- New Parking

and short-term berthing, public boathouses, and other "low impact" active and passive water dependent uses.

VI. IMPLEMENTATION OUTLINE

The following tasks outline implementation measures for the Eastern Waterfront Master Plan. Elements that have been completed or are underway are noted.

1. **Establish an Implementation Work Group** *(complete)*

The implementation of the Master Plan needs the attention and management of City Staff to realize the vision of the Master Plan and to coordinate the permitting and construction of the Marine Passenger Terminal. The Community Development Committee should oversee a staff work group comprised of members of the Departments of Planning and Development, Transportation, Public Works, Parking, Public Safety, and Parks and Recreation. The charge of the work group will be to coordinate the measures necessary to implement the Master Plan as integrated with the Marine Passenger Terminal project.

2. **Establish a Time Line for Implementation** *(working draft complete)*

The first task for the Eastern Waterfront work group should be to establish a time line for implementation. While many aspects of the Master Plan depend on market conditions in the private sector, the timeline will scope the phasing of zoning amendments, State and Federal permitting, City RFP distribution and construction of publicly financed elements of the Master Plan and the Marine Passenger Terminal.

3. **Zoning Recommendations** *(B-6 Zone Adopted December 2004)*

The Waterfront Development and Master Planning Committee recommended the B-6 Business Zone to realize the vision established by the Master Plan. Adjustments to the waterside, marine zoning could be approached first to allow the construction of parking garages in what is now the Waterfront Port Development Zone.

4. **Final Design and Permitting for the Marine Passenger Terminal** *(approved and construction will begin 2005)*

The final design and permitting processes for the Marine Passenger Terminal Project are complete and construction will begin in 2005.

5. **Future of the Maine State Pier and Casco Bay Lines Terminal** *(Process to be combined with the Ocean Gateway design and permitting process)*

Establish a process to plan for the future of the Maine State Pier and the Casco Bay Lines Terminal Facility.

6. **RFP for City Controlled Parcels** *(on-going process)*

Utilizing design guidelines and development principles established in the Master Plan, the City should stimulate development in the Eastern Waterfront through an RFP process. RFPs for City parcels should be targeted and structured specifically to implement the vision of the Master Plan

and serve the needs of the Marine Passenger Terminal. The first RFP was distributed in 2004, which sought proposals for a parking garage with mixed uses at the corner of India and Fore Streets.

7. **Public/Private Partnerships** (*discussions with private property owners and the development community is ongoing*)

Either through the RFP process, or through direct partnership with abutting landowners, the City will work to realize the vision of the Master Plan. The Committee recognizes the advantages of the private sector to bring resources and vision to the redevelopment effort. Where mutually advantageous relationships can be forged, the City should engage with private property owners to simultaneously provide public amenities, private development, and tax revenue to the City of Portland.

WATERFRONT ECONOMIC DEVELOPMENT INITIATIVES

I. INTRODUCTION

With the adoption of the Mayor's Taskforce II Report on Waterfront Economic Development as an element of Portland's Comprehensive Plan, the City Council formally recognized the unique development needs of the waterfront from both an infrastructure and a business perspective.⁶ In order to turn the Report's recommendations into waterfront economic development opportunities, a program to create a funding mechanism through Tax Increment Financing ("TIF") Districts was put in place.

II. WATERFRONT ECONOMIC REDEVELOPMENT ZONE

The City Council enacted the Waterfront Economic Redevelopment Zone ("WREZ") Ordinance in 2001. The WREZ establishes that any property within the designated geographic area that increases in value by an amount greater than \$400,000 over a two-year period will be subject to inclusion in a TIF application. By utilizing Tax Increment Financing, a revenue stream is created from the captured tax increment, which will be directed back into the Redevelopment Zone for the purpose of improving Portland's waterfront and the businesses that it sustains.

The WREZ Ordinance is intended to be in effect for multiple years until the captured value of properties in the TIF Districts reaches 1.25% of the total taxable valuation of the City. Five initial TIF Districts were created in 2002 and additional Districts will be created to further implement the Task Force II Report recommendations. The Waterfront Economic Redevelopment Program is intended to be greater in scope than these five Districts could support individually. The Redevelopment Program calls for addressing the ailing pier and wharf infrastructure, providing assistance to waterfront businesses, remediation of environmental contaminants, dredging and the like. The expected result of this effort will be to preserve our marine economic heritage and to give those water-dependent industries an opportunity to survive and indeed flourish on Portland's waterfront.

III. WATERFRONT ECONOMIC DEVELOPMENT ADVISORY COMMITTEE

The WREZ calls for the creation a Waterfront Advisory Committee that will quantify the potential revenues derived from the TIF Districts and recommend a program of action for the use of those funds. The Waterfront Economic Development Advisory Committee was empanelled in 2002. The activities to be undertaken include the following:

- **Waterfront Loan Fund Capitalization**
Coastal Enterprises, Inc. (CEI) has entered into a co-lender agreement with the City. Through Portland's Economic Development Center, specifically the Downtown Portland Corporation, loan funds will be available on a matching basis with the funds from CEI, in addition to any private lending assistance.

⁶ The goals and policies for the Mayor's Taskforce II Report on Waterfront Economic Development are listed under State Goal G, Waterfront of this document.

- **Pier and wharf Structural Repair**
 It is estimated that \$1.4 million is needed to repair 14 wharves within three years, with an additional \$1.8 million needed over the next 10 years.
- **Local Match for Ocean Gateway Project**
 The voters of Maine approved an allocation of roughly \$15 million for construction of a marine passenger facility, requiring a local match of nearly \$1 million.
- **Street Improvements**
 Significant transportation improvements will be required to accommodate the increased traffic associated with the Ocean Gateway facility and adjoining development, which will impact the street network and waterfront. Emphasis will be on Franklin Arterial, Commercial Street and India Street.
- **Pedestrian Circulation and Amenity Improvements**
 It is imperative to create pedestrian improvements and amenities that will increase the ease of access and enjoyment for visitors and residents alike.
- **Structured Parking**
 There is a considerable need for parking for the Ocean Gateway project and additional retail and office spaced expected within the Eastern Waterfront. Waterfront land is scarce and valuable, so new development will require structured parking solutions. Estimates for construction of a 500-car facility range between \$6 and \$7.5 million.
- **Waterfront Business Assistance and Outreach & Program Administration Costs – Economic Development Center.**
 The Economic Development Division of the City of Portland and specifically the Downtown Portland Corporation (“DPC”) and the Resource Hub (referred to as the Economic Development Center) will build and administer a waterfront-centered outreach and marketing program. The program will be run with multiple partners. The Downtown Portland Corporation underwrites and authorizes business assistance loans and grants. The waterfront outreach program will offer business planning, marketing or financial assistance.
- **Dredging and Combined Sewer Overflow (CSO) Impact Mitigation**
 The Report recognizes the environmental and financial burdens caused by combined sewer overflows and storm water pipes that discharge into the harbor. There are considerable public health benefits associated with eliminating CSOs and the contaminated dredge material. The report recommends that the City devise a mitigation strategy and subsidize a portion of the costs of dredging and disposing of contaminated material.

PENINSULA TRAFFIC STUDY

I. OBJECTIVES OF PENINSULA TRAFFIC STUDY

The City of Portland has embarked on a number of substantial transportation projects and planning initiatives that will have a significant impact on future traffic and development patterns throughout the City. The Comprehensive Traffic Analysis of the Portland Peninsula provides an opportunity to address Portland's capacity to provide functional, yet welcoming gateways to the City, while identifying existing and future activity centers and their potential traffic generation.

Major planning initiatives undertaken in the 1990's included the Downtown Plan, Transportation Plan, Industry and Commerce Plan, Deering Oaks Master Plan, Bayside Vision Plan, Future Rail Station, Downtown Traffic and Streetscape Study, and the Eastern Waterfront Master Plan. While each study identified the need to increase access and mobility to the Peninsula, there is a consistent acknowledgment of the growing tension and conflict between neighborhoods and the arterials that bisect them. Current planning projects, address the need to balance regional traffic within a neighborhood and public spaces, such as Portland's Traffic Calming Policy and the Deering Oaks Master Plan of 1994.

Portland is taking a comprehensive new look at traffic patterns onto, through and around the peninsula to determine what improvements to the system should be undertaken over the next five to twenty years. Recognizing the prospects for new development in Bayside, downtown, and the waterfront, along with several infrastructure and park improvement plans, there is a need to consider the combined effects of these initiatives and devise appropriate transportation management actions and infrastructure improvements. The Peninsula Traffic Study concentrates on the following activity centers: Intermodal Station in Bayside; Ocean Gateway and the Eastern Waterfront; Bayside Redevelopment; I-295 Connector Road and interchanges. The study will identify preferred routes to these centers, assess their potential traffic generation and associated impacts throughout the peninsula, and suggest alternative arterial designs to facilitate circulation and mitigate negative impacts on neighborhoods and parks.

II. STATUS OF PENINSULA TRAFFIC STUDY

The Peninsula Traffic Study consulting team has conducted a comprehensive "origin and destination" (O and D) analysis of traffic entering and exiting the Portland peninsula. Using the results of the O and D study in combination with development and traffic growth projections, the consultants have built a detailed traffic simulation computer model of the Portland arterial and collector system within the study area. The model has provided invaluable assistance for analyzing sub-areas within the broader study area including the Eastern Waterfront, Bayside and Rte 295 interchanges at Franklin Arterial and Forest Avenue.

The Study currently is evaluating alternative circulation patterns for arterial traffic in the Deering Oaks Park area, and will continue to evaluate alternative designs for increasing capacity on Franklin Arterial. The study will conclude by tying selected alternative designs into an integrated peninsula-wide roadway analysis. The study's citizen oversight committee will soon begin considering the alternative designs and evaluating system-wide integration for the study area. The study will be completed within 2003.

TRANSPORTATION INITIATIVES⁷

I. THE DEPARTMENT OF TRANSPORTATION

The Department of Transportation is responsible for the transportation centers that serve the City as well as providing a coordinated approach to the development of passenger and freight transportation systems, including air, sea, and surface transportation (specifically rail and bus).

The Department is headed by the Director who reports to the City Manager. Within the Department are several divisions including the Portland International Jetport and the Port of Portland. The Jetport Manager is responsible for the administration and operations at the airport. The Marine Manager is responsible for maritime administration and operations related to the municipal maritime facilities in the port, as well as the Portland Fish Pier Authority. The department also focuses on the importance of the fishing industry through our office of Fisheries Projects and Policy management. There are central administrative and facility functions within the department.

In addition to terminals, the Department focuses on the development of passenger and freight rail systems, coordinating transportation efforts with the State and working with agencies and communities in the region interested in transportation issues. The Department is also responsible for development of the Portland Station Project, which will serve the needs of railroad and bus passengers.

Purpose

The Portland Department of Transportation provides a coordinated approach concerning the direction, maintenance and growth of the seaport, airport and surface transit in order to provide seamless transportation for passengers and freight. Because of this network, the Transportation department lays the groundwork for a vibrant, sustainable economy. Portland's strong working waterfront is based on industry, fishing and tourism. Portland's Jetport continues to be a convenient airport focused on expansive flight destinations, affordable ticket prices and freight. By coordinating an interconnected surface system, the transportation department takes a comprehensive approach that includes, trails, rail, buses and ferries.

The Portland Department of Transportation provides a culture for creating a safe and healthy place to live and work. Primary goals include a safe and secure environment for all travelers, environmental stewardship through awareness, practice and clean fuels, and less automobile traffic within Portland. Community Involvement is essential to maintaining the efficiency, safety and future needs of Portland's PORTS through committees, studies and feedback.

Objectives

- **To Strengthen the Region's Economy by Promoting the Port of Portland and Portland Jetport, which fosters the development of jobs and businesses.**

⁷ Strategic Action Plan, Portland Department of Transportation, 2002-2003, Jeffrey W. Monroe, M.S., M.M., Director, Jeffrey Schultes, A.A.E., Airport Manager, and Benjamin Snow, M.M.L., Marine Manager

- **To develop and manage safe, secure and efficient transportation facilities which meet the needs of regional customers and enhances the quality of life.**
- **To maintain a professional organization to serve the needs of the public.**

II. THE PORT OF PORTLAND

Portland is the largest seaport in New England handling more tonnage and international passengers than any other Port in the region. The City's municipal facilities and waterfront support a diverse economic mix that is healthy and active. The port has deep-water channels, excellent berthing for vessels of all sizes, a new bridge with exceptional horizontal width and an active marine industrial and commercial industry. The port continues to grow at a steady pace but competition from other ports is impacting its general cargo base. While the passenger trade is growing, it is nearing capacity as the trend of cruise ship size increases beyond the capability of the current facilities in the port. Portland remains one of the major fishing ports in the nation but faces challenges from decreasing fish stocks and regulatory restrictions. The port faces the same concerns as seaports throughout the country and must focus on its strengths and overcome its weaknesses if it is to remain an important part of the State's economic base.

Objectives

- **Manage and facilitate the development and growth of the Port of Portland to accommodate the needs of business, residences and industry.**
- **To support the Port's Development and growth by encouraging diverse marine industries.**
- **To develop safe, secure and efficient marine operations.**
- **To support the needs of the diverse working waterfront.**
- **Connect the city and its communities to the waterfront.**
- **Maintain stewardship of the deep-water infrastructure of the Port.**

Implementation

By 2005 the Waterfront division will complete:

- Phase I of Ocean Gateway, which will include infrastructure such as berthing and terminal expansion.
- The Scotia Prince will be moved to Ocean Gateway from the International Marine Terminal (IMT). The IMT master planning process calls for several improvements beginning when the Scotia Prince leaves (perhaps some sooner) in 2005 including: pier reconstruction, relocation of utilities and improved circulation for container storage.

A. International Passenger Trade

- a) Develop a new multi-purpose marine terminal facility capable of accommodating the largest cruise vessels in the industry, as well as the needs of Prince of Fundy Cruises, Ltd.
- b) Continue to increase cruise ship calls and support the expansion of the market base for Prince of Fundy Cruises, Ltd.
- c) Expand Port of Portland as an embarkation homeport.
- d) Expand and integrate local tourism programs associated with international passenger operations.

B. Intra-harbor Ferry Service

- a) Design and build an expanded facility for Casco Bay Island Transit District (CBITD) operations.
- b) Coordinate the integration of surface transportation modes with CBITD ferry operations.
- c) Plan and develop infrastructure that support the needs of the island residents using waterfront facilities.

C. General Cargo Operations

- a) Expand the current International Marine Terminal to its full available acreage to include increased container operations, roll on/roll off cargo operations, maintenance/administrative/customs facility and connections to rail and highway networks.
- b) Support the development of a connector road from Commercial Street to I-295.
- c) Support development of an intermodal cargo facility to serve the Port of Portland, in partnership with private rail carriers.
- d) Expand the cargo operation carrier and service base.
- e) Develop a joint sales, marketing and trade program with private operators port-wide.

D. Waterfront Development Planning

- a) In conjunction with the City and port community, manage the process for development of a master plan for the entire Portland waterfront.

E. Fishing Industry

- a) Provide exceptional berthing and fishing vessel support facilities and maintain the highest standards at all City-owned infrastructure necessary for fishing activities.
- b) Support the development and expansion of fish processing facilities.
- c) Support the development of traditional and non-traditional fishing industries.

Objectives

- Represent the fishing industry to state and federal agencies and regulators.
- Assist processor and vessel service businesses in development and expansion.
- Assist the Portland Fish Exchange in adjusting to changing business conditions as a result of fisheries regulation.
- Support research institutions and agencies as needed.
- Support and assist environmental and fishery partnerships.
- Partner with the United States Coast Guard in expansion of Commercial Fishing Vessel Safety programs.
- Assist the fishing community in adjusting to the social and economic dislocation caused by changing fishery regulations.

F. Inter-coastal Passenger Trade

- a) In conjunction with the State's Passenger Transportation Plan, develop high-speed water ferry service from Southern New England, through Portland, to the rest of coastal Maine.
- b) Support the expansion and integration of passenger services as offered by the Casco Bay Island Transit District into statewide systems.
- c) Support the development of U.S. Flag coastal passenger service.

G. Waterfront Infrastructure

- a) Encourage reinvestment in privately owned piers by developing financing methods and other support mechanisms which maintain and nurture development of marine related businesses and infrastructure, including harbor dredging.
- b) Support the development of a statewide generic environmental impact review to determine potential dredge spoil consistencies and disposal options.
- c) Support the inclusion of public access in all new public waterfront developments.
- d) Develop and institute comprehensive preventative maintenance program for all facilities.

H. Community Alliances

- a) Develop with and support the initiatives of State, City and port community organizations.

I. Safety

- a) In conjunction with Federal, State and local agencies develop a comprehensive and consistent security and safety Marine Incident Response Program including education programs for area first responders.

III. PORTLAND INTERNATIONAL JETPORT

The Portland International Jetport is designed to provide a safe, efficient, and user friendly airport which strives to meet the needs of the traveling public and the opportunity to provide for the movement of freight and mail for the businesses and citizens of the region. Serving as an economic stimulus for the region, the Jetport provides employment for nearly 1,500 people. The Portland International Jetport serves in excess of 1.3 million passengers annually, 60% of those are business passengers. There are more than 100 daily airline departures and arrivals.

Objectives

- To serve the needs of the region through secure and efficient facilities.
- To be the region's most convenient Airport of Choice by:
 - offering more destinations.
 - increasing frequency of flights.
 - providing lower cost service.
 - maintaining the airport's reputation for ease of accessibility.
 - offering top quality travel and support services to a broad customer base.
 - including community involvement in development issues.
 - exceeding customer expectations.

Implementation

The implementation initiatives of the Jetport include the following:

- 2003, review of the master plan in coordination with local communities.
- Late January, 2003, the entire new parking garage opens.
- 2005, the runway and taxiways project completed.
- Spring 2003, Baggage claim construction begins for approximately 1 yr.
- 2006-2008, new terminal addition is on a 3-5 yr timeline.
- Spring 2003, Additional enclosed boarding for Continental and American Eagle.

A. Carriers

- a) Develop an expanded base of international and domestic flight connections, carrier services and charter operations consistent with passenger and cargo demand and based on availability of facilities and space.
- b) Attract a low cost carrier to compete in our most significant origin and destination markets.

B. Cargo Operations

- a) Plan, develop and build a new facility near the existing passenger terminal for mail, air carrier freight and aircraft services.
- b) Plan, develop and build expanded airfreight facilities in the approved freight area on the east side of the airport.

C. Master Plan

- a) Review and update current master plan, in coordination with local communities.
- b) Undertake as demand dictates, Jetport development consistent with the Master Plan.

D. General Aviation

- a) Design development plan for new general aviation area including a new taxiway.
- b) Develop improved Fixed Base Operator facilities.
- c) Develop and enforce minimum standards for commercial general aviation businesses and facilities.

E. Infrastructure

- a) Plan and construct a new parking garage for Jetport customers.
- b) Expand the public use of the new flight information data system (FIDS), combining it with information from other transportation modes through the Internet, local cable television services, and at all transportation centers.
- c) Plan ongoing airline ramp improvements and reconstruction of runway 11/29 and taxiways, including new lighting system in the runway and new electrical vault.
- d) Plan and develop new car rental service areas and ready spots.
- e) Develop new facilities that cater to passengers in the terminal.

- f) Plan passenger terminal improvements including baggage claim, commuter boarding area, retail area, administrative areas, customer conveniences and an improved roadway system in front of the terminal to help with traffic flow.

G. Aircraft Noise

- a) Maintain a strong program to monitor and control Jetport ground noise.
- b) Work with Federal, State and City officials, as well as community leaders, to support federal initiatives that reduce aircraft noise, delayed flights and adverse impacts on local communities.
- c) Institute a FAA Part 150 noise study update.

H. Community

- a) Continue to work with community groups on airport development issues.
- b) Support educational programs statewide.
- c) Continue to promote Disadvantaged Business Enterprises (DBE) consistent with FAA regulations.
- d) Maintain close communications with Jetport Customs and Immigration to determine needs and service expectations.

I. Safety

- a) Continue to implement a management plan that includes expanded police and security coverage.
- b) Develop aviation specific training programs for safety, fire, police, security and airport personnel.
- c) Construct a new Air Rescue and Fire Fighting (ARFF) station and provide state of the art equipment.

J. Environmental/Regulatory

- a) Maintain plan with Environmental Protection Agency (EPA) to meet storm water pollution requirements.
- b) Continue development of plans conforming to FAA operating requirements.
- c) Continue development of plans conforming to FAA security regulations.

- d) Continue to work with the TSA to meet the Federal Security Requirements without compromising customer service and convenience.

IV. INTERMODAL TRANSPORTATION

The National Commission on Intermodal Transportation, in their 1994 Final Report, recognized that key to the development of a national intermodal transportation system was *"shared stations between carriers and modes, connections between intercity rail and local systems, interline ticketing, standardized signage, expanded parking facilities at outlying transit stations, interagency revenue sharing agreements, coordinated schedules, and improved information dissemination."*

The City of Portland is working to provide the traveling public with a seamless connector that will also serve as a spark for development and possible solution to increased area congestion. This new transportation system would connect to the Jetport and other terminals through a designated surface transit connector and be electronically linked through a data information system providing schedules for planes, trains, busses, and ferries. Passengers could efficiently connect to other modes serving coastal and inland areas. Passengers departing could have quick and easy access off the highway to a connected parking facility and then to any type of selected transportation mode. Physical connections could also be made to existing hotel or conference center facilities already located in the area. Direct connections to the Metro and similar systems would also be included.

Objectives

- To facilitate the intermodal transportation needs of the region through coordinated development of safe and efficient facilities.
- To facilitate the development of a seamless transportation network throughout the region.
- Foster integrated transportation development consistent with customer demand and in coordination with local community involvement.

Implementation

The implementation initiatives include the following:

- Winter 2003, Transportation Information Display System (TIDS) network with monitors, software applications, connecting all the transit stations in Portland.

A. Portland Intermodal Passenger Center

- a) Design, develop and build efficient multi-modal transportation facilities incorporating rail, bus, water ferries, mass transit and highway access.
- b) Coordinate the integration of public and private common carriers into an effective system.

B. Integrated Transportation System

- a) Develop an integrated transportation system with connections between all primary transportation centers in the City including the Jetport, proposed Ocean Gateway facility, Portland Transportation Center and the proposed Portland Bayside Train Station.
- b) Develop an integrated electronic data system available at all transportation centers and to the general public.
- c) Support and assist in the development of Statewide port, marine, passenger and freight rail, and intermodal transit initiatives including high-speed ferries, Amtrak rail service, integrated bus network and similar systems.
- d) Support regional transportation planning through cooperation and involvement in PACTS and other area planning committees.
- e) Balance the need for new infrastructure expansion with the expandability of the transportation network.

V. INTERNATIONAL AND DOMESTIC TRADE

International and domestic trade is the life's blood of the economy of the State of Maine. Our citizen's rely on the trade moving in and out of our communities. Portland's facilities are our doorways to the nation and the world.

Objective

- **The City recognizes its responsibility to our region by developing facilities and supporting initiatives that foster the growth of international and domestic trade.**
 - a) Support and assist in the development of international trade initiatives affecting the entire State of Maine.
 - b) Support the growth of international and domestic tourism.
 - c) Support statewide, regional, domestic and international transportation initiatives and programs.
 - d) Investigate the development of a Foreign Trade Zone for the Portland area.

ENVIRONMENTAL INITIATIVES

I. INTRODUCTION

The Department of Public Works has led the City's efforts to improve surface water quality in coordination with the Portland Water District, Planning and Development Department, and Parks and Recreation Department. Public Works is administering an on-going program to abate combined sewer overflows (CSO's) in Portland (refer to Environmental Resources, volume I). The City is also working with the Maine Department of Environmental Protection (MeDEP) and other communities to address the U.S. Environmental Protection Agency (USEPA) Phase II Stormwater Management Regulations.

II. COMBINED SEWER OVERFLOWS (CSOS) ABATEMENT PROGRAM

In the next five years Portland anticipates concentrating our combined sewer overflow abatement efforts in Fall Brook and the Read St. / Bay St. drainage areas. These areas are more commonly known as the Ocean Avenue, East Deering, and North Deering neighborhoods. The focus areas are tributary to CSO #7, which discharges into Back Cove by way of the Smith Creek overflow structure located at Ocean Avenue. One of the goals of the City's overall CSO Abatement Master Plan is to eliminate CSO #7. This will require a significant amount of effort in the next eight years as the service area is over 1000 acres and has an overflow volume of 100 million gallons based on 1966 precipitation data. Currently we predict the annual cost over the next eight years of over \$7 million. Impacts to the sewer user rate have not yet been defined as we are still developing the details of this implementation plan.

Each of the focus areas, Fall Brook and Read / Bay, have large combined interceptor sewers which have historically conveyed the majority of drainage. In the Fall Brook watershed the use of the "East Side Interceptor Sewer" built in the 1950's substantially reduced the flow within the Fall Brook drainage course. This resulted in the loss of a defined watercourse, namely by overgrowth of vegetation and constriction of the drainage channel due to construction. We will be re-establishing the watercourse in order to eliminate CSO #7 by conducting several sewer separation projects and rehabilitating the Fall Brook channel. Our intention is to manage the flows resulting from a 100-year storm, however we do not expect to completely eliminate the occurrence of perceived flooding.

The Read / Bay watershed will be approached differently. It's Interceptor sewer was built in the 1920's and 1930's and has no evidence of a drainage course. Therefore we will be installing a trunk storm drain system to serve the separated areas.

III. PHASE II STORMWATER REGULATIONS

Maine Department of Environmental Protection (DEP) is currently in the process of applying to US EPA for General Permits to cover regulated Municipal Separate Storm Sewer System (MS4's), small construction sites, transportation facilities, and State and Federal facilities. MS4's are required to submit a Notice of Intent (NOI) to the governing authority by March 10, 2003.

Sixty (60) days following that the MS4 must submit a five-year plan that outlines how it will achieve compliance with the six minimum measures in MeDEP's General Permit.

The City of Portland has joined an Interlocal Stormwater Working Group made up of eleven (11) communities in the Casco Bay watershed. Our partnership hired the Cumberland County Soil & Water Conservation District (CCSWCD) to develop a regionally focused baseline model for the Phase II five-year plan. Supporting organizations include Maine Emergency Management Agency, Casco Bay Estuary Program, and Greater Portland Council of Governments. It is the intention of this partnership to create a baseline stormwater management plan that can provide continuity across watersheds, regardless of municipal boundaries, and ensure minimal duplication of effort. The plan will be flexible enough to assure that each community is also able to build upon initiatives important to their particular land use trends.

A full assessment of the potential impacts of this program will occur once the General Permit language is finalized. The City anticipates that the most significant impacts over the next five years will be increased efforts to both educate and involve the public in Portland's stormwater management planning and implementation, and focusing our GIS efforts on thoroughly mapping the city's stormwater and sewer system. In the areas of construction sites, stormwater management, and municipal operation pollution prevention measures, the City of Portland is already well on its way to exceeding the requirements of this new Law under the Clean Water Act.

Beyond the obvious benefits of ensuring a healthy environment for our community, the City's stormwater management planning will also achieve a second objective regarding grant funding. After November 2004 the Federal Emergency Management Agency will limit its Pre-Disaster Mitigation (PDM) Program Grant funds to those State and local applicants who possess a viable local hazard mitigation plan. PDM grants are useful tools to achieve projects that will result in the elimination or long-term reduction of damages to public and private property from natural hazards such as flooding.

HISTORIC AND CULTURAL RESOURCES INITIATIVES

I. HISTORIC PRESERVATION IMPLEMENTATION INITIATIVES

Survey/Designation: Having completed architectural surveys for the India Street, Bayside, Fessenden Park, Coyle Park, and Gorham's Corner neighborhoods, the next step will be to consider their potential for designation under Portland's historic preservation ordinance. Individual historically or architecturally significant structures and sites not already protected under the ordinance will be evaluated for designation as well. At a minimum, the survey information will be a valuable planning resource when redevelopment initiatives are proposed for these areas. By identifying concentrations of historic structures, the survey information can be used to help protect these resources and integrate them into any redevelopment scheme.

Publications/Technical Assistance: The Historic Preservation Division is in the process of developing a series of technical briefs to assist homeowners on common building rehabilitation issues. In 2001, the office published a 37-page illustrated handbook on porch repair and replacement. The publication includes scaled drawings of standard porch details and identifies stylistic elements appropriate to various periods of residential architecture. A similar handbook is currently underway on window repair and replacement. A future publication will address historic fence styles.

Site visits to provide technical assistance are an ongoing function of the historic preservation program. Staff meets with applicants at their property to review existing conditions, discuss their proposed project, and where applicable, review alternative approaches to the project. As many applicants have little familiarity with the requirements of the ordinance or with the special considerations historic properties present, this technical assistance component of the program is of prime importance.

Education: A slide review of approved projects is prepared each year by staff for Historic Preservation Committee members. These sessions provide an opportunity to evaluate the as-built outcome of approved applications and help to sharpen future reviews. Training sessions are also held for new appointees to the Historic Preservation Committee.

Each year, the City's historic preservation program is represented at a booth at Greater Portland Landmarks' Old House Trade Show, which is attended by 2000-3000 Portland area residents. This provides an opportunity to illustrate the positive tangible results of Portland's preservation ordinance and to meet with interested homeowners.

II. CULTURAL PLAN INITIATIVES

Portland's Arts District Plan recommended the establishment of an organization to support the community's growing arts industry. In 1996 the City Council designated the Portland Arts and Cultural Alliance (PACA), an ad hoc group for the arts, as Portland's Local Arts Agency. The City provided core funding of \$80,000 per year. A full-time executive director was hired in September of 1997. Over the course of '97 and 1998 the City Planning Office and PACA worked as partners in developing *Celebrating Community: A Cultural Plan for Portland, Maine*. The Council adopted the cultural plan as an element of the comprehensive plan in October 1998.

During the period between 1998 and 2001, PACA achieved the following:

1. Expanded the Congress Square Arts and Cultural Events which offers over forty free arts and cultural events between May and September;
2. Secured a \$300,000 grant through the Maine Community Foundation and the Lila Wallace-Reader's Digest Fund. PACA created the Arts for Youth program that re-granted the monies to several local arts and cultural agencies to operate after-school programs for Portland youth;
3. Initiated Marketing Initiatives, such as a PACA brochure, which highlighted arts and cultural institutions in the Art District;
4. Created workshops for Members in areas such as art as a small business, legal issues for artists, making a living as an artist, and more;
5. Effectively advocated the State legislature to maintain and increase funding of statewide arts initiatives; and
6. Led development of a Web Site to serve as a clearinghouse of information on Portland's arts and culture. Though developed, the site has not been launched.

City support for PACA continued through 2002. The support was terminated in fiscal year 2003 due to the City's financial limitations. Currently, the PACA board is undergoing a Strategic Planning Process to determine how to best reemerge as a vital force in promoting the agendas of the *Community Cultural Plan* without the City's annual core funding contribution. The current Strategic Planning Process is scheduled for completion in the winter of 2003.

III. PUBLIC ART INITIATIVES FROM THE 2001 ANNUAL ART PLAN

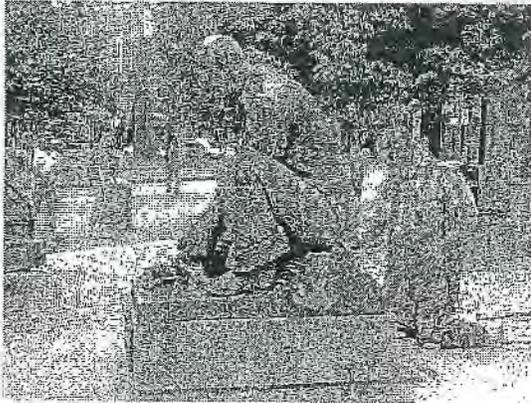
Based on the Portland Public Art Program ordinance, passed by the City Council in spring 2000, the City Council adopted the first Annual Art Plan in the spring of 2001. Highlights from that first annual plan include:

- Establishment of the official Portland Public Art Collection with the adoption of nineteen publicly owned art objects into the city's collection;
- Establishment of the *Guidelines for the Portland Public Art Ordinance, Volume 1, Number 1 (dated May, 2001)*; and
- Recommendations for public art capital projects based on the percent-for-art allotment. The 2001 Annual Art Plan was based on the FY 2000 C.I.P. public art allocation of \$53,075. The public art allocation is calculated as ½ of 1% of the overall Capital Improvements Projects budget.

ACCOMPLISHMENTS FROM THE 2001 ANNUAL ART PLAN:

- Completing the conservation assessment of the full collection.
- Conservation and restoration work on the collection – Phase one: Conservation work on five objects including:
 1. The Thomas Brackett Reed statue at Western Prom
 2. The Maine Lobsterman at Lobsterman Plaza
 3. Temperance (aka: The Little Water Girl), or the Lillian M. N. Stevens Memorial Fountain
 4. The Spanish War Veterans Monument (or "The Hiker") in Deering Oaks Park.

5. "Michael" at the Monument Way plaza near Free and Temple Streets. (Note: The conservator is scheduled for the spring of 2003 to do repairs and conservation on this artwork)
 - Training of Parks Department staff to do routine maintenance and conservation of the collection.
 - Design work has begun on a uniform signage system for the public art collection, which will then be fabricated and installed.



Professional Art Conservator Jonathan Taggart working on "The Maine Lobsterman." Work on this piece included casting and replacing a lost appendage on the lobster, applying a chemical coloration on the metal joints to match the bronze panels, cleaning, and application of a hot wax/chemical protection coating.

PUBLIC ART INITIATIVES FROM THE 2002 ANNUAL ART PLAN:

The 2002 Annual Art Plan was approved by the City Council in October 2002. The initiatives established in the 2002 Annual Art Plan include:

- That the fountain in Lincoln Park be included in the Portland Public Art Collection.
- That the balance of the FY 2000 conservation and maintenance budget be assigned to continued conservation of the art collection.
 1. Art objects will receive conservation treatment in order of priority as established in the 2001 conservation assessment report. The objects in most need (priority 1 – 2) are listed below:
 - Priority 1
 - George Kelly, *John Ford*
 - *Fountain at Lincoln Park*
 - Don Thayer, *Union Station*
 - George Buenham, *Pullen Fountain*
 - Clark Fitzgerald, *Milkweed Pod*
 - Priority 2
 - Franklin Simmons, *Longfellow*
 - A Uppington, *Loring Veterans Memorial*
 - F. Simmons, *Our Lady of Victory*
- That the Finance Department be authorized to accept donations to the Public Art Fund for projects designated in the 2002 Public Art Annual Plan.

1. The Public Art Committee intends to do fundraising from the private sector to supplement the public art allocation for two of the new commissions (see #2 and #3 below).
- Budgeting the FY 2001 public art fund (\$50,000) for four projects as follows:
 1. Remembrance work of art – Robert B. Ganley Plaza marker - \$8,000
Project description: bronze inlay lettering in concrete panel inset into the City Hall Plaza
 2. Expressive work of art for the Old Port - \$15,000
Project description: Commissioning of an expressive sculpture for Boothby Square. The Public Art Committee is raising \$35,000 in private donations to supplement the percent-for-art allocation.
 3. Functional work of art for Monument Square - \$15,000.
Project description: Commissioning artist designed streetscape amenity to replace the “mushroom” in Monument Square. The Public Art Committee is raising \$7,500 in private donations.
 4. Community-based works of art – pilot project in Bayside - \$12,000.
Project description: Artists work with community groups to define and create several public art objects that express neighborhood identity.

RECREATION, OPEN SPACE AND URBAN FORESTRY

I. INTRODUCTION

The vision contained in *Green Spaces/Blue Edges* lays out the future for Portland's parks and recreation resources. Considerable work has been done to plan how Portland can achieve the goals and vision. The appendix to this volume contains a table titled Status of 1994 Citywide Recommendations. There were 170 specific park improvement projects recommended in *Green Spaces/Blue Edges*. The table documents the significant progress made toward reaching the initial goals articulated in this report. Many of the citywide recommendations are completed or are on going with the exception of those that involve land acquisition. Not all of the neighborhood projects have been completed, while some projects further down the priority list are complete. This discrepancy reflects the shift by the Department to a master plan approach, earlier completion of projects by other City Departments, and changing priorities within the Department. Some projects were completed because there were opportunities to build on other projects. Other projects captured public attention and required immediate work.

Following is Table 2 that consists of the current priority list. It outlines both citywide and neighborhood priorities and recommendations. This table represents a change in approach from the original *Green Spaces, Blue Edges* in that master plan recommendations are identified rather than specific pilot projects. Master plans set out ultimate improvement objectives for specific properties so that parks, cemeteries, and greenways are developed in a cohesive, systematic way. On a neighborhood-by-neighborhood basis, activities that are included in the proposed 10-year capital improvements plan (CIP) are identified based on master plans that have been adopted by the City Council. The other recommendations are not included in any master plans or the CIP, and may not be located within a specific park, cemetery or greenway.

II. AVAILABLE RESOURCES

Green Spaces, Blue Edges is a long-term plan for physical improvements that identifies recreation and open space resource needs. It identifies the direction and policies the Department will follow over the coming years to ensure that a reasonable proportion of public investment is allocated to parks and recreation facilities within the ten-year capital planning period. In addition, some neighborhoods and project categories are eligible for Housing and Community Development (HCD) funding.

Not all recommendations require city money; private and public partnerships are encouraged. Individuals, groups and businesses may provide resources that the city is unable to provide within the constraints of the municipal budget. Partnerships have developed into neighborhoods stewardships programs such as Friends of Evergreen and the Friends of Deering Oaks. Residents, schools, businesses are involved in the design, development and maintenance of the City's open space. A variety of state and federal programs are available to fund recreation and open space projects such as the Urban Park and Recovery Program (UPARR) and Land and Water Conservation Funds (LWCF), which the city has used in the past. Other funding sources may be available from grants as well as private foundations.

Table 2
2001 Priorities
Citywide Recommendations

**Management of Open
Space and Recreation**

Administrative

Integrate the principles and recommendations of *Green Spaces, Blue Edges* into public programs and improvement projects.
Ensure a coordinated, efficient and effective administrative system to manage parks, open spaces, and recreation programs and facilities to address current and long-range needs.
Develop a database for properties and facilities.
Increase operating budget resource for park and facility maintenance.

*Administrative/ Physical
Improvements*

Support implementation of existing and future master plans.

Physical Improvements

Review the legal status of land considered to be parkland, clarify deed restrictions and investigate the use of vacant tax acquired property near parks and trails.
Address deficiencies identified by the Department of Parks and Recreation.

**Landscape and the
Environment**

Recommendations

Physical Improvements

Establish a system of arborways in the city along streets and boulevards.
Acquire and hold needed land for athletic facilities and conservation.

Research

Undertake a comprehensive environmental assessment of the city; identify and conserve unique natural and ecologically sensitive areas. Dependent upon funding.

Recreation Programs

Recommendations

*Administrative/ Physical
Improvements*

Establish focal points for recreation and open space in all neighborhoods—could be schools, recreation facilities or significant open spaces.
Ensure public access to natural freshwater swimming.
Encourage and promote water-based recreational activities including swimming, boating and fishing.
Establish picnic facilities throughout the city.
Playground reconstruction FY01 to FY08 at various sites around the city.
Tree Trust Endowment \$250,000 over five years.
Off-leash areas identified and to be developed.

Park Planning

Administrative

Recommendations

- Define long-term open space and recreation needs to ensure that an adequate share of the 10-year CIP is achieved.
- Integrate alternative transportation principles into roadway and other infrastructure and open space projects.
- Develop and update design and management plans for all parks on an ongoing basis.
- Develop management plans for stream and river corridors.
- Improve grant writing coordination between City departments.
- Design comprehensive sign system for Portland's Parks.
- Ensure adequate park design resources to preserve and enhance parks and open spaces within the city.
- Develop management strategy for inactive neighborhood cemeteries.
- Implement art in public spaces.

Partnerships and Coordination

Recommendations

- Facilitate private initiatives in recreation programs.
- Encourage stewardship programs.
- Encourage public/private partnerships that enhance open space initiatives.
- Improve communication between the Parks and Rec Department and the School Department concerning development of facilities and programs.
- Integrate school facility planning and city recreation and open space planning.
- Improve coordination with Portland Housing Authority.

Linking Open Spaces and Pedestrian Circulation

Administrative

Recommendations

- Enhance and preserve public access along shore areas and open spaces.

Administrative/Physical Improvements

- Extend or upgrade neighborhood walkway system.

Physical Improvements

- Link and coordinate open spaces, trails and facilities in Portland with similar resources in surrounding towns.

2001 Neighborhood Priorities

Neighborhood	Recommendations
<i>Deering Center Master Plan Priorities and CIP</i>	<p>In accordance with the Evergreen Cemetery Master Plan, complete Pond Rehabilitation, improve roadways and expand burial space.</p> <p>Athletic Fields Master Plan—Reconstruct tennis courts at Deering High School and install artificial turf in Memorial Stadium.</p>
<i>Other Needs</i>	<p>Address gaps in the neighborhood walkway system: Trail system to Back Cove, Capisic Brook Rocky Hill and Presumpscot River being evaluated.</p> <p>Address recreational needs of Lincoln School.</p>
<i>Downtown Master Plan Priorities Other Needs</i>	<p>Tommy's Park Master Plan under development.</p> <p>Athletic Fields Master Plan— continue Fitzpatrick Stadium improvements, Reiche School field improvements.</p> <p>Reassess Congress Square Plaza.</p> <p>Development close to Lincoln Park should complement the park.</p> <p>Look at opportunities presented by Franklin Street improvements.</p> <p>Consider park near Shepley Street.</p> <p>Develop major open space as part of the Ocean Gateway development being reviewed by Waterfront Development Task Force.</p> <p>Integrate public access to city fish pier.</p> <p>Extend Eastern Prom Trail through Bayside along the Union Branch rail corridor connecting with Back cove and Deering Oaks.</p> <p>Connect trail segment along Fore River with I-295 connector projector and extend trail along west Commercial street to connect with waterfront trail and Eastern Prom trail</p>
<i>East Deering Master Plan Priorities</i>	<p>Implement Payson Park Master Plan.</p>
<i>Other Needs</i>	<p>Improve turf conditions and repair the backstop of the Presumpscot School playfield.</p> <p>Address gaps in the neighborhood walkway system.</p> <ul style="list-style-type: none">Veranda St residences to Presumpscot school.Veranda St to Martin's Point.Railroad ROW.State land along 295 to water.Trails from Eastern Prom to East Deering.Presumpscot School to cemetery behind school.

East End

*Master Plan Priorities
and CIP*

Update management plan for the Eastern Prom.
Athletic Fields Master Plan -Reconstruct Fox Street Field.
Fort Sumner Master Plan to be developed.

Other Needs

Improve hillside below Jack School.
Work with Portland Housing Authority to address recreation needs of their residents.
Rehabilitate walks on Eastern Prom.

Islands

Master Plan Priorities

No master plans for island properties.

Other Needs

Assist island residents to articulate needs.
Protect shoreway access.
Peaks Island School Playground.
Gravel Pit Reclamation.

Nason's Corner

Master Plan Priorities

Implement Capisic Brook Greenway Master Plan -Gone through Planning Board and City Council—CSO and trails.

Other Needs

Work with the Maine Audubon Society to develop westerly entrance to the Fore River Sanctuary. Develop trail to Jewell Falls bridge.
Consider trail from Hall School to Brighton Ave.—Rowe Ave Trail.
Address gaps in the neighborhood walkway system
Capisic Brook Trail.
Greenway corridor along RR corridors from MAS sanctuary to Westbrook and looping down to the Stroudwater River Trail.

North Deering

Pilot Project

Explore developing recreational facilities at Portland Regional Vocational Tech Center-trails, picnic areas, basketball courts and other amenities.

High Priority

Evaluate needs in North Deering area
Consolidate Oatnuts Park
Develop facility in outer Washington Ave-Summit St. area
Develop basketball and tennis courts
Tot lot in the Maine Avenue area

Develop plan for Lyseth-Lyman Moore school
Assess need for a recreation center
Upgrade playing fields
Address gaps in the neighborhood walkway system
Fall Brook Trail
Presumpscot River
Access along interurban railway

Other	Master plan for Ocean Avenue landfill
<i>Oakdale</i>	Provide a pedestrian linkage across Forest Avenue from the neighborhood and the University of Southern Maine to Back Cove.
Pilot Project	
High Priority	Address gaps in the neighborhood walkway system Baxter Boulevard to Marginal Way Improve linkages to Dougherty Field
	Develop Back Cove/Payson Park Master Plan
	Develop recreation facilities between Brighton and Forest Avenues
Other	Establish a neighborhood focal point
	Encourage USM to preserve their open space
	Rehabilitate the Nathan Clifford School paved play area
	Delineate property boundaries of Pedro Field to prevent encroachment
<i>Ocean Avenue</i>	
Pilot Project	Develop the Baxter Trail from Back Cove, Mackworth Street, and Baxter Woods to Stevens Ave.
High Priority	Develop a master plan for Payson Park/Back Cove
	Address gaps in the neighborhood walkway system
	Fall Brook
	Landscape plan for Heseltine Park
	Drainage improvements at the Payson Park baseball field
Other	Upgrade Payson Park tot lot
	Reclaim park land of Barrows Park
<i>Riverton</i>	
Pilot Project	Consider Reed School as a play area. Review needs of the population
High Priority	Address gaps in the neighborhood walkway system
	Riverton School and housing to Presumpscot River
	Presumpscot River trail
	Trail along the inter-urban railway
	Evergreen Cemetery
	Determine legal status of Riverton Trolley Park, develop a master plan
Other	Repair Riverton School tennis courts,
	Review Little League field
	Protect stands of trees
	Develop a reclamation plan for the gravel pit behind the Quaker Meeting House

Rosemount

Pilot Project

Review the layout and amenities at Dougherty Field

High Priority

Develop more recreation facilities in the area

Address gaps in the neighborhood walkway system

Capisic Brook Trail

Fore River Trail

Restore Capisic Pond

Stroudwater

Pilot Project

Identify needs of Stroudwater community and include in CIP and operating budget.

High Priority

Review undeveloped land for acquisition

Address gaps in the neighborhood walkway system

Fore River Trail

Fore River Sanctuary connections

Connect trails in Portland with So. Portland

III. LAND ACQUISITION AND CONSERVATION

A. Land Bank Commission

a) Purpose

The Land Bank Commission was convened in October 1999 to insure the conservation and preservation of open space with important wildlife, ecological, environmental, scenic or outdoor recreational values. The Council recognized that there is a need to balance growing development in the City with the conservation of significant open space. In creating the Land Bank Commission the Council assigned the following responsibilities to the Commission:

1. To recommend on a priority basis the acquisition of various interests in real estate in order to meet the goal of conservation;
2. To accept gifts and funds from both private and public sources and to disburse such funds in accordance with its mission;
3. To act as a liaison to other public and private nonprofit agencies involved in conservation of open space.
4. To cooperate with other agencies and parties in wetlands mitigation projects.

The Commission submits an annual report to the City Manager and a registry of open space to the City Council. The registry provides the Council with a comprehensive inventory of open space areas, privately or publicly held, in order that the Council may take actions to preserve and conserve open space as it determines to be necessary or prudent.

b) Accomplishments

To accomplish its inventory, the Land Bank Commission studies defined geographical sections of the city. Within each section the Commission inventories open space properties and creates a priority list of land that it determines to be environmentally significant. Properties have been reviewed in Riverton, Nason's Corner, Rosemont, Libbytown, North Deering, and Stroudwater.

The Land Bank Commission identified the Presumpscot River Place parcel off Curtis Road as a priority for acquisition in 2001. The site is a unique natural resource of unparalleled quality with 3,100 feet of river frontage, a mixed growth forest, dramatically sloping ravines, and a free-flowing stream. The potential for river access and hand-carry boating is a significant asset. The City and the Land Bank Commission obtained financial assistance from the Land for Maine's Future in order to purchase a portion of this property and to annex land from Falmouth. The remainder of the parcel will be privately developed for elderly housing. This area is shown as a study area on the Future Land Use Map for developing appropriate zoning options for the site.

During 2001, the City Council enrolled two properties in the Land Bank, which were donated by the Portland Water District. A 3.9-acre parcel on Natick Street was given to the City, which is a part of the Inter-urban corridor that runs along the rail line between Morrill's Corner and Riverside Street. The second donation is 3.2 acres on Pineloch Drive that abuts the City's Oat Nuts Park land holdings.

c) Future Initiatives

In 2002 the Land Bank Commission will complete the inventory of open space priorities for the entire city, including the islands. It will recommend to the City Council as part of its annual report properties that should be added to the Land Bank. It will also identify those properties

within the inventory that are priorities for protection or acquisition, either due to their significant natural attributes or due to an imminent threat of development.

The Land Bank Commission will in the future promote through advocacy the protection or acquisition of significant open space resources in Portland. The inventory list is a resource to be used by the City's Planning and Development Department as development proposals come forward, so that opportunities for easements and protection of significant open space are promoted and encouraged.

The Land Bank Commission's Resources Subcommittee will seek grants and donations and other funding sources for the Land Bank Fund. The Acquisitions and Protection Subcommittee will work with property owners to protect properties identified by the Commission as significant.

B. Fore River Estuary and Land in the Vicinity of Rand Road

a) Accomplishments

The Outer Brighton Avenue neighborhood has vacant and environmentally sensitive land in the vicinity of Rand Road. Maine Audubon's Fore River Sanctuary extends up the estuary toward Rand Road. Portland Trails has a system of trails, which connect Jewell Falls, the Fore River Sanctuary and Capisic Brook and Pond. In addition, the Maine Turnpike Authority is completing a new interchange at the city line, which will connect Rand Road with the Westbrook Arterial.

In anticipation of new development pressures, the Outer Brighton Avenue Task Force sought measures to support environmental values found in the neighborhood. In 1999, Portland purchased four parcels between Rand Road and Westbrook Street. As recommended by the Outer Brighton Avenue Task Force Report and supported by the Land Bank Commission, the City Council amended the zoning map to incorporate 25 acres into the Office Park Zone and roughly 52 acres within the Resource Protection Zone (RPZ).

In 2001, the City Council rezoned an additional 62 acres of land in the vicinity of Rand Road and the Fore River Sanctuary to the RPZ from a residential zone. The area conserved under this action includes land held by Maine Audubon for the Fore River Sanctuary, Portland Trails property including the Jewell Falls trail and a vacant city-owned parcel. The RPZ zone now extends from the Fore River to the vicinity of Rand Road and Westbrook Street. The conservation of the area is in conformance with the recommendations of the Outer Brighton Avenue Task Force Report, Green Spaces/Blue Edges and the Land Bank Commission. The zone protects the Fore River Estuary as an important sensitive environment, enriches the quality of life in Portland with a balance between the built and natural open spaces and contributes to a connected greenway and open space system for the community.

b) Future Initiatives

The implementation plan for the Department of Parks and Recreation includes actions for the Nason's Corner neighborhood to collaborate with Portland Trails and the Maine Audubon Society to integrate this property into the overall trail network of the city and region and to enhance access to Jewell Falls and the Fore River Sanctuary.

FUTURE LAND USE PLAN

FUTURE LAND USE PLAN

INTRODUCTION

Portland has a complex and diverse land use pattern typical of an older urban community. It also retains beautiful natural and scenic areas on its islands, along its river and coastal shore lines, from high vantage points, and in parks and open spaces. The Future Land Use Plan supports Portland's Community Vision and stated goals. The Plan builds upon the adopted elements of the City's Comprehensive Plan, which are reflected in the zoning map and land use codes. The objectives of the Future Land Use Plan are to support existing land use and zoning patterns of the city, encourage redevelopment and infill where appropriate, and preserve historic, natural, and scenic resources. It also identifies redevelopment areas and one study area along the Presumpscot River where significant land use changes are anticipated.

Maine's Growth Management Law requires that communities identify growth and rural areas. The state's definitions for both terms, growth and rural, are presented under Section A. A brief overview of Portland's neighborhoods and vacant land is contained under section B. Section C describes how Portland has chosen to apply the growth and rural classifications to the city's zoning categories and redevelopment areas. The city has listed environmentally sensitive overlay zoning zones, which may be located in either growth or rural areas, as a separate land use classification category. Section D lists each zone under the designated growth or rural areas and defines the zone with its general location, purpose, parameters, and potential revisions.

A. STATE DEFINITIONS OF GROWTH AND RURAL AREAS

The regulations for Maine's Growth Management Act require communities to divide a municipality into basic general land use categories and to designate both "growth" and "rural" land use classifications. The "growth" and "rural" classifications can be a combination of land use classifications that are consistent with State definitions. Additional general classifications may be used for purposes other than those provided for growth and rural areas (such as a transitional or future growth area for some time beyond the planning period, a conservation or resource protection area intended to provide for the effective long-term management and protection of significant or irreplaceable natural land areas etc). The state definitions for growth and rural areas are highlighted below.

Growth Areas:

The land use plan must designate as "growth area" those land areas within the municipality into which the municipality intends to direct the future growth and development planned to occur during the planning period. Use designation of growth areas is intended to ensure that planned growth and development is directed to areas most suitable for such growth and development and away from areas in which growth and development would be incompatible with the protection of rural resources. Land areas designated as "growth area" must be consistent with the following provisions.

1. Growth areas must be limited to land areas within which public facilities and services are efficiently provided or can be efficiently provided during the planning period.
2. Growth areas must be limited to land areas that are physically suitable for development or redevelopment. (Growth areas may include land areas that are physically unsuitable for development or redevelopment if such areas such as a river, stream, floodplain, small natural hazard area, small lake, or small critical natural resource area run through or are located in the middle of a growth area.)
3. Growth areas must include enough land area suitable for development or redevelopment to accommodate all growth and development planned to occur during the planning period, based on the plan's policies and implementation strategies.
4. Growth areas must be limited to an amount of land area and a configuration that will encourage compact, efficient development patterns and discourage development sprawl and strip development along roads.

Rural Areas:

The land use plan must designate as "rural area" those land areas within the municipality within which the municipality intends to protect agricultural, forest, scenic areas, and other open space land areas from incompatible development. The designation of rural areas is intended to provide for the long-term protection of resource production and open space and scenic lands from incompatible development. Land areas designated as "rural area" must be consistent with the following provisions.

1. Rural areas must include agricultural and forest lands important to the local or regional economy.
2. Rural areas must include land areas consisting of large areas of contiguous open space, farmland, or forestland. They must include land areas in which the predominant pattern of development is intended to consist of very low intensity development broadly dispersed within what would otherwise be a rural landscape. They must also include land areas containing other rural resources that significantly contribute to the municipality's rural character.
3. Rural areas must include land areas in which the municipality can ensure that the level and type of development will be compatible with maintenance of rural character and will not constitute or encourage development sprawl or strip development along roads.
4. Rural areas may include, but may not be limited to, land areas containing natural resources and scenic open spaces that are intended to be protected.
5. Rural areas may not include land areas in which a significant portion of the municipality's future residential development is planned to occur. Nor may they include land areas in which the municipality plans the occurrence of large-scale or widespread residential development that would alter the municipality's rural character.

B. SUMMARY OF EXISTING LAND USE CONDITIONS AND VACANT LAND

The chapter titled Existing Land Use and Developable Land details the land uses and vacant developable land found in Portland. Some of the highlights of that inventory chapter include:

- Residential use of land in Portland grew from 32.1% in 1989 to 61.2% in 1999.
- Seasonal housing is the primary land use on the islands, which has increased since 1978.
- Commercial uses have expanded and occupy 8% of the land area in 1999.
- Industrial uses had a high of 9.7% of the land area in 1989, but have declined to 5.8% in 1999.
- Tax Exempt property has also declined from 27% in 1978 to 12.3% in 1999.
- Vacant land has declined from 27% in 1978 to 10.1% of the City's land in 1999.

Over the last two decades, there has been a substantial pace of land absorption resulting in limited amounts of vacant land remaining in Portland. As stated in the Existing Land Use chapter, the city does not have large blocks of undeveloped land. Rather, there are over 4,000 parcels listed as vacant with a total area of approximately 1,277 acres. The vacant parcels are scattered throughout the city with some of the larger pieces located in the outer ring neighborhoods. The largest single parcel is roughly 20 acres; however there may be opportunities to combine properties for development.

Using the City's Geographic Information System (GIS), the vacant land with potential constraints was deducted from the total vacant land area. The factors deducted included wetlands, floodplains, land zoned RPZ or ROS, land within the first 75 feet of Shoreland zoning, and steep slopes. The estimates indicate that almost 90% of Portland's vacant land is suitable for development (page EX-9). The vacant land areas suitable for development available in each of Portland's zoning classifications are listed on Table 1. There are sufficient amounts of vacant land in the non-residential zones to accommodate new development.

Portland's population has remained stable over the past two decades and has experienced a decline in its share of the County's population. Even with a relatively static population, Portland needs more housing to meet the demand for additional units due to the national trend toward smaller households (households with one or two persons). Growth is a part of sustaining Portland as a healthy city and maintaining its role as the economic, cultural, and residential center for the region.¹ Appropriate growth is needed to provide housing near employment centers, support public transportation, attract families with children, expand the tax base, and stabilize neighborhoods. Housing: Sustaining Portland's Future recommends that Portland seek to grow along with Cumberland County and maintain a 25% share of the County's population. The residential build out analysis indicates that there is sufficient land available to accommodate the residential growth that Portland seeks to attract under current regulations (page ex. 11). However, developing under current zoning will not provide the optimal balance of housing types, open space, infill opportunities and efficient land use. Therefore, Housing: Sustaining Portland's Future recommends rewriting the zoning ordinance to encourage new housing and eliminating barriers to development by allowing greater housing density and more efficient use of vacant land, infill lots, and redevelopment opportunities. The Plan also recommends encouraging new housing development in the downtown, near services and along major arterials to increase the use

¹ Housing: Sustaining Portland's Future, Draft, April 2002, page 50.

of public transit and improve proximity to employment and services. These recommendations will increase Portland's ability to address housing needs and to accommodate new housing.

The absorption of land over the past decades suggests that the city may soon be fully developed. Even when "full", land use will remain a dynamic force of change with reuse, infill and redevelopment continually changing the face of Portland. Portland has designated two redevelopment areas, Bayside and Eastern Waterfront, where the City is actively encouraging new mixed-use development.

Table 1

Total Land Area and Vacant Land in Each Zoning Classification				
ZONING	Total area/zone acres	% of Total Land Area	Vacant Land Suitable for Development	Vacant Land as % of Zone
Airport Business AB	231.1	1.96%	3.78	1.64%
Neighborhood Bus. B-1	61.4	0.52%	4.07	6.63%
Neighborhood Bus. B-1b	1.5	0.01%	0	0.00%
Community Bus. B-2	383.7	3.26%	8.59	2.24%
Community Bus. B-2b	119.2	1.01%	3.13	2.63%
Downtown Bus. B-3	198.0	1.68%	2.99	1.51%
Downtown Bus. B-3c	5.1	0.04%	0.03	0.59%
Commercial Corridor B-4	405.0	3.44%	86.17	21.28%
Urban Comm. Mixed Use B-5	215.8	1.83%	16.57	7.68%
Urban Comm. Mixed Use B-5b	23.0	0.20%	0.27	1.17%
Business Zones Subtotal	1,643.8	13.95%	125.59	7.64%
Contract Zones	83.9	0.70%	0	0.00%
Industrial IH	65.2	0.55%	101.31	155.38%
Industrial II	329.7	2.80%	57.67	17.49%
Industrial IIb	31.0	0.26%	3.15	10.16%
Industrial IM	1,307.7	11.21%	183.03	14.00%
Industrial Imb	21.0	0.18%	4.05	19.29%
Industrial Zones Subtotal	1,754.7	14.91%	349.21	19.90%
Office Park	166.6	1.42%	38.76	23.27%
Residence Professional	76.8	0.65%	0.052	0.07%
Office Zones Subtotal	243.4	2.07%	39.28	16.14%
Residential R1	166.2	1.41%	1.87	1.13%
Residential R2	959.8	8.16%	91.77	9.56%
Residential R3	3,014.8	25.64%	397.16	13.17%
Residential R4	78.2	0.66%	1.33	1.70%
Residential R5	1,525.0	12.97%	106.47	6.98%
Residential R5a	16.7	0.14%	2.53	15.15%
Residential R6	568.4	4.83%	15.75	2.77%
Residential Zones Subtotal	6,329.1	53.81%	616.89	9.75%
Recreation Open Space	1,013.9	8.26%	na	
Resource Protection Zone	382.1	3.25%	na	
Open Space Zones Subtotal	1,396.0	11.87%	na	
Waterfront Central Zone WCZ	92.9	0.79%	0	0.00%
Waterfront Port Develop. WPDZ	180.0	1.53%	0	0.00%
Waterfront Special Use WSUZ	36.0	0.31%	0	0.00%
Waterfront Zones Subtotal	308.9	2.63%	0	0.00%
Total	11,759.80		1130.97	9.62%

C. PORTLAND'S GROWTH AND RURAL DESIGNATIONS

As the region's urban center, Portland has an intricate zoning ordinance that addresses the complex nature of a developed city. The City seeks to remain the vibrant urban core for the area, so Portland plans to grow through compact and efficiently designed infill development and redevelopment. Thus, the mainland zoning categories are generally considered growth areas. The zoning code has 33 zoning designations, which include the general zones for residential, business, industrial, office, island, recreation, and environmental uses. The following table (Table #1) lists the mainland zoning classifications that fit under the State's definition for growth areas. The specific purpose of each zone is described below in section C. The City also has provisions for contract zones, which allow unique circumstances to be addressed through the contract zone process.

The Resource Protection Zone (RPZ) and the Recreation and Open Space Zone (ROS) are two zones listed under the rural area classification within the urban center. The two zones preserve environmentally sensitive land, open space and scenic vistas.

Portland's Islands are also considered rural areas with limited development potential. There are three Island residential zones, an Island business zone, and the Island Transfer Station zone, which fall within the rural classification. Additional development is anticipated on the islands, but it is guided by the zoning standards developed as a result of the Island Groundwater Study to preserve the water quality and quantity on the islands. Thus the islands are not targeted for growth. Table #1 lists Portland's zones that are considered to be rural.

Portland also has a third classification of zones that protect environmental quality and are located in both growth and rural areas. These zones are the Shoreland Zone, Stream Protection Zone, and the Floodplain Protection Zones. All of these zones assist in maintaining the environmental quality of Portland, while allowing development to occur where appropriate.

The Future Land Use Plan also designates two redevelopment areas where planning and zoning recommendations are being considered. The plans for Bayside and the Eastern Waterfront include recommendations for rezoning the areas and developing land use regulations (see implementation). These areas are noted as redevelopment locations within the city's growth areas. Inset maps for both of these areas presents the land development concepts that are being studied for these areas.

There is also one study area shown along the Presumpscot River. The city and the Land Bank Commission in collaboration with the Land for Maine's Future Board purchased a segment of this land along the Presumpscot and annexed a portion of landlocked property in Falmouth. This property is to be preserved and the remainder developed into housing. Currently the plans for this are being developed, which will require rezoning for the housing and protection of environmental resources along the river. This area is noted as a study area on the future land use plan and an inset map presents the concepts currently being considered.

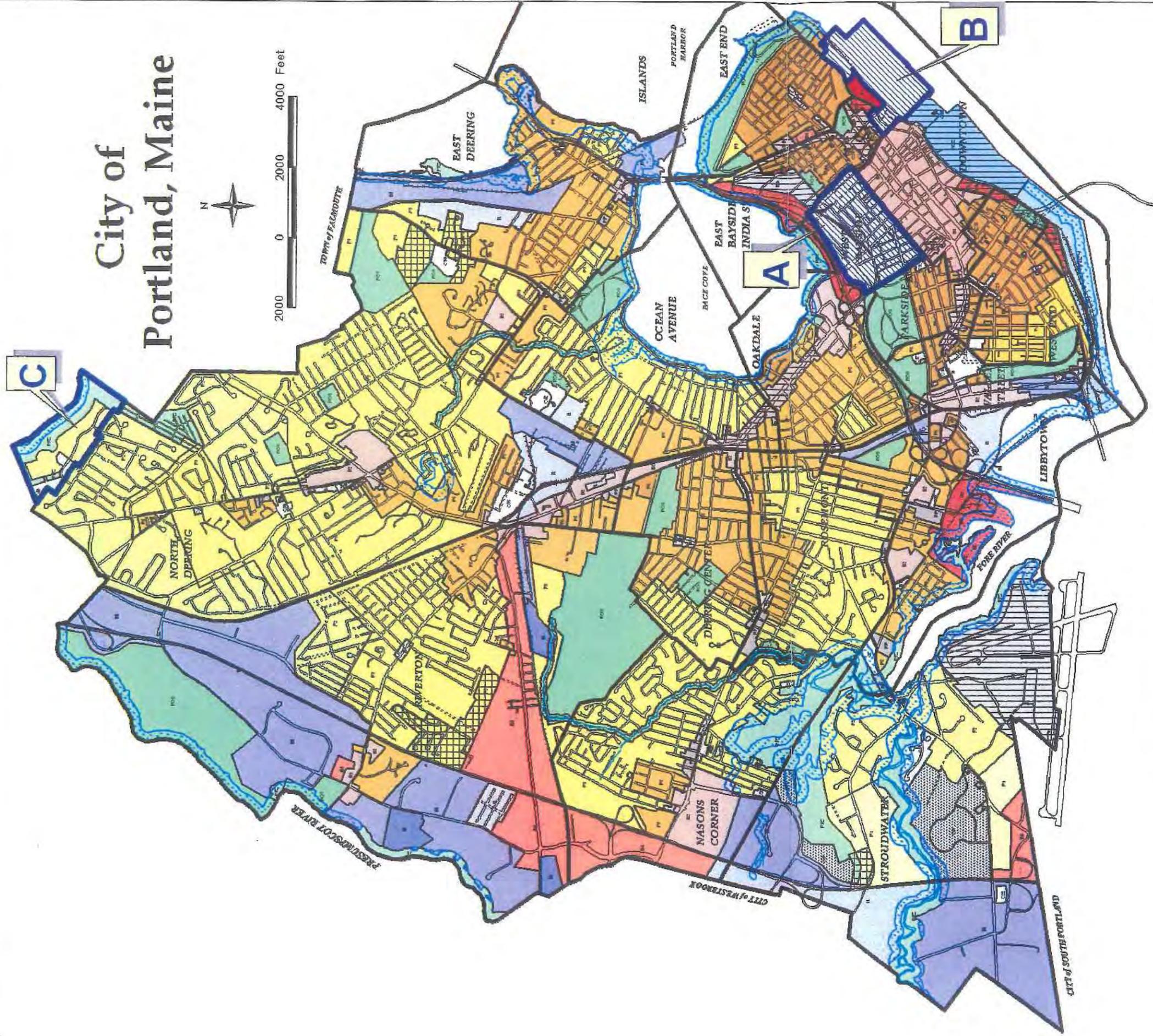
Table 2

Portland Growth and Rural Areas by Zones	
GROWTH AREAS	RURAL AREAS
<p>Residential Zones R-1 Residential R-2 Residential R-3 Residential FH Flexible Housing R-4 Residential R-5 Residential R-5a Residential R-6 Residential R-7 Compact Urban Residential Overlay</p> <p>Contract Zones</p> <p>Office Zones R-P Residence-Professional O-P Office Park</p> <p>Business Zones B-1 and B-1b Neighborhood Business B-2 and B-2b Community Business A-B Airport Business B-3, B-3b, and B-3c Downtown Business B-4 Commercial Corridor B-5 and B-5b Urban Commercial Mixed Use</p> <p>Industrial Zones I-L and I-Lb Industrial I-M, I-Ma, and I-Mb Industrial I-H and I-Hb Industrial</p> <p>Waterfront Zones Waterfront Central Waterfront Port Development Waterfront Special Use</p> <p>Study Area Presumpscot River Area</p> <p>Redevelopment Areas Bayside Area Waterfront East</p>	<p>Conservation Zones R-P Resource Protection R-OS Recreation and Open Space</p> <p>Island Zones IR-1 Island Residential IR-2 Island Residential IR-3 Island Residential Island Transfer Station Overlay I-B Island Business</p> <p style="text-align: center;">Refer to last entry below</p>
<p>Environmentally Sensitive Zoning Provisions within Both Growth and Rural Areas</p> <p style="margin-left: 40px;">Shoreland Regulations</p> <p style="margin-left: 40px;">Flood Plain Management Regulations</p> <p style="margin-left: 40px;">S-P Stream Protection</p>	

City of Portland, Maine



2000 0 2000 4000 Feet



FUTURE LAND USE

GROWTH AREAS

- RESIDENTIAL ZONES**
- R1 Residential
- R2 Residential
- R3 Residential
- R4 Residential
- R5 Residential
- R6 Residential
- R7 Compact Urban Residential Overlay
- CONTRACT ZONES**
- Conditional Contract Zones
- OFFICE ZONES**
- OP Office Park
- BUSINESS ZONES**
- B1 & B1b Neighborhood Business
- B2 & B2b Community Business
- AB Airport Business
- B3 & B3a Downtown Business
- B4 Commercial Corridor
- B5 & B5b Urban Commercial Mixed Use

INDUSTRIAL ZONES

- IL & ILb Industrial
- IM & IMb Industrial
- IB Industrial

WATERFRONT ZONES

- WCZ Waterfront Central
- WPZ Waterfront Port Development
- WSPZ Waterfront Special Use

REDEVELOPMENT STUDY AREAS

- A Bayside Area
- B Waterfront East
- C Presumptive River Area

RURAL AREAS

- CONSERVATION ZONES**
- RPZ Resource Protection
- PO-S Recreation & Open Space

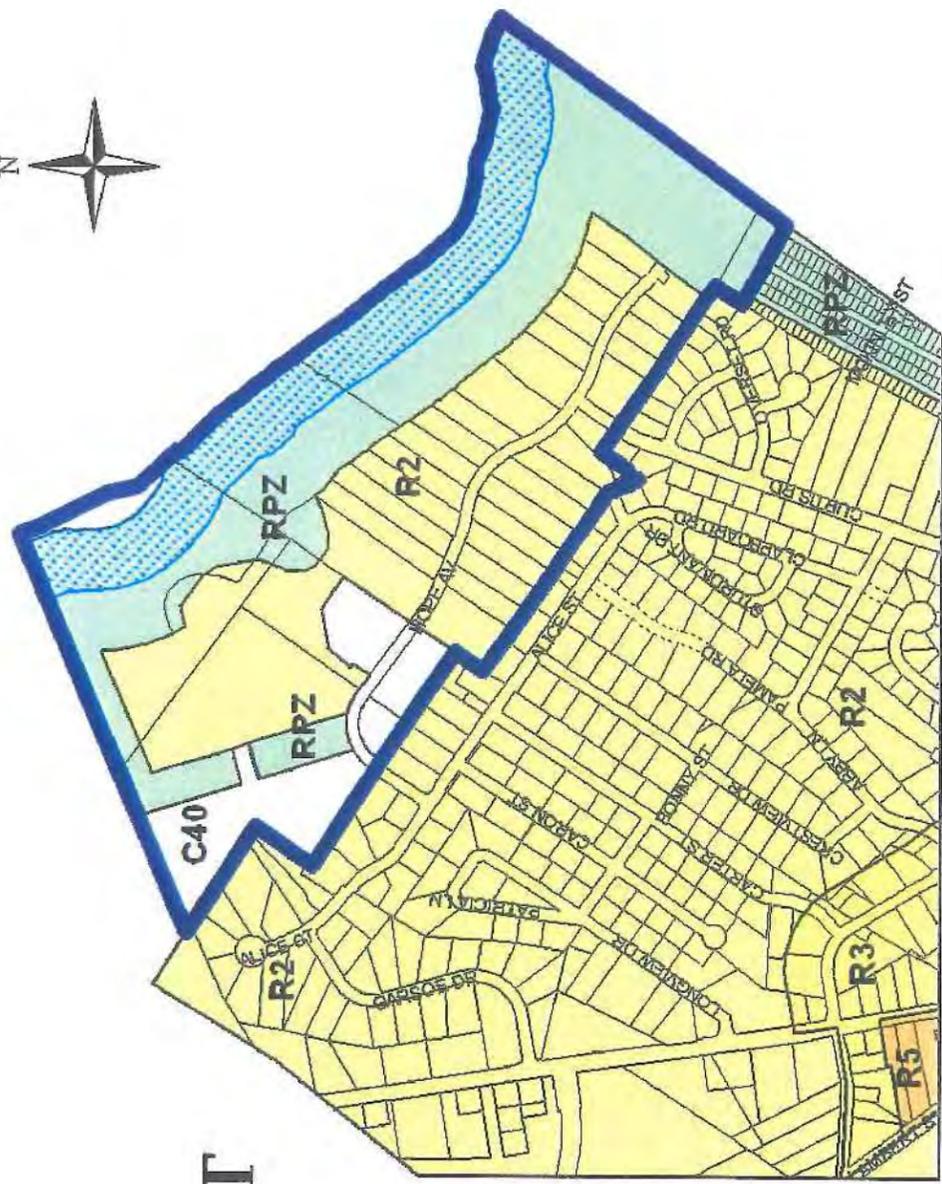
Notes: REFER TO ISLAND FUTURE LAND USE MAP FOR ADDITIONAL RURAL AREAS

ENVIRONMENTALLY SENSITIVE ZONING PROVISIONS WITHIN BOTH GROWTH AND RURAL AREAS

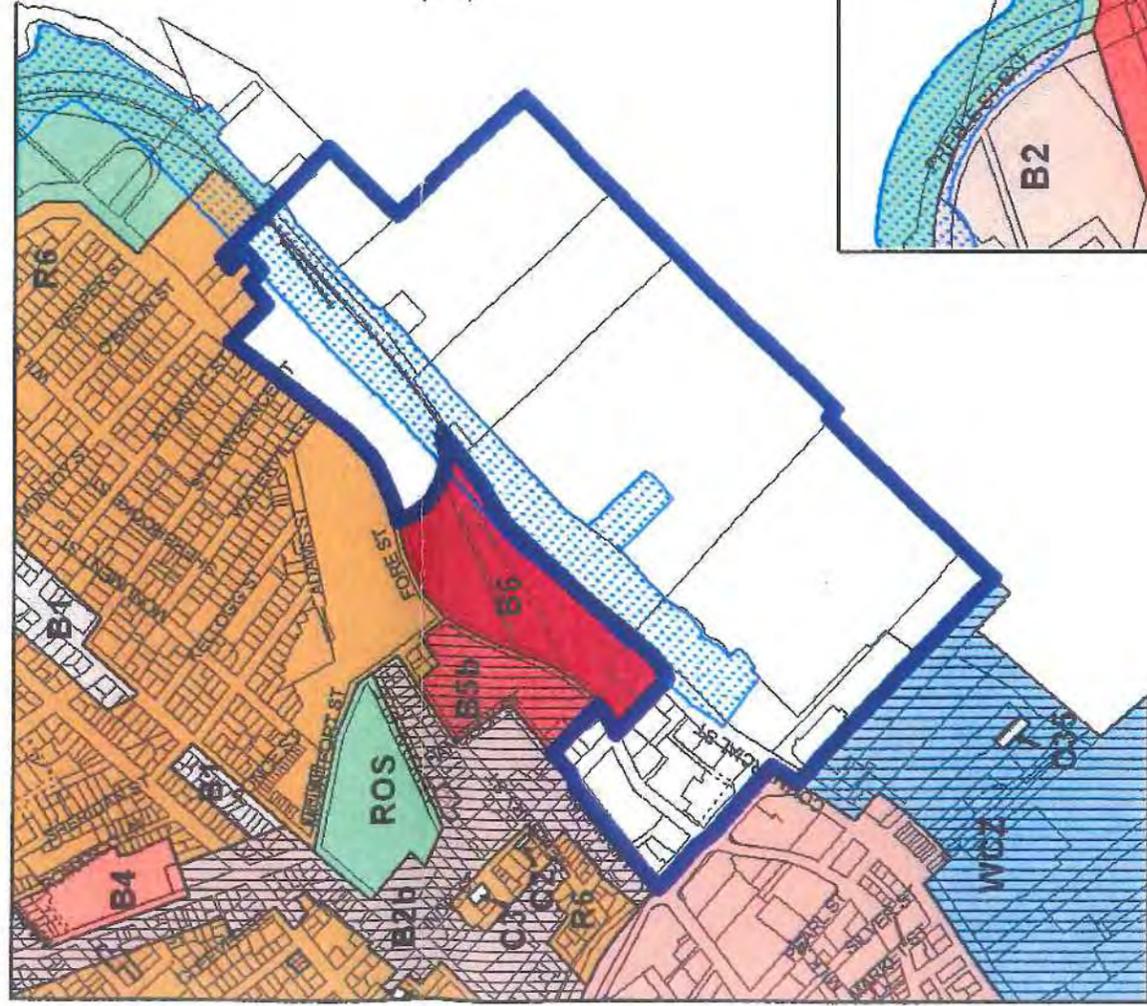
- SEA Shoreland Regulations
- SPM Stream Protection
- FPM Flood Plain Management Regulations

NEIGHBORHOOD AREAS

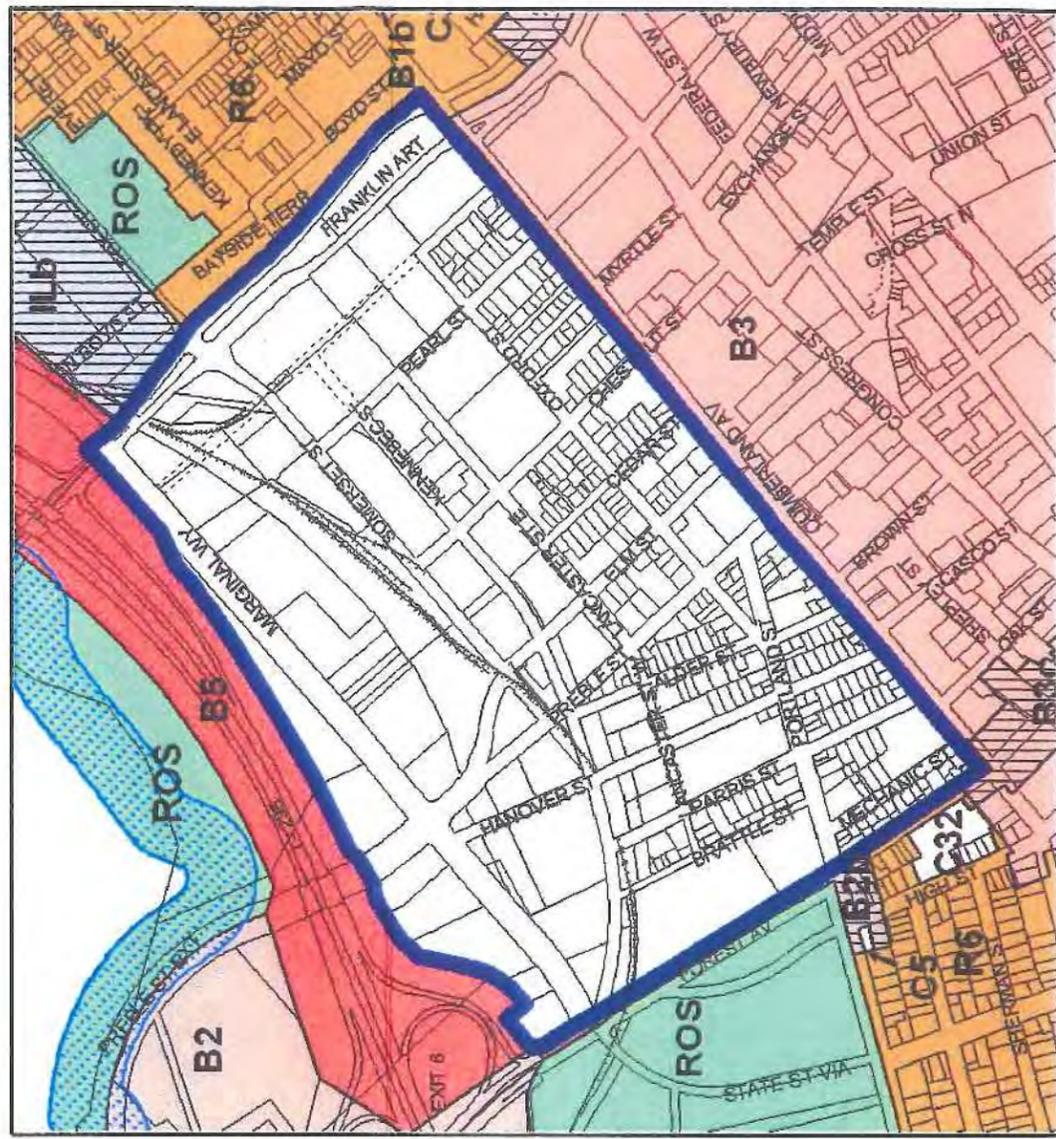
PRESUMPSCOT STUDY AREA



WATERFRONT EAST REDEVELOPMENT AREA



BAYSIDE REDEVELOPMENT AREA

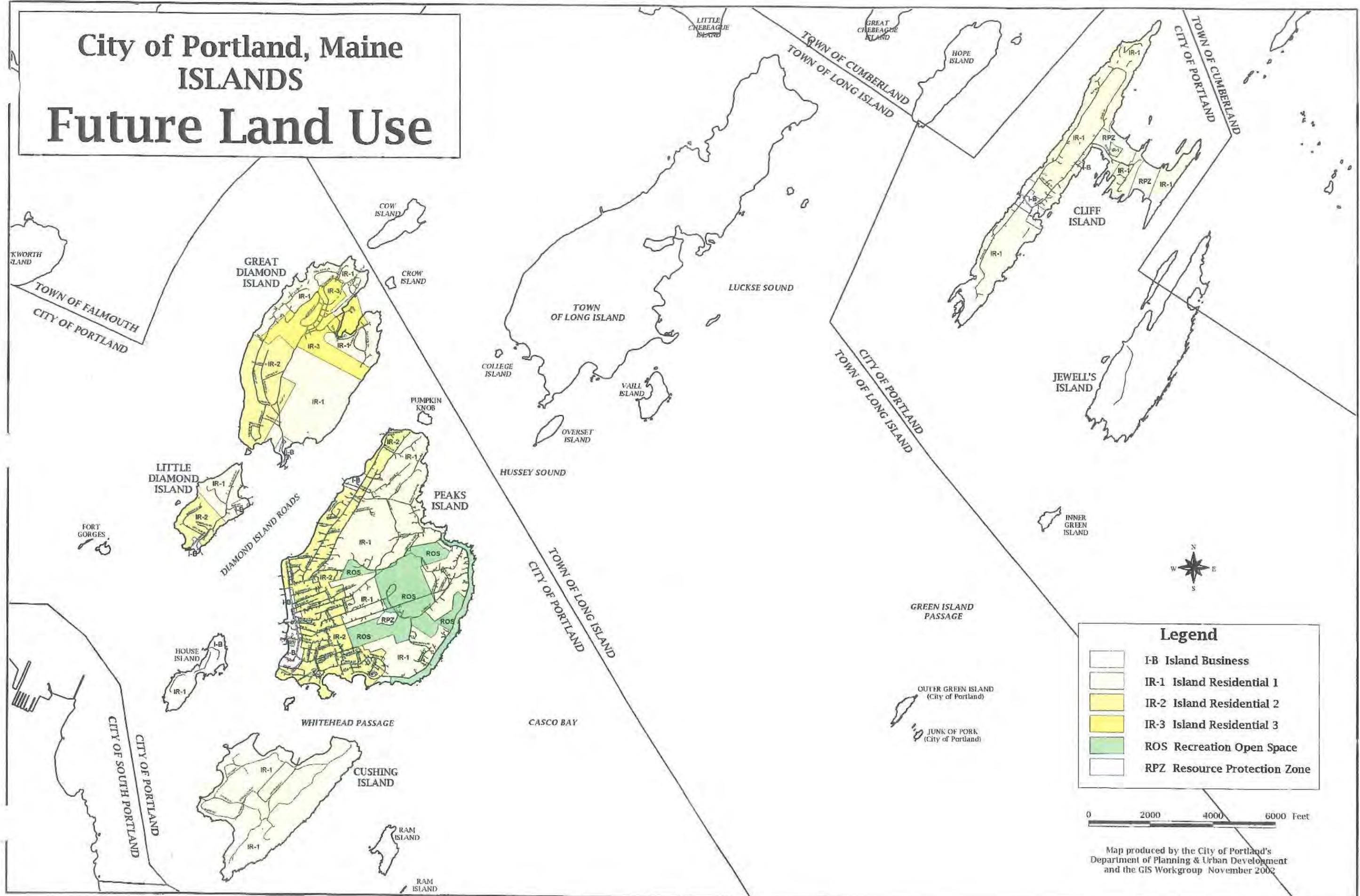


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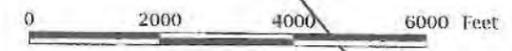
Map produced by the City of Portland's
Department of Planning & Development
and the GIS Workgroup
May 2005

City of Portland, Maine ISLANDS Future Land Use

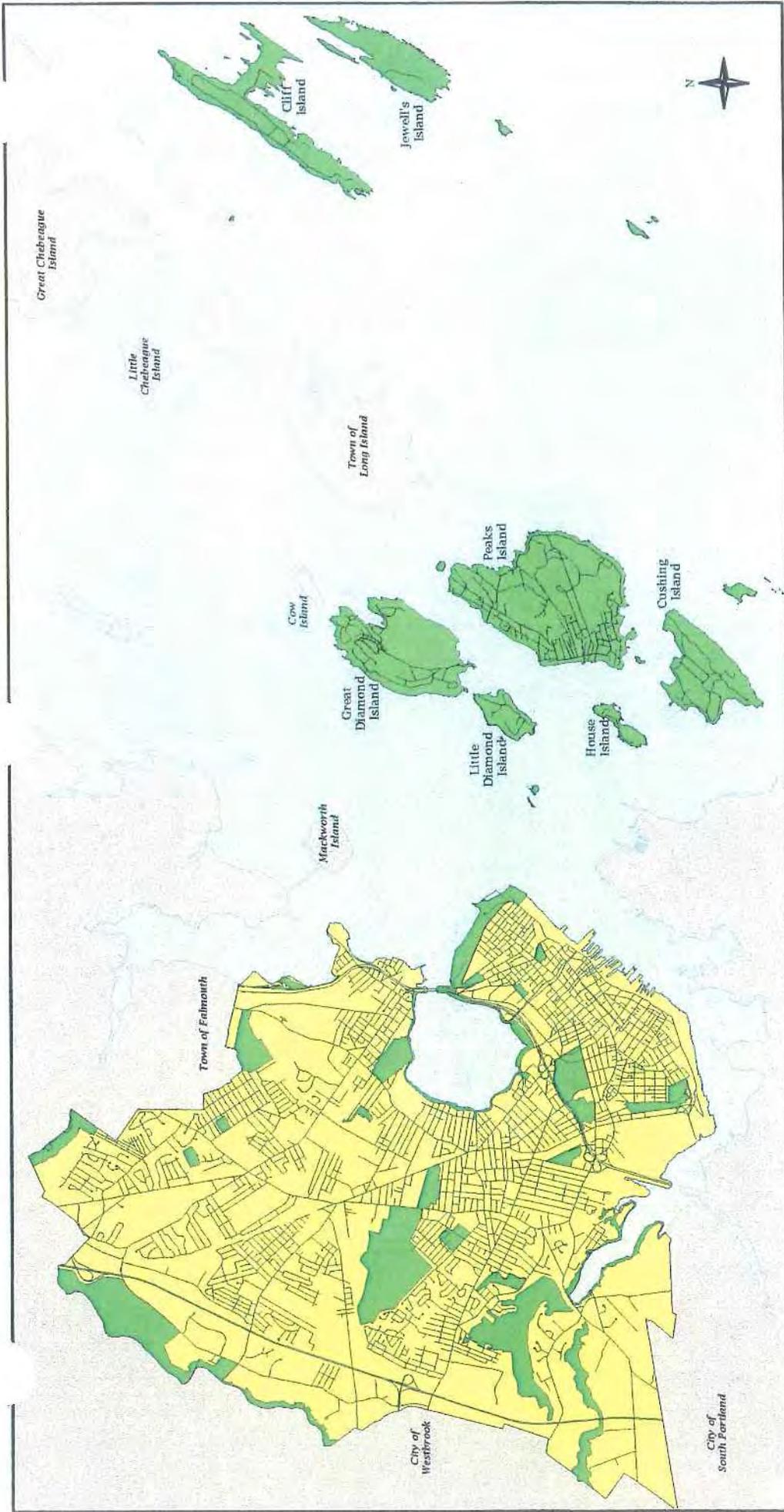


Legend

- I-B Island Business
- IR-1 Island Residential 1
- IR-2 Island Residential 2
- IR-3 Island Residential 3
- ROS Recreation Open Space
- RPZ Resource Protection Zone



Map produced by the City of Portland's
Department of Planning & Urban Development
and the GIS Workgroup November 2002



GROWTH & RURAL AREAS

CITY of PORTLAND, MAINE



Rural Areas



Growth Areas



GROWTH AREA BY ZONING CLASSIFICATIONS IN PORTLAND

RESIDENTIAL ZONES

1. R-1 RESIDENTIAL

Location: Residential R-1 is located in the Stroudwater neighborhood (an outer ring neighborhood) along outer Westbrook Street and stretches to the Stroudwater River. The second R-1 area is near the Jetport along outer Congress Street.

Current and Proposed Zoning: All land currently zoned R-1.

Discussion: The R-1 zone provides for lower density residential development characterized by single-family homes on individual lots in outlying areas of the city. The R-1 zone allows single-family units, including multiple component and single-component manufactured housing on individual lots except within a National Register Historic District.² Parks, home occupations municipal uses and agricultural uses (with some limitations). Conditional uses include sheltered care group homes, an accessory unit within a principal residential structure, and institutional uses, such as schools, long-term care facilities, churches, day care centers, and private clubs. The minimum residential lot size is 15,000 square feet. Potential text amendments will be considered to update the residential zones in conformance with the recommendations of Housing: Sustaining Portland's Future. Neighborhoods are encouraged to address the city's housing issues through the Neighborhood Based Planning Process.

2. R-2 RESIDENTIAL

Location: The Residential R-2 zone encompasses the Stroudwater Village and a significant amount of the northerly portion of North Deering (both outer ring neighborhoods).

Current and Proposed Zoning: All land currently zoned R-2.

Discussion: The purpose of the zone is to provide for low-density residential development characterized by single-family homes on individual lots in outlying areas of the city. The R-2 zone permits the same range of uses as allowed in R-1, including multiple component and single-component manufactured housing on individual lots. The lot size in R-2 is smaller than in R-1 with a minimum residential lot of 10,000 square feet. Potential text amendments will be considered to update the residential zones in conformance with the recommendations of Housing: Sustaining Portland's Future. Neighborhoods are encouraged to address the city's housing issues through the Neighborhood Based Planning Process.

² Portland's performance standards for single-component manufactured housing are contained in the appendix. Single family single-component and multiple-component manufactured housing is allowed in Residential R-1, R-2, R-3, R-4, R-5, R-5A, and R-6 zones, except in a National Register Historic District.

3. R-3 RESIDENTIAL

Location: The Residential R-3 zone is a medium density zone, which is found extensively throughout off-peninsula neighborhoods (both outer and inner ring areas), such as Riverton, North Deering, East Deering, Nason's Corner, and Libbytown.

Current and Proposed Zoning: All land currently zoned R-3.

Discussion: The purpose of this zone is to provide for medium-density residential development characterized by single-family homes on individual lots and also to provide for planned residential unit developments (PRUD) on substantially sized parcels. Single-family multiple- or single-component manufactured housing is allowed on individual lots in separate ownership, except in a National Register Historic District. Such development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood. In addition to the permitted residential uses in R-1 and R-2, the R-3 zone allows planned unit developments with horizontally attached dwelling units. The minimum lot size is 6,500 square feet, which is also the allowable density for PRUDs as calculated based the net land area (wetlands, watercourses, stormwater retention areas, inaccessible areas, steep slopes and easements deducted from land total). Potential text amendments will be considered to update the residential zones in conformance with the recommendations of Housing: Sustaining Portland's Future. Neighborhoods are encouraged to address the city's housing issues through the Neighborhood Based Planning Process.

4. FH FLEXIBLE HOUSING OVERLAY ZONE

Location: There are three general areas with the Flexible Housing Overlay Zone. Flexible housing zones are found on outer Congress Street, on both sides of outer Ocean Avenue, and between Warren and Forest Avenues.

Current and Proposed Zoning: All land currently zoned Flexible Housing Overlay Zone (FH).

Discussion: The intent of this classification is to establish an overlay zone in which manufactured housing development is permitted in addition to those uses permitted in the underlying residential zone. The purpose of this division is to accommodate additional housing types in appropriate areas of the city, while protecting the value and integrity of established residential neighborhoods and ensuring a balanced and orderly pattern of residential development. No changes to this zone are anticipated at this time.

5. R-4 RESIDENTIAL

Location: The Residential R-4 zone is in the westerly portion of the West End neighborhood, which adjoins the Western Promenade on the peninsula.

Current and Proposed Zoning: All land currently zoned R-4 Residential.

Discussion: The intent of the zone is to preserve the unique character of the Western Promenade area of the city by controlling residential conversions and by allowing the continued mix of single-family, two-family, and low-rise multifamily dwellings and other compatible development at medium densities. Single and two-family dwellings are permitted along with single-family manufactured housing, except in National Register Historic Districts. The residential conditional uses listed under R-4 include sheltered care group homes, alteration of an existing structure to accommodate one or more units, and multiplex development (building with 3 or more units). Other conditional uses include schools, churches, and day care facilities. The minimum residential lot size is 6,000 square feet in the R-4 zone and a multiplex (3 or more units) requires a minimum of 9,000 square feet with 3,000 square feet per unit. The minimum lot area per unit may be reduced by 20% for special needs independent living units. Potential text amendments will be considered to update the residential zones in conformance with the recommendations of Housing: Sustaining Portland's Future. Neighborhoods are encouraged to address the city's housing issues through the Neighborhood Based Planning Process.

6. R-5 RESIDENTIAL

Location: The R-5 zone is found in neighborhoods off the peninsula within most of the inner ring of neighborhoods. There are several scattered R-5 zones for multi-family housing in the outer ring of neighborhoods.

Current and Proposed Zoning: All land currently zoned R-5 Residential.

Discussion: To provide appropriate areas of the city for medium-density residential development characterized by single-family and low-intensity multifamily dwellings on individual lots; to ensure the stability of established medium-density neighborhoods by controlling residential conversions; and to provide for planned residential unit development on substantially sized parcels. Such PRUD development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.

The residential uses permitted in the R-5 zone include single and two-family structures, multiplex housing (3 or more units), Planned Residential Developments (PRUD) with horizontally or vertically attached units, single-family manufactured housing units, and handicapped family units. Parks, home occupations, and special needs independent living units are permitted. Some of the other conditional uses include sheltered group homes, alteration of a structure for 3 or more dwelling units, conversion of units to lodging houses, schools, churches, private clubs, hospitals, colleges, and day care facilities. The minimum lot size requirements and the density standards for multiplexes are the same as R-4, except that special needs housing requires 3,600 or 4,800 square feet depending upon street frontage. PRUDs require a minimum of 2 acres with 3,000 square feet of net usable land area required per unit. Potential text amendments will be considered to update the residential zones in conformance with the recommendations of Housing: Sustaining Portland's Future. Neighborhoods are encouraged to address the city's housing issues through the Neighborhood Based Planning Process.

7. R-5a RESIDENTIAL

Location: There is one R-5a zone along Canco Road that encompasses an elderly housing complex.

Current and Proposed Zoning: All land currently zoned R-5a.

Discussion: To provide for moderate-density residential development in off-peninsula sections that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have the capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible with surrounding neighborhoods; and to increase affordable housing opportunities in off-peninsula locations by providing a moderate-density zone.

The permitted residential uses in the R-5a zone are very similar to those in the R-5 zone, except that multiplexes are not allowed. The other significant difference is that PRUDs may be developed at a higher density. PRUDs in an R-5a zone require a minimum of 3 acres and a minimum net land area of 1,600 square feet per unit compared to 3,000 square feet in the R-5 zone. The R-5a is applied through rezoning when a site and development proposal meets the intent of this zoning classification. This would be a tool for encouraging more housing in specific neighborhood locations as determined through the city's neighborhood based planning program and recommended in Housing: Sustaining Portland's Future. Potential text amendments will be considered to update the residential zones in conformance with the recommendations of Housing: Sustaining Portland's Future.

8. R-6 RESIDENTIAL and PROPOSED R-6 OVERLAY ZONE

Location: The R-6 zone is found primarily on the peninsula in the neighborhoods of Parkside, West End, St. John Street area, Munjoy Hill and Bayside.

Current and Proposed Zoning: All land currently zoned R-6 Residential.

Discussion: The intent of the R-6 zone is to set aside areas on the peninsula for housing characterized primarily by multifamily dwellings at a high density providing a wide range of housing for differing types of households; and to conserve the existing housing stock and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other nonresidential uses.

The R-6 zone permits single and two-family dwellings, multi-family dwellings, single-family manufactured housing units, lodging houses, home occupations, special needs independent living units bed and breakfast establishments, parks, and municipal facilities. Conditional uses include sheltered group homes, schools, long and intermediate care facilities, churches, private clubs, community

hall, hospital, colleges, professional offices, and day care facilities. The minimum lot size for a one or two-family dwelling is 4,500 square feet. There is a minimum of 1,000 square feet of land area per dwelling unit for multi-family housing. The minimum land area per room in a lodging house is 250 square feet and the intermediate care facility requires 8,000 square feet for the first 35 residents and then 350 square feet for each additional resident.

Currently, the R-6 Zone Amendments for Small Lot Infill Development are being prepared to allow undersized vacant lots to be developed at former density and setback requirements. The intent of these amendments is to encourage new housing on small infill lots in a manner consistent with the existing compact lot development pattern typically found on the peninsula. The current R-6 zoning text in many respects does not reflect the existing development pattern, so the amendments are intended to address the development of vacant lots that are less than 10,000 square feet. The proposed amendments include changes in the space and bulk requirements, such as front yard setbacks, side yards, maximum lot coverage, parking requirements, and minimum lot sizes. The R-6 small lot provision provides flexibility from the normal R-6 requirements. The flexibility is balanced with design standards to ensure buildings of high quality that blend with the character of the neighborhood. The design standards being developed address proportion and scale, balance, articulation, massing, context, orientation to the street, and materials.

Other potential text amendments will be considered to update the residential zones in conformance with the recommendations of Housing: Sustaining Portland's Future. Neighborhoods are encouraged to address the city's housing issues through the Neighborhood Based Planning Process.

9. R-7 COMPACT URBAN RESIDENTIAL OVERLAY

Location: The R-7 is an overlay zone of the R-6 zone. The scattered R-7 sites are found on the peninsula, primarily in Bayside and the West End. It is targeted for undersized lots that are no longer buildable under the R-6 regulations.

Current and Proposed Zoning: All land currently zoned R-7 and additional areas as identified by applicants, through planning efforts or through the Neighborhood Based Planning Program.

Discussion: The purpose of the R-7 Compact Urban Residential Overlay Zone is to encourage and accommodate compact residential development on appropriate locations on the Portland peninsula, pursuant to the New Vision for Bayside element of the comprehensive plan and housing plans of the City of Portland. Sites suitable for in-city living should be within walking distance of downtown or other work places, shopping and community facilities and have access to public or private off-site parking or transit service. The intent of this zone is to foster increased opportunities for compact in-city living for owners and renters representing a variety of income levels and household types.

Locations for siting the R-7 Zone are intended to be located on the peninsula of Portland, in the area encompassed in the Bayside plan, and other peninsula R-6

locations characterized by moderate to high density multi-family housing in a form and density exceeding that allowed in the R-6 Zone and where infill development opportunities exist; and areas on the peninsula with mixed business and residential zoning and uses which can accommodate higher density infill residential development without negatively impacting the existing neighborhood or adjacent properties. It may be appropriate in some cases to rezone to R-7 overlay through conditional or contract zoning to ensure that the new development is architecturally appropriate and compatible with the surrounding neighborhood.

The R-7 zone has no minimum lot size, frontage or setback requirements. The lot may have 100% coverage and only 1 parking space per unit is required. The maximum residential density is 725 square feet of land area per dwelling unit, except where the property is located within 500 feet of a public park and then the maximum density is 435 square feet of land area per unit. The R-7 zone contains design standards for residential development. This zone incorporates the recommendations of Housing: Sustaining Portland's Future and A Vision for Bayside.

GROWTH AREA BY ZONING CLASSIFICATIONS IN PORTLAND

OFFICE ZONES

1. R-P RESIDENCE PROFESSIONAL

Location: The R-P zone is scattered throughout the city in discreet locations along the City's arterials and adjoining residential areas.

Current and Proposed Zoning: All land currently zoned R-P Residence Professional.

Discussion: The R-P zone is to provide appropriate locations for the development and operation of low-intensity business uses, including professional offices on or near major arterials, that are compatible in scale, density and use with surrounding and adjacent residential neighborhoods. The R-P zone also serves as a transition or buffer zone between residential and more intensive nonresidential zones. The permitted uses in RP include residential uses, professional offices, and business services. Other offices that meet the standards of a conditional use are allowed in the zone along with the conditional uses permitted in the adjoining residential zone. A minimum lot size of 6,000 square feet is required. No changes to this zone are anticipated at this time.

2. O-P OFFICE PARK

Location: The largest area of this zone is found between the Stroudwater River and outer Congress Street, which accommodates the UNUM/Providence office campus. Two areas off Rand Road were recently zoned OP in accordance with recommendations from the adopted plan for the Nason's Corner neighborhood.

Current and Proposed Zoning: All land currently zoned O-P Office Park.

Discussion: The purpose of the O-P zone is to provide substantial areas for the integrated development of professional offices in a park- or campus-like setting which are of the highest quality, are well designed and maintained and are compatible with their natural surroundings. The OP zone allows professional offices and office complexes, research and development establishments, printing and publishing facilities, day care facilities, and incidental uses. The OP zone requires design standards, such as a master plan for the office park, design relationship to the site, landscaping, preservation of natural features, buffers and screens, architectural design, and other standards. The minimum lot size is 1.5 acres. No changes to this zone are anticipated at this time.

GROWTH AREA BY ZONING CLASSIFICATIONS IN PORTLAND

BUSINESS ZONES

1. B-1 NEIGHBORHOOD BUSINESS

Location: This zone is used in limited areas for neighborhood businesses in either discreet locations, such as intersections, in residential neighborhoods or as a transition zone between more intensely developed business areas and residential uses. There are 23 separate locations throughout the City.

Current and Proposed Zoning: All land currently zoned B-1.

Discussion: The purpose of the B-1 neighborhood business zone is to provide limited areas for the location of small-scale commercial establishments intended to serve a local market. As a result, uses shall be complimentary, quiet and generally do not disturb the comfort and enjoyment of the adjoining neighborhood environment. Uses shall be designed for the pedestrian scale and will provide convenient access for nearby residents and workers to walk in to purchase goods and services. Buildings and uses shall be designed with attractive storefronts or similar features, with windows and doors convenient to a public sidewalk. Building additions are encouraged but not required to meet the maximum setbacks of 14-165(c)(3). This zone shall encourage mixed-use buildings such as commercial first floor with residential uses above or combined retail/office uses in a multistory structure. Suitable locations for this zone may include street intersections and arterial streets with existing or proposed traditional neighborhood retail and service uses.

The Neighborhood Business zone allows residential uses. It was updated in 1999 in accordance with Portland's Transportation Plan to encourage multi-family dwelling units above commercial uses at the R-6 density and encourage business development along street lines. The permitted uses include professional offices, business services, personal services, retail establishments with limited hours, beverage dealers under specified conditions, churches, schools, nursery schools, small clinics, lodging houses, day care facilities and bed and breakfast establishments. Restaurants are a conditional use. The update in 1999 also revised the dimensional requirements. The B-1 zone does not have a minimum lot size, encourages buildings to be built up to the street line, allows greater lot coverage, and limits building size to encourage compatible development. No changes to the zone are anticipated at this time.

2. B-1b NEIGHBORHOOD BUSINESS

Location: The B-1b zone is used in very limited circumstances. It is located along Stevens Avenue near Deering Center and encompasses one parcel on Veranda Street.

Current and Proposed Zoning: All land currently zoned B-1b.

Discussion: The purpose of the B-1b neighborhood business zone is to provide appropriate opportunities for the establishment of small-scale ground floor commercial uses in existing buildings, serving a local market, while preserving residential uses and character above the ground floor of structures. Building additions are encouraged but not required to meet the maximum setbacks of 14-165(c)(3). Suitable locations for this zone may include street intersections, arterial streets, and sites with existing or traditional neighborhood retail and service uses. The B-1b allows the same range of uses permitted in B-1 on the ground floor of existing structures while maintaining residential uses above. No changes to the zone are anticipated at this time.

3. B-2 and B-2c COMMUNITY BUSINESS

Location: The B-2 zone is located along Forest Avenue between Woodford and Morrill Corners and it is the zone in which most of the city's shopping centers and associated areas are located. This includes Pine Tree Shopping Center, Northgate, Northport, and Rainbow Mall office park, Hannaford, Westgate, Union Station Plaza and several other business areas throughout the city. The B-2c zone is located along the westerly side of Forest Avenue between Saunders Street and Baxter Woods

Current and Proposed Zoning: All land currently zoned B-2 and B-2c.

Discussion: The intent of the B-2 zone is to provide appropriate locations for the development and operation of community centers offering a mixture of commercial uses and services serving the adjoining neighborhoods and the larger community. The variety, sites and intensity of the permitted commercial uses in the B-2 zone are intended to be greater than those permitted in the B-1 neighborhood business zone. The B-2 zone will provide a broad range of goods and services and general businesses with a mixture of large and small buildings such as grocery stores, shops and services located in major shopping centers and along arterial streets. Such establishments should be readily accessible by automobile and by pedestrians. Development in the B-2 zone should relate to the surrounding neighborhoods by design, orientation, and circulation patterns.

The B-2 zone permits a broad range of business uses, including uses such as restaurants, drinking establishments, veterinary clinics, theaters, hotels or motels, and colleges. Drive-through facilities are permitted with performance standards. Conditional uses include auto related businesses, printing establishments, wholesale operations, and research establishments. A recent change to the zone encourages multifamily units above first floor commercial uses and residential developments are allowed. There is a 10,000 square foot minimum lot size for non-residential uses. There are no minimum front yard requirements, except that the front yard shall not exceed the average depth of the adjoining properties front yards (to encourage development closer to the street line). Maximum impervious surface ratio is 80%. No changes to the zone are anticipated at this time.

The B-2 c zone is intended to protect and enhance the quiet enjoyment of adjoining residential neighborhoods from the impacts of businesses that serve liquor and from other uses that are incompatible with adjoining neighborhoods due to noise, thus drinking establishments are not permitted in the B-2c zone.

4. B-2b COMMUNITY BUSINESS

Location: The B-2b zone is a newly created zone that is in accordance with the Transportation Plan and housing recommendations. It is primarily located on the peninsula along portions of Washington, India Street area, portions of Forest Avenue and Portland Street, and Congress Street. It is also located along Forest Avenue between Preble Street and Woodford's Corner.

Current and Proposed Zoning: All land currently zoned B-2b.

Discussion: B-2b zone is intended to provide neighborhood and community retail, business and service establishments that are oriented to and built close to the street. The B-2b zone is appropriate in areas where a more compact urban development patterns exist on-peninsula or in areas where a neighborhood compatible commercial district is established off-peninsula and each area exhibits a pedestrian scale and character. Such locations may include the peninsula and other arterials and intersections with an existing urban or neighborhood oriented building pattern. Building additions are encouraged but not required to meet the maximum setbacks of 14-185(c). The uses are generally the same as in the B-2 zone, except some of the auto related uses and drive-through facilities are more limited. There is no minimum lot size for non-residential uses. The B-2b zone has a required maximum front yard setback of 10 feet, thus development will be close to the street and maintain the urban character of these areas. Maximum impervious surface ratio is 90%. No changes to the zone are anticipated at this time.

5. AB AIRPORT BUSINESS

Location: The zone encompasses the airport and some adjoining land.

Current and Proposed Zoning: All land currently zoned AB.

Discussion: To provide an area for the development of airport-related enterprises. Appropriate uses permitted in this district are those customarily associated with the operation of the airport terminal and individual airlines and accessory uses to provide for the comfort and convenience of the airport's patrons and employees. The permitted uses in the AB zone include airline terminal, airport services, car rental services, hotel/motels, restaurants, bars, parking garages, and accessory uses. The minimum lot size is 20,000 square feet. No changes to the zone are anticipated at this time.

6. B-3 DOWNTOWN BUSINESS

Location: B-3 encompasses the central business district. It is generally located from Commercial Street to Cumberland Avenue, Franklin Arterial and to State Street.

Current and Proposed Zoning: All land currently zoned B-3

Discussion: The B-3 zone is intended to maintain and enhance the role of the downtown as the business and commercial center of the region. It is intended to enhance and promote the orderly expansion of retail and service businesses downtown,

satisfying the related needs of the city's resident, working and visitor populations. Encourage increased housing opportunities downtown for a diverse residential population. Enhance the pedestrian environment through the encouragement of intensive mixed-use activities, through the enhancement and maintenance of public and private open space, and through the enlivenment and increased attractiveness of the street environment. The zone also encourages excellence in urban design and preserve and capitalize on the unique character and historic fabric of the downtown through the encouragement of reuse of significant existing structures. Provide opportunities for an enhanced presence and integration of the arts and cultural activities downtown and reinforce the role of the downtown as a meeting place for community residents and visitors alike from all walks of life and all socio-economic groups. It also is intended to provide adequate parking and transportation facilities, which promote accessibility, enhance and encourage development opportunity, and enhance and protect the pedestrian environment. The purpose statement also states to provide for the relocation of residents who are displaced by development.

Within the B-3 zones is the pedestrian activities district (PAD) overlay zone. The purpose is to create continuity of pedestrian-oriented uses along streets where such uses predominate and along streets, which, over time, will establish and maintain a strong retail and pedestrian-oriented use pattern.

The B-3 zone allows residential, institutional, and other uses. It has an extensive list of permitted business uses, including such uses as convention facilities, theaters and exhibition halls, restaurants, drinking establishments, offices, retail facilities, hotels, parking garages, communication studios and other business uses. Where the PAD district overlay zone exists, pedestrian oriented uses must occupy at 75% of the building's first floor street frontage and a separate list of permitted PAD uses is contained in the zone. There is also the Old Port Overlay zone, which is intended to separate drinking establishments and encourage a mix of businesses uses within this area. There are no minimum lot size requirements, buildings are to be within 5 feet of the street line, there are no residential density requirements, a maximum lot coverage of 100 %and the minimum building height is 35 feet with maximums determined with the height overlay requirements. There are specified floor area regulations for buildings over 125 feet and there are downtown urban design guidelines for the B-3 zone. No changes to the zone are anticipated at this time.

7. B-3c DOWNTOWN BUSINESS

Location: Forest Avenue between Congress Street and Cumberland Avenue.

Current and Proposed Zoning: All land currently zoned B-3c.

Discussion: The B-3c downtown business zone recognizes that the business uses appropriate in this zone are constrained by the proximity of multi-unit elderly housing. In addition to the purposes of the B-3 and B-3b zones, the purpose of the B-3c zone is to promote the safety, quiet enjoyment, and general welfare of citizens residing in a dense urban neighborhood by decreasing the conflicts between residential uses and loud, uncontrolled late night activities. No drinking establishments or

chemical-free nightclubs are allowed in the B-3c and special noise level requirements are specified for the B-3 and B-3c zones. No changes to the zone are anticipated at this time.

8. B-4 COMMERCIAL CORRIDOR

Location: The B-4 zone encompasses both sides of Warrant Avenue and the business areas along Riverside Street from Brighton Avenue to just beyond Warren Avenue. One small B-4 area is applied to the former Nissan's Bakery facility on Washington Avenue.

Current and Proposed Zoning: All land currently zoned B-4.

Discussion: The zone provides appropriate locations in the city for the development and operation of businesses catering primarily to highway-oriented trade along major arterials (uses which have market areas which are primarily dependent on the regional highway network or serve a regional or larger market). The B-4 zone also provides opportunities at appropriate locations for large-scale commercial uses and commercial uses that require larger land areas to accommodate their operations. The full range of business uses are permitted in the B-4 zone, including automobile services, dealerships and major gasoline service stations. The minimum lot size is 10,000 square feet, the maximum height is 65 feet and the maximum impervious-surface coverage is 80%. No changes to the zone are anticipated at this time.

9. B-5 and B-5b URBAN COMMERCIAL MIXED USE ZONE

Location: The B-5 zone is located in Bayside and along Marginal Way, a small area along Fore Street near the waterfront, and the Thompson's Point area. B-5b is located on the upland side of west Commercial Street.

Current and Proposed Zoning: All land currently zoned B-5 and B-5b.

Discussion: The purpose of the B-5 and B-5b zones is to provide zones in areas of the peninsula near the central business district where a mixture of uses, including marine, industrial, commercial, and residential, is encouraged. Larger underdeveloped lots characterize the B-5 and B-5b zones with great potential for denser, clustered, urban mixed-use development and more efficient reuse of existing land and buildings.

It is anticipated that such denser, mixed uses would rely on a shared infrastructure system, including service alleys, parking lots, public transportation facilities, stormwater management, and driveways. The B-5 zones permit a wide array of business, low impact industrial, marine, residential, public, institutional, and other uses. Dimensional requirements are as follows: there is no minimum lot size requirement; it allows 100% maximum lot coverage; a maximum residential density of 60 units per acre is possible; and a maximum building height of 65 feet is allowed. B-5b requires that building be setback from the street no more than 10 feet. No changes to the zone are anticipated at this time.

10. B-6 Waterfront Zone

Location: The B-6 zone is located Between Fore Street and the water's edge in the Eastern Waterfront.

Current and Proposed Zoning: All land currently zoned B-6.

Discussion: The purpose of the B-6, Eastern Waterfront Mixed Zone is to establish a zoning district for the upland portion of the Eastern Waterfront area. The B-6 zone encourages this district to acquire a distinctly urban form through development that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design. The zone promotes a range of uses to achieve twenty-four hour urban vitality and shared use of parking infrastructure as recommended in the Eastern Waterfront Master Plan for Redevelopment.

The zone provides the regulatory framework to promote the mixed-use development pattern envisioned for urban land on Portland's peninsula. Specific development criteria, including building height overlays and design standards, may be established for this district to supplement the zone.

The B-6 zone offers a wide array of commercial uses, including tourist accommodations, retail and personal service businesses, offices and marine-related operations within the permitted uses. Multi-family housing and mixed-use residential and commercial structures are encouraged within the area. There are no minimum dimensional requirements; however there is a maximum setback standard of ten (10) feet. New structures are required to be built to the key building envelopes shown on the Eastern Waterfront Building Height Overlay Map, with a minimum length street wall along street frontage and with a minimum of three floors of habitable space. The B-6 zone contains fourteen (14) performance standards for external impacts, such as noise, vibrations, storage and other factors.

GROWTH AREA BY ZONING CLASSIFICATIONS IN PORTLAND

INDUSTRIAL ZONES

1. I-L and I-Lb INDUSTRIAL

Location: The low impact industrial zones are located off St. John and Congress Streets, along the westerly edge of the Turnpike between Rand Road and the Stroudwater River, near Morrill's Corner and Canco Road, an area along Riverside Street, along the westerly edge of Presumpscot Street, and near Tukey's Bridge. The I-Lb zone is located along the easterly end of Marginal Way.

Current and Proposed Zoning: All land currently I-L and I-Lb

Discussion: The low impact industrial zone is intended to provide areas in which low impact industrial uses will be compatible with adjacent residential uses, will provide a buffer between residential neighborhoods and the I-M or I-H industrial zones, or will stand alone as a smaller scale industrial district. The I-L zone is located adjacent to residential neighborhoods, business uses and other industrial uses where the low intensity nature of the uses, as well as their strict performance standards, will ensure the compatibility of the uses with other adjacent industrial and non-industrial uses.

Performance standards for uses in the I-L zone are designed to maintain compatibility between low impact industrial uses and neighboring non-industrial and industrial uses. Performance standards include full enclosure of uses and requirements for buffers and screening from adjacent properties. The permitted uses include light industrial uses, research facilities, lumberyards, commercial kitchens, contractor establishments, day care facilities, amusement centers, marinas, intermodal transportation facilities and other uses. Prohibited uses are specified in the zone. There is no minimum lot size requirement; however, the maximum impervious surface for I-L is 65% and for I-Lb it is 100%. There are minimum setbacks in the I-L zone, but none in the I-Lb unless the use is adjoining a residential zone. No changes to the zone are anticipated at this time.

2. I-M and I-Mb INDUSTRIAL

Location: The moderate intensity industrial zone is the largest industrial zone. It encompasses land on the westerly side of the Turnpike from the Stroudwater River to South Portland, the Rand Road industrial area, and along portions of the following streets: Riverside Street; Riverside Industrial Parkway; Davis Farm Road; Warren Avenue; Presumpscot Street; Canco Road; St. James Street; and in the vicinity of Tukey's bridge. The I-Mb zone is located along the southerly end of St. John Street.

Current and Proposed Zoning: All land currently I-M and I-Mb.

Discussion: The moderate impact industrial zones are intended to provide zones in areas of the city in which light and moderate impact industries and transportation-related uses will coexist. The moderate impact industrial (I-M) zones are located on

arterials or collectors. The I-Mb-zones are similarly located on the peninsula. These locations provide for direct access onto arterials, thereby protecting residential neighborhoods from drive-through traffic.

The I-M and I-Mb industrial zones are intended to provide for larger industrial buildings and for the limited or controlled use of areas outside of structures for storage of materials and machinery. These facilities often require large volumes of imported materials and products, which result in large volumes of shipping and receiving. Often uses may be highway-oriented and transportation-related, thus relying on citywide and regional transportation infrastructure. Industrial uses in the moderate impact industrial zones may require separation from higher impact uses, which should be directed to the high impact industrial zone. The list of permitted uses is more extensive than in the I-L and there are performance-based standards for the uses. Prohibited uses are specified.

For all uses except correctional facilities, there are no minimum lot size requirements, lot coverage may be 75%, maximum building height is 75 feet and there are setback standards. The I-Mb is designed for more urban locations, so it allows 100% lot coverage and setbacks are eliminated unless the property abuts a residential zone. No changes to the zone are anticipated at this time.

3. I-H AND I-Hb INDUSTRIAL

Location: The high impact industrial zones are located in three limited areas along outer Warren Avenue, off Riverside Street, and off Bishops Street.

Current and Proposed Zoning: All land currently I-H and I-Hb.

Discussion: The high impact industrial zones are intended to provide areas suitable for higher impact industrial uses than are permitted in other industrial zones and other uses including hospital campuses that are capable of demonstrating, through design, layout and topography, their compatibility with, or non-intrusion on, existing or future higher impact industrial uses on adjacent or neighboring I-H zoned properties. Due to the intensity of use, the I-H zones are intended for use, which may require extensive outdoor storage and usage and may utilize heavy equipment. Processes may require separation from residential or sensitive environmental areas. The I-H zones are separated from other non-industrial uses as well as natural or constructed features.

High impact industrial uses will be of a higher intensity, with more lot coverage, than the other zones. Due to the intensity of uses, the performance standards will allow for the higher intensity of use. The permitted uses build on those uses allowed in I-L and I-M and permits more intensive uses. Prohibited uses are specified. There is no minimum lot size, 85% lot coverage in I-H, maximum building height of 75 feet, and lot setbacks. Currently there is no area zoned I-Hb, however it is a zone appropriate for urban locations with its 100% lot coverage and minimal or no setbacks. No changes to the zone are anticipated at this time.

GROWTH AREA BY ZONING CLASSIFICATIONS IN PORTLAND

WATERFRONT ZONES

1. WCZ WATERFRONT CENTRAL ZONE

Location: The waterfront central zone is located east of the Commercial Street between the Maine State Pier and Deaks Wharf.

Current and Proposed Zoning: All land currently WC.

Discussion: The waterfront central zone was created to protect and nurture water-dependent and marine-related support uses so that they may grow and prosper in an environment and area dedicated to this purpose. The following priority of uses is recognized:

- (a) The first priority of this zone is to protect and nurture existing and potential water-dependent uses;
- (b) The second priority is to encourage other marine and marine-related support uses so long as they do not interfere with water-dependent uses, either directly by displacement or indirectly by placing incompatible demands on the zone's infrastructure;
- (c) Other specified uses are encouraged only if they do not interfere with and are not incompatible with first and second priority uses.

Other specified uses are beneficial to the waterfront economy because they provide the financial return to property owners necessary for the maintenance and improvement of the marine infrastructure. However, water-dependent and marine-related support uses by their nature have activities and operational needs that are unique to this area and are not shared by other commercial and industrial uses in the city. These first and second priority uses and related activities may result in noise, odor, dust, hours of operation, parking and traffic patterns and traffic control needs that are necessary for the convenient and successful conduct of such uses. Other uses may not be compatible with these types of effects. Other specified uses are permitted under certain circumstances in the waterfront central zone, provided that they do not significantly interfere with the activities and operation of water-dependent and marine-related support uses. Such uses must be, and are assumed to be, aware of the impacts associated with marine uses and therefore must accept and be tolerant of them. Other specified uses in the zone shall accommodate to those patterns and needs of the higher priority uses so long as those higher priority uses do not have a substantially adverse effect on public health and safety and the higher priority activities are conducted in accordance with sound practices or practices customary in the trade.

The permitted uses in the WC are marine related. Non-marine related commercial or limited industrial uses are permitted above the ground floor level

in buildings in existence in 1993 provided that the non-marine uses do not exceed 50% of the total floor area of the building. There are also conditional marine uses in this zone. There are no minimum dimensional requirements except for a 5-foot setback from the pier line. No changes to the zone are anticipated at this time.

2. WPDZ WATERFRONT PORT DEVELOPMENT ZONE

Location: The waterfront port development zone is located along the easterly and westerly ends of the waterfront. The zones are east of Commercial Street and encompass the Maine State Pier northerly to the WSUZ zone, and from roughly State Street to the Veteran's Bridge.

Current and Proposed Zoning: All land currently WPDZ.

Discussion: Transport of goods by water to and from Portland is an important component of both the local and regional economy. This commerce is dependent upon land with direct access to the dredged deep-water channel of the Fore River.

Waterfront land with direct deep-water access shall be restricted to uses, which contribute to port activity. This zone exists, therefore, to ensure the continued viability of the Port of Portland. Uses in the port development zone, while governed by the same performance standards as other industrial zones, are limited to those uses which are dependent upon deep water and which contribute to port activity. Non-marine industrial activity may be allowed only on a temporary basis and only to the extent it will not preclude or impede any future water-dependent development.

The permitted uses include marine related uses, such as marine repair services, harbor and marine supplies, shipbuilding, cargo handling facilities, boat repair yards, marine construction and salvage, and marine pollution control facilities. The permitted commercial uses include intermodal transportation facilities principally serving vessels with regular scheduled destination service, warehousing of goods awaiting shipment by cargo carriers, and marine cargo container maintenance and repair. The only dimensional requirements are a 5-foot setback from the pier line and a 45-foot building height limit. No changes to the zone are anticipated at this time.

3. WSUZ WATERFRONT SPECIAL USE ZONE

Location: The Waterfront special use zone is located along the upland edge of the waterfront south of Fore Street in the vicinity of Munjoy Street.

Current and Proposed Zoning: All land currently WPUZ.

Discussion: The waterfront special use zone recognizes that the uses appropriate in this zone are constrained by its proximity to the Ocean Gateway facility and heavy industrial use on the western end, a high-density residential neighborhood on the north, and park and R-OS land to the east. Uses to be located in this zone must be compatible with these existing

neighborhood uses. At a minimum, parcels in this zone generally enjoy visual access to the port. It is further recognized that this area has historically been used for marine uses and that some of the parcels have the capacity to accommodate active water-dependent uses. While physical access to the water may not currently be legally available to portions of this zone, it is anticipated that future developments in this zone may be able to negotiate easements for access. At a minimum, development in this zone should not be incompatible with marine and water-dependent uses. Uses which contribute to the maintenance and improvement of the infrastructure along the water's edge as a condition of use are strongly encouraged.

The uses allowed in this zone build upon the marine uses contained in the other zones and adds industrial uses related to marine facilities, seafood processing, and marine related uses. Permitted commercial uses allowed in existing buildings include professional office, business services, restaurants, cabinet shops, cold storage facilities and museums. There are few dimensional requirements in this zone, except for height limitations and if a property adjoins a residential zone. No changes to the zone are anticipated at this time.

GROWTH AREA BY ZONING CLASSIFICATIONS IN PORTLAND

OTHER ZONES AND AREAS

1. CONDITIONAL AND CONTRACT ZONES

Location: Conditional and Contract Zones are located throughout Portland on unique sites.

Current and Proposed Zoning: All land currently Contract Zone

Discussion: Conditional or contract zoning is 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. The conditions and restrictions that may be imposed include, by way of example:

1. Limitations on the number and types of uses permitted;
2. Restrictions on the scale and density of development;
3. Specifications for the design and layout of buildings and other improvements;
4. Schedules for commencement and completion of construction;
5. Performance guarantees securing completion and maintenance of improvements, and guarantees against defects;
6. Preservation of open space and buffers, and protection of natural areas and historic sites;
7. Contributions toward the provision of municipal services required by the development; and
8. Provisions for enforcement and remedies for breach of any condition or restriction.

No changes to the zone are anticipated at this time.

STUDY AREA AND REDEVELOPMENT AREAS

1. Presumpscot River Preserve and Presumpscot River Place – Study Area (Area C on Future Land Use Map)

The Presumpscot River Preserve is a 34-acre parcel acquired by the City of Portland to protect a significant section of the Presumpscot River Corridor. The Presumpscot River Watch's Guide to the Presumpscot River (1994) describes this section as the "largest areas of undeveloped riparian land." The preserve covers 2,450 feet of undeveloped river frontage protected by a 500 foot wide buffer.

The natural value of this corridor has long been recognized, but when a developer proposed a major subdivision on this land, the City took action to preserve the most sensitive areas of the land. With Land for Maine's future Program funds, City funds and private contributions, the City purchased a 500 foot wide buffer along the river from the developer, including land in Falmouth, which was later annexed to Portland. The developer's plans were scaled back with the subdivision located outside of the buffer. The preserve is also contiguous to Oat Nuts Park, which is owned by the City.

The preservation strategy for the preserve is to protect the river's riparian land within a 500-foot buffer from future housing. The preserve will likely be zoned to Resource Protection or Recreation Open Space, both of these zoning classifications are considered as a rural designation under the State's Growth Management regulations.

The property held by the developer is referred to as Presumpscot River Place. The City will consider the owner's application for rezoning under contract zone provisions. The owner is seeking the zone change and other regulatory approvals in order to build an age restricted housing complex.

2. **Bayside – Redevelopment Area (Area A on Future Land Use Map)**

A Vision for Bayside calls for building more housing in the Bayside neighborhood in the area that is roughly located between Kennebec Street, Cumberland Avenue, Franklin Arterial and Forest Avenue. The Plan refers to this area as "Bayside Heights." The Plan recommends developing new zoning regulations that encourage new housing at a high residential density commensurate with Bayside's role as an urban mixed-use neighborhood. The Plan also recommends that the zoning include design standards to ensure well designed and neighborhood compatible development. The Planning and Development Department has begun creating a new regulatory provision entitled the Urban Housing Overlay Zone (UHOZ).

A. Urban Housing Overlay Zone (UHOZ)

One of the challenges to simplifying the regulatory climate is that "Bayside Heights" currently contains six separate zones. The UHOZ is an overlay provision that unifies the housing provisions of the area by establishing regulations that supersede the underlying zoning provisions with regards to housing, and for building heights for all uses. Additionally, the UHOZ uses three basic zoning mechanisms to address particular challenges. These include:

1. **STREET TYPES:** The UHOZ classifies streets in the overlay zone, identifying them as one of three types of streets. The primary use of this street classification is to identify the allowable building height according to the street that a development fronts. This mechanism recognizes that the neighborhood has a "fine grain" of appropriate building height, scale and massing that is related to the character of the existing street and neighborhood context.
2. **MINIMUM FLOOR AREA RATIOS:** One intention of the UHOZ is not only encourage appropriately dense housing development, but to prohibit underdevelopment. Staff considered Minimum Density Zoning (MDZ) but was concerned that this provision might have the unintended consequence of being a disincentive for creating larger units. Instead, the UHOZ uses a minimum Floor Area Ratio (FAR) provision which insures that development have a minimum

physical density, insuring that development has an appropriate level of massing for the context of an urban neighborhood. This approach allows market flexibility that will result in a variety of dwelling forms while insuring development is appropriately urban in form and scale.

3. **SIZE OF DEVELOPMENT PARCEL:** The UHOZ does not establish a minimum lot size. Instead, it identifies three scales of housing development based on the size of the development parcel: Micro-Infill (lot up to 4500 SF), Medium-Scaled (lots greater than 4500 SF but less than one acre), and Urban Redevelopment Projects (URP) on parcels one acre or larger. Each scale of project has slightly different provisions regarding FARs, and each will have its own set of design guidelines. This provision recognized that developments have different requirements and impacts at different scales. The most far-reaching implication from this provision is connected to the Urban Redevelopment Projects. URPs will carry additional development standards that contribute to the larger "Bayside Vision" (e.g., a variety of housing types, mixed-use development, public green space, streetscape amenities, etc.). The UHOZ provides a "menu" of scored neighborhood features that the developer can choose from in order to create a proposal that achieves 100 points. This intent is to insure that the larger redevelopment opportunities provide a variety of features that contribute to the overall redevelopment goals of Bayside while encouraging creativity and allowing flexibility for the developer.

3. Eastern Waterfront – Redevelopment Area (Area B on Future Land Use Map)

A. Zoning

Rezoning the Eastern Waterfront will follow the principles, policies and guidelines listed in A Master Plan for Redevelopment of the Eastern Waterfront³ (listed under State Goal G, Marine Resources in this document) and will concentrate on four distinct areas:

1. Central Redevelopment Area

The Central Redevelopment Area of the Eastern Waterfront has been recently rezoned to a new commercial zone to facilitate mixed-use development consistent with the plan: the B-6 Eastern Waterfront Mixed Use Zone. The B-6 is located on the north side of Commercial Street, which continues the established development pattern of mixed uses in this area. Waterfront zoning is retained on the south side of Commercial Street, which supports marine uses.

2. Passenger Port Development

The Ocean Gateway marine passenger facility project and future reuse of the 100,000 square foot transit shed at the Maine State Pier provide opportunity for rezoning. Pending zoning drafts would permit additional passenger support and public access uses associated with the ferry and cruise ship terminal while and retaining protections for the continued deep water use of marine infrastructure.

³ Within this document the principles and objectives are listed under State Goal G, the findings are found in the inventory for the Waterfront, pages W-12 to W14, and the actions are listed under Implementation Initiatives for the Eastern Waterfront.

3. Portland Company

The Portland Company is a ten acre Nineteenth Century industrial complex that is currently zoned for waterfront uses with provisions for some non-marine development within existing structures. Consistent with the Master Plan's vision of more mixed uses in the Eastern Waterfront, the Portland Company property could potentially be zoned to allow more mixed uses, while retaining marine uses on the ground floors.

4. Small Vessel Support

Finally, the Eastern Waterfront district is home to land abutting shallow water that is not suitable for deepwater berthing or navigation. These areas will potentially be rezoned from restrictive port related zoning to a new shallow waterfront zone. The new Small Vessel Support Zone would provide opportunity for public and private development of recreational and commercial berthing, public access, and low intensity marine support uses.

B. Policies for Development Design Guidelines

The first principle of the Eastern Waterfront Master Plan calls for development that is compatible with surrounding areas. To achieve this principle, the plan provides design guidelines for the Eastern Waterfront. The design guideline policies and recommendations are listed below. The design guidelines are also discussed under the Major Initiatives for the Eastern Waterfront. Development of Site Plan standards based on the Design Guidelines will be part of future rezoning for the Eastern Waterfront.

1. Initial development of phase-one, Marine Passenger Terminal should set the stage for a long-term vision for the east end of the waterfront.

Recommendations:

- a. Establish a foundation of public infrastructure in conjunction with Phase One of the Ocean Gateway Facility that contributes to the broader public realm and lays the groundwork for future development.
 - Build phase-one of the Commercial Street extension to an adequate width to accommodate traffic and on-street parking.
 - Build adequate sidewalks on both sides of the new street extension.
 - Extend the trail on the waterside of the new sidewalk, connecting to the existing pedestrian system between India and Franklin Streets.
 - Provide a good landscaped buffer / edge between the marine facility and the Commercial Street extension.
- b. Every increment of development, especially public development, should incorporate public amenities that contribute to creating a special sense of place.
 - Incorporate streetscape furniture, street trees and lighting that promote a walkable district. These amenities should be designed to

extend into the India Street district, creating visual linkages and promoting pedestrian connections.

- Incorporate appropriated scaled and designed focal elements at key visual terminations. These focal elements could be functional, like clock towers or kiosks, or abstract, like public sculpture.

2. Develop a holistic view that recognizes development opportunities in the Eastern Waterfront will evolve incrementally

Recommendations:

- a. Develop in phases that both stand alone and work together.
 - Create a development-phasing scenario that allows the City to operate on a stand-alone basis, or in cooperation with private property owners.
 - Recognize and encourage the positive role private development can make in contributing to the public realm.
 - Create a phasing plan that begins to remove surface parking from the waterfront in the near term.
 - Aim to balance development at every step to provide a mix of compatible uses, activates the neighborhood during all times and seasons, addresses short and long term parking needs, and contributes to a walkable city.
- b. Integrate public and private development in a positive, secure, and elegant manner.
 - Build the principal street system, pedestrian access and open space early in the process, setting the standard for the area.
- c. Encourage diversity of architectural responses within a master plan that include guidelines for timeless architecture and respect for human scale.

RURAL AREA BY ZONING CLASSIFICATIONS IN PORTLAND

ISLAND ZONES

1. IR-1 ISLAND RESIDENTIAL

Location: The IR-1 zone encompasses Cushing Island and significant portions House, Little Diamond, Great Diamond and Cliff Island.

Current and Proposed Zoning: All land currently IR-1.

Discussion: The purpose of the IR-1 island residential zone is to provide for low intensity residential, recreational, and rural uses in the less developed areas of the islands in order to preserve the rustic character of the islands, to protect groundwater resources and natural and scenic areas, and to permit only appropriate low intensity development in areas lacking adequate public facilities and services.

The permitted uses include single-family homes, planned residential unit developments, agriculture, boathouses, parking for agriculture or commercial fishing, and accessory uses. Conditional uses include accessory apartments, day care facilities, institutional uses, wharves, and campgrounds. The minimum residential lot size is 40,000 with public water and 60,000 without public water. Maximum lot coverage is 20% with specified setbacks. There are provisions that allow property owners to non-contiguous lots with conservation easements to be used in order to meet the minimum lot size requirements. These provisions do not apply to Peaks Island. No changes to the zone are anticipated at this time.

2. IR-2 ISLAND RESIDENTIAL

Location: The IR-2 zone encompasses the residential portions of Peaks, Little Diamond and Great Diamond Islands, which are more developed than other parts of the islands.

Current and Proposed Zoning: All land currently IR-2.

Discussion: The purpose of the IR-2 island residential zone is to protect the character of existing developed residential neighborhoods on the islands and to allow infill where there are adequate public services available. Expansion or extension of an existing IR-2 zone should be strictly limited, generally focused toward areas adjacent to existing village IR-2 areas, and restricted by such factors as adequacy of access, whether adequate water will be available for private use and for fire protection, and whether soils in the area are adequate for subsurface water disposal or whether public sewers are available. IR-2 rezoning on substantially sized parcels should not be considered for those sites that should be more appropriately zoned IR-1 or IR-3.

The IR-2 uses are generally the same as IR-1. The minimum residential lot size in the IR-2 is 20,000 square feet. There are similar provisions for combining non-contiguous lots with conservation easements, in order to meet the minimum

lot size requirements. These provisions do not apply to Peaks Island. No changes to the zone are anticipated at this time.

3. IR-3 ISLAND RESIDENTIAL

Location: The IR-3 zone is located on Great Diamond Island, former Fort McKinley site.

Current and Proposed Zoning: All land currently IR-3.

Discussion: The purpose of the IR-3 island residential zone is to allow for a planned unit development in a manner compatible with both the natural and built environment, which provides for adequate circulation and waterfront access, adequate water supply for private use and fire protection, and safe and clean disposal of solid and septic wastes. The following guidelines shall be considered, among others, in establishing an IR-3 zone:

- (a) An IR-3 zone should have a minimum land area of twenty (20) acres;
- (b) A site for an IR-3 zone should be able to accommodate a higher density of development by providing buffers from surrounding areas on a substantially sized parcel for which natural amenities are capable of being conserved in a development plan for the site;
- (c) IR-3 zones should not be established unless issues of municipal services, including infrastructure, education, and police and fire services and other municipal services can be appropriately and adequately addressed;
- (d) The differences in scale and intensity of uses between existing development and the IR-3 zone, and the cumulative impact on the overall density of the island, should be mitigated by appropriate open space and buffer areas; and
- (e) The development plan should have the capability of meeting the development review standards of section 14-145.16.

The Planned Unit developments are permitted to have single family attached and detached housing, lodging houses, inns, restaurants, retail business, campgrounds, recreational facilities, wharves/docks, private clubs and some institutional uses. There are no dimensional requirements, but there detailed design and performance standards to guide development. No changes to the zone are anticipated at this time.

4. I-B ISLAND BUSINESS

Location: The Island Business zones are located at two locations on Little Diamond Island Cliff Island, and one on House Island. It is located along Peaks Island waterfront (western edge along Island Avenue) and at a second location on Trefethen Avenue.

Current and Proposed Zoning: All land currently zoned I-B.

Discussion: The purpose of the I-B island business zone is to provide limited areas on the islands for retail and service establishments that serve primarily the needs of the

local island market area. Single family detached housing, retail establishments, inns, marinas, lodging houses, wharves, off-street parking and artist studios are permitted. Bed and breakfast establishments are allowed on Peaks Island. Two-, three- and four- unit housing are a conditional use along with automobile stations and a variety of institutional uses. The minimum lot size for commercial uses is generally 20,000 square feet and larger lots are required for lodging facilities. Residential uses must conform to the minimum requirements of the adjoining residential zone. As in the island residential zones, there are provisions for merging lots with conservation easements. This does not apply to Peaks Island. There are minimum dimensional requirements and the maximum lot coverage is 50%. No changes to the zone are anticipated at this time.

5. ISLAND TRANSFER STATION OVERLAY ZONE

Location: Located at one site on Peaks Island.

Current and Proposed Zoning: All land currently zoned Island Transfer Station.

Discussion: The purpose of the Island Transfer Station Overlay Zone is to establish an appropriate location for a transfer station for municipal solid waste and municipal public works activities. This zone shall be established through a conditional rezoning process in order to ensure the imposition of appropriate conditions for the protection of neighboring properties. The zone permits municipal solid waste facilities, recycling facilities, municipal garages, and maintenance of municipal vehicles and equipment. The dimensional setbacks are determined through a conditional rezoning process. No changes to the zone are anticipated at this time.

RURAL AREA BY ZONING CLASSIFICATIONS IN PORTLAND

RECREATION AND RESOURCE PROTECTION ZONES

1. R-OS RECREATION AND OPEN SPACE

Location: The R-OS zone is located on the mainland and on Peaks Island. The zone encompasses city-owned land that is held for parks, open space, recreation facilities, cemeteries, and scenic view. Some of the largest holdings include Riverside Golf Course, Riverton Trolley Park, Evergreen Cemetery, Deering Oaks, Portland's Sports Complex (Hadlock Field, Fitzpatrick Field, and the Portland Ice Arena), Eastern Promenade, Western Promenade, and the Peaks Island Reservation.

Current and Proposed Zoning: All land currently zoned ROS.

Discussion: The purposes of the ROS zone are as follows:

- (1) To preserve and protect open space as a limited and valuable resource;
- (2) To permit the reasonable use of open space, while simultaneously preserving and protecting its inherent open space characteristics to assure its continued availability for public use as scenic, recreation, and conservation or natural resource area, and for the containment and structuring of urban development;
- (3) To coordinate with and carry out federal, state, regional, and city recreation and open space plans; and
- (4) To provide a suitable location for large-scale regional sports and athletic facilities.

The recreation open space zone may include major parcels (over two (2) acres) of public property, and private property legally restricted from intensive use or development through deed, covenant, or otherwise. The permitted uses of the zone are municipal parks, cemeteries, arboretums, golf courses, boat landings, athletic fields, swimming pools, picnic groves, natural parks and overlooks, trails, community gardens, sports complexes, and accessory uses. There are dimensional requirements for buildings and lot coverage is 25% for all the recreation uses except the sports complex, which is allowed 75% coverage. No changes to the zone are anticipated at this time.

2. RPZ RESOURCE PROTECTION ZONE

Location: The RPZ zone incorporates the 100-year flood plains along fresh and saltwater bodies of water. Specifically, the protected areas are found along the Presumpscot River and Estuary, Stroudwater River, Fore River and Estuary, at several locations on Cliff and Peaks Islands. In 2000, Portland extended the RPZ beyond the 100-year flood plain to protect the entire Fore River Sanctuary along with adjoining wetlands and open space land.

Current and Proposed Zoning: All land currently zoned RPZ.

Discussion: The RPZ is intended to protect the fragile floodplains and wetlands associated with both fresh and salt-water bodies. The city recently rezoned over 100 acres of wetlands and open space land (included wildlife corridors and trail opportunities) to the RPZ zone for the long-term preservation of these areas. Portland established the RPZ zone in 1991 according to the Maine's Shoreland Zoning regulations. The permitted uses are non-intensive uses and limits development. There are dimensional requirements in accordance with State regulations. No changes to the zone are anticipated at this time.

ENVIRONMENTALLY SENSITIVE ZONING PROVISIONS WITHIN BOTH GROWTH AND RURAL AREAS

SHORELAND ZONING, FLOOD PLAIN MANAGEMENT, AND STREAM PROTECTION

1. SHORELAND ZONING OVERLAY

Location: The Shoreland zones are 250 feet buffers from the high water mark found along Portland's rivers, the coastal waterfront, and the islands' waterfronts.

Current and Proposed Zoning: All land currently zoned Shoreland Overlay Zone.

Discussion: The purposes of this division are to further the maintenance of safe and healthful conditions; prevent and control water pollution; protect fish spawning grounds, aquatic life, bird and other wildlife habitat; protect buildings and lands from flooding and accelerated erosion; protect archaeological and historic resources; protect commercial fishing and maritime industries; protect freshwater and coastal wetlands; control building sites, placement of structures and land uses; conserve shore cover, visual as well as actual points of access to inland and coastal waters and natural beauty, as appropriate in an urbanized environment; and to anticipate and respond to the impact of development in shoreland areas. The land use standards are in conformance the State's regulations. For most of the shoreland areas the specific state regulations apply, except in the intensely developed downtown and waterfront (the port area), which have separate standards. No changes to the zone are anticipated at this time.

2. FLOOD PLAIN MANAGEMENT

Location: Applies to federally designated flood hazard areas.

Current and Proposed Zoning: All land currently zoned Shoreland Overlay Zone.

Discussion: Portland elects to comply with the National flood Insurance Act. The city enacted a flood hazard development permit system and review procedure for development activities in the designated flood hazard areas of the city. The purposes of this division are to reduce future flood risks and losses, protect against financial and human loss resulting from flood disasters, and to control the placement of structures, construction materials, and methods used to minimize potential property damage due to flooding. No changes to this permit program are anticipated at this time.

3. STREAM PROTECTION

Location: The stream protection zone is a 75-foot buffer along streams according to the State shoreland regulations. Portland included additional streams of local significance on Peaks Island and the mainland.

Current and Proposed Zoning: All land currently zoned Shoreland Overlay Zone.

Discussion: The purposes of the S-P stream protection zone are to preserve and protect significant streams as defined in 38 M.R.S.A. Section 438-A (1) by providing a buffer from land development activities in order to conserve stream channel capacity and to minimize siltation and stream bank erosion. No changes to the zone are anticipated at this time.

REGIONAL COORDINATION PLAN

REGIONAL COORDINATION PLAN

Introduction

Portland is involved in many regional efforts, such as the Casco Bay Estuary Project, Regional Waste Systems, Portland Water District, and PACTS (Portland Area Comprehensive Transportation Study). In addition to the City's on-going participation in these regional organizations, the City's strategic plans identify opportunities for regional cooperation within each document. The City's comprehensive planning efforts in transportation, recreation, housing, and waterfront identified potential opportunities for regional coordination. For a complete understanding of these regional issues, please refer to the original document for the analysis, policies, and implementation strategies. Following are the recommendations for regional efforts identified in Portland's plans.

I. Housing: Sustaining Portland's Future- November 2002

Goal

Seek opportunities for economic and social integration throughout the Greater Portland region by encouraging the development of a range of housing options that are available and affordable to all income levels in the region.

Policies

- o Educate the public, neighboring municipalities, the State legislature, and our Congressional delegation on the need for affordable housing throughout the Greater Portland area.
- o Initiate the development of a regional housing plan.
- o Seek innovative solutions and collaborations with municipalities, regional organizations, housing authorities and developers to implement the regional housing plan.

City Resources: City Council, Housing and Neighborhood Services Division of Department Planning and Development

Partners: Greater Portland Council of Governments, municipalities, housing authorities, and developers

Time Frame: Short term 1-3 years for initiating plan. To provide education and implement the regional plan are listed under longer term and on-going efforts.

II. A Time of Change: Portland Transportation Plan - July 1993:

REGIONAL ISSUE: Regional Land Use

Land uses in the region are spreading out, commercial activity is decentralizing, and housing is being built at lower and lower densities. These trends translate into congestion on the city's (and region's) arterials.

Policies:

- Advocate consolidated regional land use patterns so that alternatives to single-occupant vehicles have a chance to succeed. And participate in and support the PACTS regional transportation plan, Destination Tomorrow, which is being developed.

City Resources: City Council, Planning and Development, Transportation and Waterfront, and Public Works (representatives on PACTS)

Partners: PACTS, GPCOG

Time Frame: Regional plan listed under short term for the regional plan (the plan is being prepared) and under on-going implementation.

REGIONAL ISSUE: Economy and Regional Transportation Centers

Portland depends on a network of air, rail, sea, and highway travel to tie it to a global economy.

Policies:

- Plan comprehensively for regional, intermodal transportation centers for the movement of goods and people.
- Develop the infrastructure that supports the development of air, rail, and sea facilities and helps build prosperity.
- Assure that industries with regional and interstate markets locate near of have adequate access to the interstate highway, sea, and rail freight systems.

City Resources: City Council, Transportation and Waterfront, Planning and Development, Public Works

Partners: PACTS, Merrill Transport, Hapag Lloyd, Guilford, Atlantic & St. Lawrence, Airlines, FHWA, MDOT, and others

Time Frame: On-going

REGIONAL ISSUE: Conflict with Neighborhoods

Conflict between regional transportation facilities and neighborhoods is possible, but it creates opportunity to address transportation issues imaginatively.

Policies:

- Recognize and appreciate Portland as a city that draws its strength from a diversity of uses, including transportation facilities and the activities they support.
- Formalize the means of giving an early voice to neighborhoods in the development of regional transportation facilities in conjunction with TEA-21 and the Maine Sensible Transportation Policy Act.
- Minimize conflicts between regional transportation facilities and neighborhoods through land use and facility planning.
- In the development and expansion of regional transportation centers, assume that a balance can be struck and that public participation can help find creative solutions to transportation issues.

City Resources: City Council, Planning and Development, Transportation and Waterfront, and Public Works

Partners: PACTS, GPCOG, MDOT, Neighborhood Groups, Task Forces

Time Frame: Short-term: Peninsula Traffic Study On-going: Traffic Calming Policy, Development Review, Master Plans and Urban Design Charéttés

REGIONAL ISSUE: Regional Mass Transit

Significant improvements have been made to expand the availability and to create an integrated system mass transit system. It is important that these efforts continue.

Policies:

- Encourage mass transit operations to be closely coordinated to create a "seamless" network of convenient, easy-to-use-and-understand passenger services.
- Develop a network of commuter express bus services on principal arterials and freeways to connect Portland's suburbs to the City's peninsula and other regional activity centers. Serve park-and-ride lots in or near the suburbs.
- Develop commuter rail service, to the extent feasible, on existing rail lines into Portland.
- Enhance intercity bus services connecting Portland with other areas in Maine and the nation as an alternative to autos.
- Convert public transit, municipal vehicles, and other large fleets to alternative fuels

City Resources: City Council, Transportation and Waterfront, Planning and Development, Parking Division

Partners: PACTS, GPCOG, METRO, ZOOM, PORTLAND EXPLORER, RTP, Vermont Transit, Mermaid Transportation, AMTRAK, taxi companies

Time Frame: Many improvements in place. There are on-going efforts to expand and improve the system. Specific focus is on the extension of passenger rail service north of Portland.

REGIONAL ISSUE: Ridesharing

Commuting within Greater Portland and into Portland is primarily via single-occupant auto. Given the low-density development of the suburbs, most mass transit options, especially in the second and third-tier suburbs, may not be workable.

Policies:

- o Expand a network of convenient park-and-ride lots adjacent to and visible from freeways and principal arterials in Greater Portland. Place close to suburbs and rural centers, serve by mass transit as feasible, integrate into existing activity centers (rather than be located in isolation from other activities), and adequately size, and equip with shelters, signs, lights, and maintenance. Employ existing, underutilized parking sites where possible.
- o Aggressively promote regional ridesharing, to match riders, and to market carpooling and vanpooling to employers and commuters in the region.

City Resources: Transportation and Waterfront, Planning and Development, Public Works.

Partners: GPCOG

Time Frame: On-going

REGIONAL ISSUE: Bicycles and Pedestrians

Bikeways and walkways are increasingly recognized as important elements of the regional transportation system and are essential to meeting the goals of this Plan.

Policies:

- o Elevate and institutionalize bicycling and walking as legitimate parts of the regional transportation system.
- o Major transportation facilities and major public and commercial facilities should build in provisions for commuting by bicycle and walking.
- o Promote and develop a continuous, regional network of bikeways.

City Resources: Public Works, Transportation, Planning and Development

Partners: PACTS, GPCOG, bicycle organizations

Time Frame: Longer-term, as part of regional transportation plan and on-going implementation.

REGIONAL ISSUE: Congestion

The City's arterials are increasingly congested, while controlled access highways may not be used to highest efficiency.

Policies:

- Manage land use along arterials so as not to unreasonable rob them of their capacities.
- The interstate highways should be the preferred route for auto and truck through traffic, rather than such principal arterials as Route 1 and Route 26/100.
- Give higher occupancy vehicles preference on the Maine Turnpike.
- Maximize the use of the interstate system to help relieve congestion on the City's arterials, e.g. toll free zone within Greater Portland and 295 Connector Project.

City Resources: City Council, Transportation and Waterfront, Planning and Development, Public Works

Partners: PACTS, GPCOG, MTA, MDOT

Time Frame: Short-term 295 connector, toll free zone. Longer term for planning and initiatives.

III. Brighton Avenue/Main Street Corridor Traffic and Streetscape Study, December 1999. Joint study for Portland and Westbrook, funded by Portland Area Comprehensive Transportation Committee

Guiding Principles for Brighton Avenue in Portland and Main Street in Westbrook:

- Access Management- Create a smoother flow of traffic while improving pedestrian safety.
- Reinforce Community Identity- ensure a level of architectural and site design that is more responsive to community identity.
- Streetscape Improvements – Provide pedestrian amenities and elements that enrich the streetscape.
- Improve Pedestrian Safety – Improve the safety of pedestrian crossings with site-specific recommendations and separate the pedestrian from vehicular traffic wherever possible.

City Resources: Public Works, Planning and Development

Partners: MDOT, MTA, local businesses

Time Frame: Short-term: Streetscape improvements (2002/2003) on Rand Road and at the Rand Road and Brighton Avenue intersection. Short-term: Streetscape improvements for Nason's Corner. Longer-term: other sections of Brighton Avenue

IV. Green Spaces, Blue Edges: an Open Space and Recreation Plan for the City of Portland

Open Space and Recreation Policy:

- o With the success of the Portland Trails network within the City limits and similar efforts in each adjoining community, connections have been forged across political boundaries. Portland and South Portland were the first to join trail segments, and Westbrook and Falmouth soon followed. The waterfront walk connects with Spring Point Shoreway, The Stroudwater trail with the Clark's Pond trail, and the Presumpscot is continuous through Falmouth, Portland, Westbrook, and points west all the way to Sebago Lake. The historic Cumberland Oxford Canal System has been partially restored, and an interpretive trail exists along most of its length.
- o Ensure that Portland residents have access to public natural freshwater swimming opportunities.
- o Develop design plans and management plans for all parks on ongoing bases and update accordingly. Develop Master plans for regional, community and historic park facilities.
- o Develop management plans for stream corridors (Capisc Brook, Fall Brook and Nason's Brook) and river corridors (Presumpscot River, Stroudwater River and Fore River.)
- o Link open spaces in Portland with open spaces in surrounding towns.

City Resources: Planning and Development, Parks and Recreation, Public Works

Partners: Land Bank Commission, Land for Maine's Future, Portland Trails, Friends of the Parks, Friends of Evergreen Cemetery, Friends of Capisc Pond, Friends of Deering Oaks, Friends of Riverton Trolley Park, neighborhood groups.

Time Frame: Short term: Rezoning and plans for Presumpscot River property recently purchased and includes annexed property from Falmouth. Implementation of management plans for Capisc and Fall Brooks. Eastern Promenade master plan is to be done in 2003. On-going: extensions of trail system.

V. **Waterfront Task Force Recommendation, Portland Harbor Maine - April 1990**

Berthing Recommendations

- Examine the landside consequences of recreational boating when considering future marina proposals and mooring locations in both cities.
- The South Portland side of the Harbor could be a suitable location for future tour and charter operations. Federal, State, and Local Regulatory Agencies should meet and continue to cooperate in Harbor matters. Portland and South Portland should facilitate this process.

Marketing Recommendations

- Attract more fish processors to the Portland/South Portland Area.
- Market the marina and related restaurant businesses in both Portland and South Portland.
- The State of Maine should continue to participate in Capital Improvements at the International Marine Terminal.

Economic Impact of Land Use Regulations

- Encourage South Portland to develop a complementary waterfront plan designed to protect marine related businesses and services.
- The Planning Department, Planning Boards and Councils of Portland and South Portland should coordinate their waterfront Planning and Zoning Processes.
- The Cities of Portland and South Portland should ask the State to fund a study of the economic impact of marine businesses.

VI. PHASE II STORMWATER REGULATIONS

Federal EPA Mandate: Maine Department of Environmental Protection (DEP) is currently in the process of applying to US EPA for General Permits to cover regulated Municipal Separate Storm Sewer System (MS4's), small construction sites, transportation facilities, and State and Federal facilities. MS4's are required to submit a Notice of Intent (NOI) to the governing authority by March 10, 2003. Sixty (60) days following that the MS4 must submit a five-year plan that outlines how it will achieve compliance with the six minimum measures in MeDEP's General Permit.

Regional Approach: The City of Portland has joined an Interlocal Stormwater Working Group made up of eleven (11) communities in the Casco Bay watershed. The partnership hired the Cumberland County Soil & Water Conservation District (CCSWCD) to develop a regionally focused baseline model for the Phase II five-year plan. (Refer to Major Implementation Measures, Environmental Initiatives for more information.)

City Resources: City Council, City Manager, Department of Public Works, Department of Planning and Development

Partners: Maine DEP, Interlocal Stormwater Working Group, Cumberland County Soil and Water Conservation District, other municipalities.

Time Frame: Notice of Intent (NOI) is due on March 10, 2003 and a five-year plan is due within 60 days of filing the NOI. Implementation will be ongoing.

CAPITAL IMPROVEMENT PROGRAM

CAPITAL IMPROVEMENTS PROGRAM

Introduction

Capital facilities contribute to the foundation of a City's physical and economic makeup, and as such are an important component of a community's comprehensive plan. The development and adoption of a Capital Improvements Program (CIP) recognizes the importance of capital investment to the community's economic health and quality of life. The CIP not only promotes funding of needed capital facilities, but also promotes fiscal stability by avoiding major yearly budget fluctuations.¹

Portland began its Capital Improvement Program (CIP) in the mid-1960's and the system was revised in the 1980's from a five-year to a ten-year planning period in order to better anticipate long-term needs and goals. The CIP identifies needs, coordinates improvements and plans for financing these expenditures. The budgeting process incorporates the priorities and implementation strategies found in the City's strategic plans. The CIP also has a series of goals to guide investment strategies, which are summarized below (complete statements of goals and policies listed under State Goal B):

- Promote fiscal responsibility and avoid yearly budget fluctuations.
- Strengthen neighborhoods with improvements that enhance the neighborhood character and environment.
- Provide for economic growth and development.
- Balance competing infrastructure, education, recreation, and other capital needs to promote an attractive and livable community.
- Fund needed large infrastructure projects through planned multi-year phasing.
- Develop alternative capital improvement funding sources other than the property tax.
- Provide a forum for public input in establishing capital funding priorities.

The CIP is a ten-year plan, which includes the Capital Budget for the current year, and the projected expenditures for capital projects for the next nine years. The ten-year summary is found in the Fiscal Condition Chapter along with additional information. After the plan was adopted in 2001, the City faced unexpected budgetary issues. On January 7, 2002, the City Council unanimously passed a resolution adopting a fiscal policy limiting new long-term CIP debt to a maximum of \$10 million per fiscal year unless an emergency is declared by the City Council. The \$10 million capital improvement plan debt limitation policy excludes the combined sewer overflow (CSO) projects.²

Following is the approved Capital Budget (one year CIP) for the 2002 fiscal year, which reflects the \$10 million debt limitation established in 2002. There are five major categories in the CIP: Transportation, Utilities, Downtown Improvements, Facilities, and Equipment.

¹ City of Portland Capital Improvements Program, FY 2000 to 2009,

² Official Statement Dated March 21, 2002, City of Portland, Maine \$14,445,000 General Obligation Bonds, ABN-AMRO Financial Services, Inc. Duane G. Kline, Director of Finance, City of Portland, Maine. Entire Fiscal Conditions chapter from this source, pages 31-41. Edited 2002.

PORTLAND'S CAPITAL IMPROVEMENTS PROGRAM Fiscal Year 2002

I. TRANSPORTATION

Proposed FY02

FHWA

Match Roadway Improvements	63,000
Forest Avenue, Warren to Avalon, MDOT paving	33,000
Franklin Arterial, Middle to Fox, MDOT paving	33,000
Morrill's Corner, MDOT intersection reconfiguration	265,000
Nason's Corner, Brighton Ave. Streetscape Project	30,000
Traffic Signals, Baxter at Vannah	60,000

Streets

Holm Ave (Phase II of II), Brighton Ave to Dale Street	340,000
Allen Avenue (Phase III of IV), Ray to Virginia	330,000
Ocean Ave (Phase III of V), Grafton St towards Ashley	350,000
Pavement Rehabilitation	500,000
Berwick/Sullivan/Island St., entire lengths, roadway reconst.	270,000
Preliminary Engineering, Birchwood, Clifton, Ludlow, Taft, Woodmont	40,000
Eagle Avenue	315,000

Sidewalks

Oakdale St. (Phase I), Falmouth to Longfellow	115,000
Mellen Street, Congress to Cumberland	100,000
Revere St, Forest to Beacon, south side, Beacon to Highland,	210,000
Sidewalk Rehabilitation	300,000

Signals/Others

Traffic Calming	40,000
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Total Transportation	<u>3,394,000</u>
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II. UTILITIES

CSO Program

Brighton / Colonial / Marlow / Woodford St., Sewer Separ. & surface rehab.	3,000,000
Capisic Brook Corridor Improvements, Channel Rehab & Culvert enlargement	500,000
Fall Brook Corridor Improvements, culvert enlargement, inlet removal Milliken Brook	375,000
Montrose Ave. / Belfield St., Sewer Separ. & surface rehab.	990,000
Stevens Ave. / Prospect St., Sewer Separ. & surface rehab.	550,000
Stroudwater Road, Westbrook St. to End, Sewer Separ. & surface rehab.	530,000
Somerset St. (Bayside)	850,000
Total CSO	6,795,000

Sewer Rehab

Allen Avenue Phase III of V, Ray to Virginia, sewer separation	100,000
Congress St Pump Station, UNUM	80,000
Holm Ave (Phase II of II), Brighton Ave to Dale St, sewer separ.	450,000
Ocean Ave (Phase III of V), Grafton to Ashley, sewer separ.	440,000
Riverside St Pump Station (Phase I)	350,000
Sewer Rehabilitation	300,000
Berwick/Sullivan/Island St.	130,000
Eagle Avenue Pump Station	100,000
Total Sewer	1,950,000

III. DOWNTOWN IMPROVEMENTS

Streetscape Improvements	100,000
Total Downtown Improvements	100,000

IV. FACILITIES

Buildings

Public Safety Building	185,000
City Hall Windows	250,000
Barron Center Kitchen Renovation	250,000
Peaks Island PW/Fire Facility (Phase II)	125,000
Total Buildings	810,000

Ports

IMT Pavement Repair	30,000
Fish Pier Improvement	105,000
BIW Debt Refinancing	400,000
Maine State Pier (local share II)	400,000
Total Ports	935,000

Schools

HVAC/Roof Repair	1,000,000
Total Schools	1,000,000

PARKS

Deering HS Tennis Courts and Fields	385,000
Kiwanis Pool	145,000
Western Cemetery Master Plan Implementation	100,000
Forest Avenue Beautification	25,000
Washington Avenue Beautification	25,000
OLA Development	40,000
Presumpscot Land	267,000

Payson Park PHII Engineering	50,000
Reforestation Program	50,000
Total Parks	<u>1,087,000</u>

V. EQUIPMENT

Island Fire Trucks (Peaks, Cliff)	255,000
Fire Boat Engineering	150,000
PW Sweeper	85,000
Parks Mower	75,000
Parks Tractor	60,000
Total Equipment	<u>625,000</u>

total applied to public art: $9,901,000 \times 0.5\%$ 49,500

Total CIP **16,745,505**

Less CSO **(6,795,000)**

Net CIP Total **9,950,505**

APPENDIX

Table of Contents:

- A) A Profile of Portland Neighborhoods Population and Housing Statistics U.S. Census Bureau: 2000**
- B) Subsidized Housing Map**
- C) Map of Downtown Parking Facilities**
- D) List of Downtown Parking Facilities**
- E) Bibliography, Comprehensive Plan for Portland, Maine**

**A Profile of Portland Neighborhoods
Population and Housing Statistics
US Census Bureau: 2000**

**Produced for the City of Portland by
The Greater Portland Council of Governments
November 20, 2001**

A Profile of Portland Neighborhoods

Introduction:

The City of Portland is home to 64,249 people representing 24.2% of the population of Cumberland County (US Census 2000). The county added 22,400 new residents for a 9% growth rate between 1990 and 2000. The City of Portland added just under 100 new residents for a 0.1% growth rate during the last decade.

While the number of residents in the City remains virtually unchanged, the characteristics of the population have changed significantly. The City's average household size dropped from 2.21 to 2.08. This drop in household size is the result of the growth in single person households and other non-family type households. The City lost 1,090 families and gained 2,650 new non-family households. These household changes resulted in a net gain of 1,560 new households in Portland. Essentially, the city needed 1,560 more units to accommodate virtually the same number of residents.

The growth in households was not met with an equal gain in new housing units. Only 854 new housing units were built to accommodate the additional 1,560 households. With household growth outpacing the building of new units by nearly 2 to 1, housing vacancy rates have been driven to very low rates. The effective vacancy rate of housing units in Portland was 2.3% in 2000. Evidence from an updated vacancy rate survey conducted in 2001, suggests the vacancy rate has dropped even lower.

The impact of the above growth trends are best illustrated by looking at neighborhood level statistics. The purpose of this profile is to examine the characteristics of population and housing from the 2000 Census by eighteen different neighborhoods. The boundaries of these neighborhoods are defined by the City and are used for a variety of planning purposes.

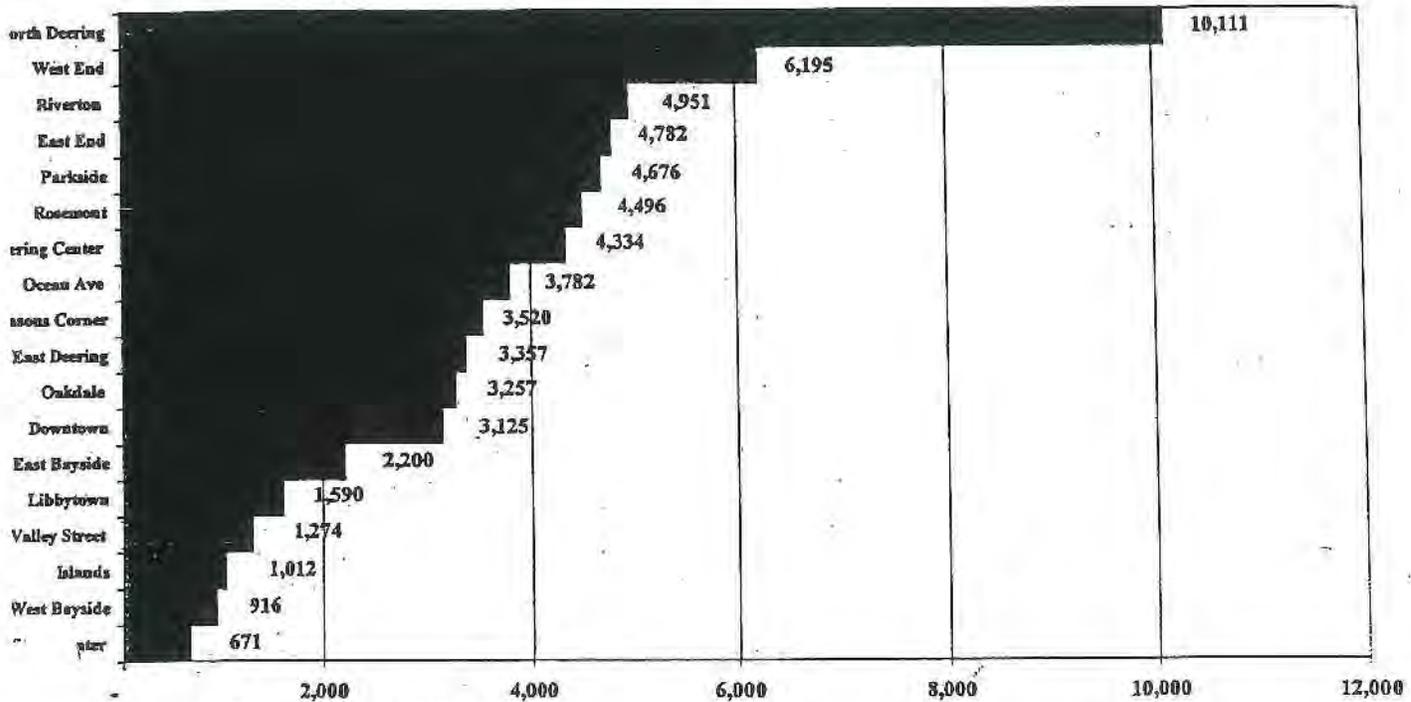
While this profile highlights many of the household and population characteristics of neighborhoods, it does not address any income or poverty characteristics. Local conditions suggest that rents have jumped significantly as the demand for housing has exceeded housing unit development. Such information is not yet available from the 2000 Census. This report will be updated upon the release of this information.

Note: In 1990, the Town of Long Island was part of the City of Portland. For this analysis, the Town of Long Island has been removed from the City's 1990 data to ensure compatibility with Year 2000 data.

Population:

Of the eighteen neighborhoods defined by the City, North Deering is the largest, with a population of just over 10,000 people or 16% of the City's population. Stroudwater is the smallest of the neighborhoods with just under 700 people (1% of the City). Thirty-six percent of Portland's population lives on the "peninsula". In 1990, 36.5% of the population lived on the peninsula. The following chart shows population by neighborhood in the City of Portland.

2000 Population by Neighborhood



Source: US Census Bureau, 1990 and 2000

Change in Population:

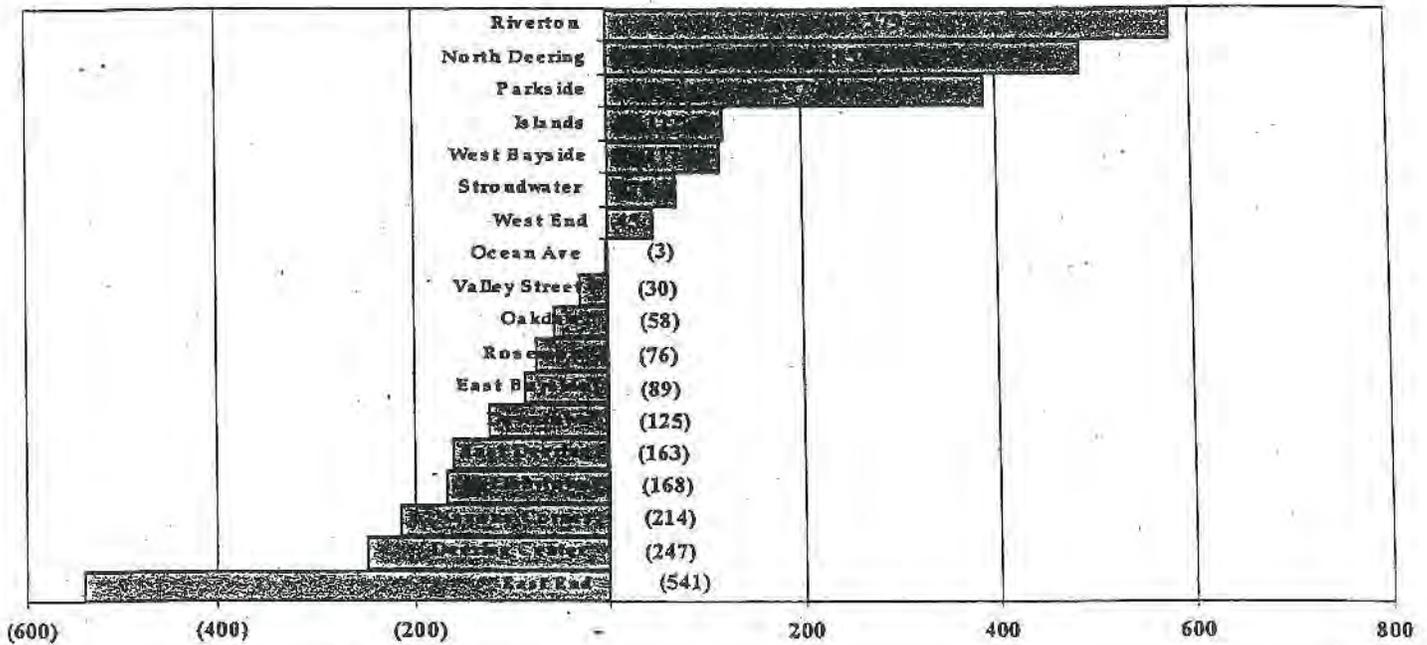
Seven neighborhoods increased in population between 1990 and 2000; eleven neighborhoods decreased in population. Riverton had the largest increase in the number of people with an addition of just under 600 people. The East End had the largest decrease in population between 1990 and 2000 with a loss of 541 residents.

When looking at the rates of increase between 1990 and 2000, six neighborhoods increased population by 5% or more. Five neighborhoods decreased their population by 5% or more.

Of the seven neighborhoods on the peninsula, four lost population between 1990 and 2000. Of the eleven neighborhoods off the peninsula, seven lost population between 1990 and 2000.

The following chart shows the population change between 1990 and 2000 for Portland neighborhoods.

2000 Population Change by Neighborhood



Source: US Census Bureau 1990 and 2000

Declining Household Size

As noted above, the growth in households significantly outpaced population growth. The City added 1,560 new households, but added less than 100 people. Household growth can grow faster than population if the average number of people living in each household decreases. The City's average household size declined by 6% between 1990 and 2000.

The average number of people living in each household can decline for a number of reasons. Divorce can create two smaller households instead of one large household. Children going off to college and starting their own households also bring the household size down. A good economy can result in income gains making living alone more affordable for unmarried individuals.

While all neighborhoods experienced a decline in household size between 1990 and 2000, some neighborhoods had more dramatic declines. Oakdale, East End and East Deering all had household size decreases of 10% or more. Another five of the eighteen neighborhoods decreased by more than the City's average 6% decline in household size. Riverton had the lowest change in household size between 1990 and 2000. The following table illustrates population, household and household size changes by neighborhood.

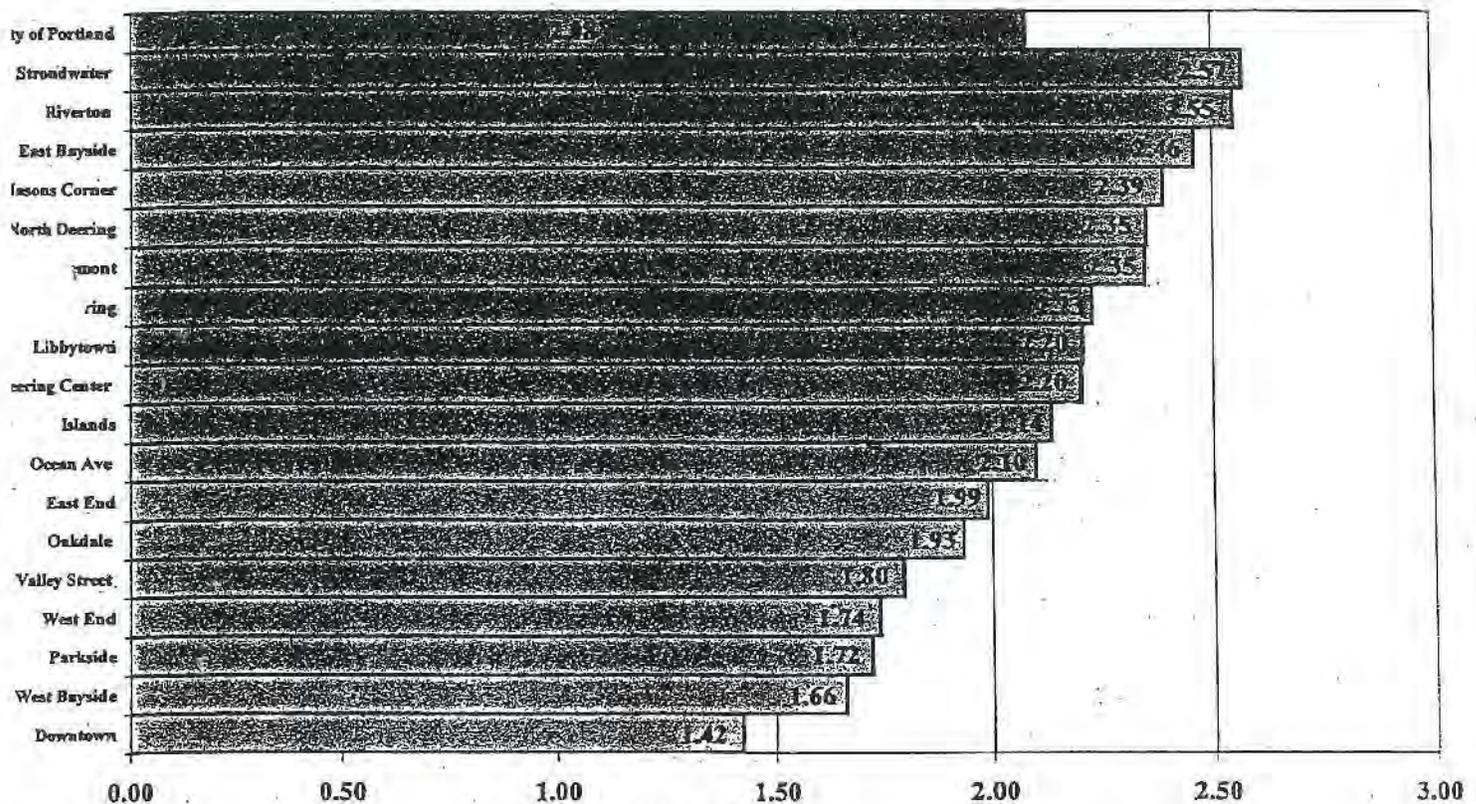
Population and Households by Neighborhood: 1990 to 2000

	2000 Population		1990 Population		Percent Change		2000 Households		1990 Households		Percent Change		2000 Household Size		1990 Household Size		Percent Change	
	Population	Change	Population	Change	Change	Households	Households	Change	Households	Change	Change	Household size	Household size	Change	Household size	Household size	Change	
East End	4,782	(541)	5,323	(541)	-10%	2,397	2,356	41	2%	1.99	2.22	-10%						
Downtown	3,125	(125)	3,250	(125)	-4%	1,709	1,846	(137)	-7%	1.42	1.48	-3%						
East Bayside	2,200	(89)	2,289	(89)	-4%	881	878	3	0%	2.46	2.56	-4%						
West Bayside	916	117	799	117	15%	451	427	24	6%	1.66	1.68	-1%						
Parkside	4,676	387	4,289	387	9%	2,542	2,239	303	14%	1.72	1.79	-4%						
West End	6,195	45	6,150	45	1%	3,395	3,278	117	4%	1.74	1.87	-7%						
Valley Street	1,274	(30)	1,304	(30)	-2%	698	664	34	5%	1.80	1.93	-7%						
Oakdale	3,257	(58)	3,315	(58)	-2%	1,620	1,440	180	13%	1.93	2.20	-12%						
Rosemont	4,496	(76)	4,572	(76)	-2%	1,894	1,831	63	3%	2.35	2.48	-5%						
Ocean Ave	3,782	(3)	3,785	(3)	0%	1,799	1,659	140	8%	2.10	2.28	-8%						
Deering Center	4,334	(247)	4,581	(247)	-5%	1,931	1,934	(3)	0%	2.20	2.32	-5%						
Nasons Corner	3,520	(214)	3,734	(214)	-6%	1,378	1,376	2	0%	2.39	2.58	-8%						
Libbytown	1,590	(168)	1,758	(168)	-10%	721	722	(1)	0%	2.20	2.42	-9%						
Stroudwater	671	70	601	70	12%	261	231	30	13%	2.57	2.60	-1%						
North Deering	10,111	485	9,626	485	5%	4,192	3,865	327	8%	2.35	2.44	-4%						
Riverton	4,951	579	4,372	579	13%	1,920	1,630	290	18%	2.55	2.56	0%						
East Deering	3,357	(163)	3,520	(163)	-5%	1,452	1,369	83	6%	2.23	2.48	-10%						
Islands	1,012	122	890	122	14%	473	409	64	16%	2.14	2.18	-2%						
City of Portland	64,249	91	64,158	91	0%	29,714	28,154	1,560	6%	2.08	2.21	-6%						
Balance of County	201,363	22,386	178,977	22,386	13%	78,275	66,358	11,917	18%	2.49	2.61	-5%						
Cumberland County	265,612	22,477	243,135	22,477	9%	107,989	94,512	13,477	14%	2.38	2.49	-4%						

Note: Long Island was removed from 1990 data for comparison purposes
 Source: Prepared by the Greater Portland Council of Governments using US Census Data

The following chart displays year 2000 household size by neighborhood in Portland. Stroudwater had the largest household size, with an average of 2.57 people living in each occupied housing unit. Downtown had the lowest household size, with less than one and one half persons per occupied housing units. Those neighborhoods with larger household sizes generally coincide with the location of families within the City. The smaller household sizes are found in those neighborhoods with smaller units and more single person households.

2000 Average Number of People Living in Households by Neighborhood



Source: 2000 US Census

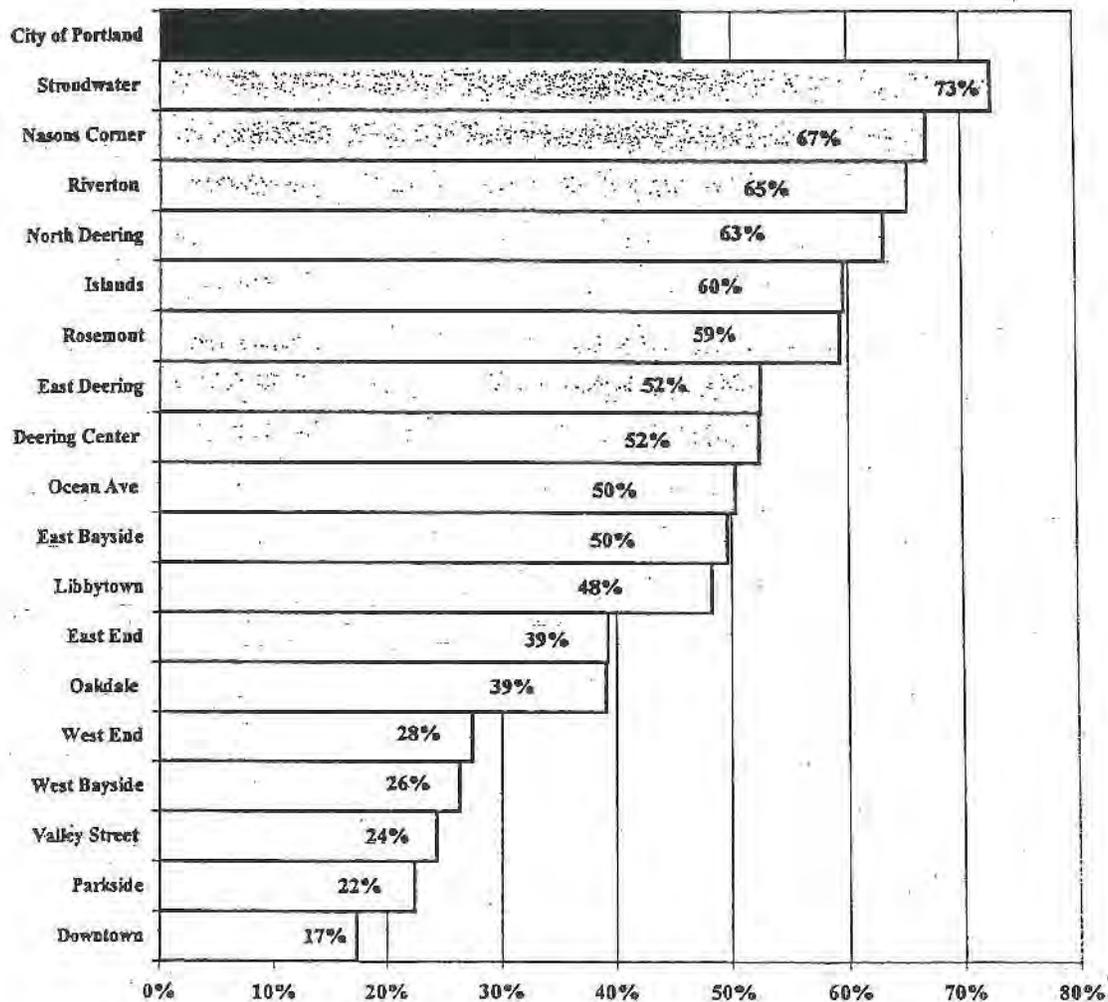
Families:

Households are generally described as either family or non-family households. Family households include married couple households with or without children, single parent households and any other household where the members are related. Non-family households include persons living alone and unrelated persons sharing housing units.

The net growth in households for the City is in non-family households. The East End neighborhood experienced the largest loss of families between 1990 and 2000. There are 274 fewer families living in the East End in 2000 than in 1990. Only four of the eighteen neighborhoods experienced a gain in families between 1990 and 2000: Islands, North Deering, Riverton and Stroudwater.

The following chart shows the percentage of all households which are families in 2000. Stroudwater had the largest percentage of family households. Only 17% of the households in Downtown are occupied by families.

Families as a % of all Households by Neighborhood in 2000



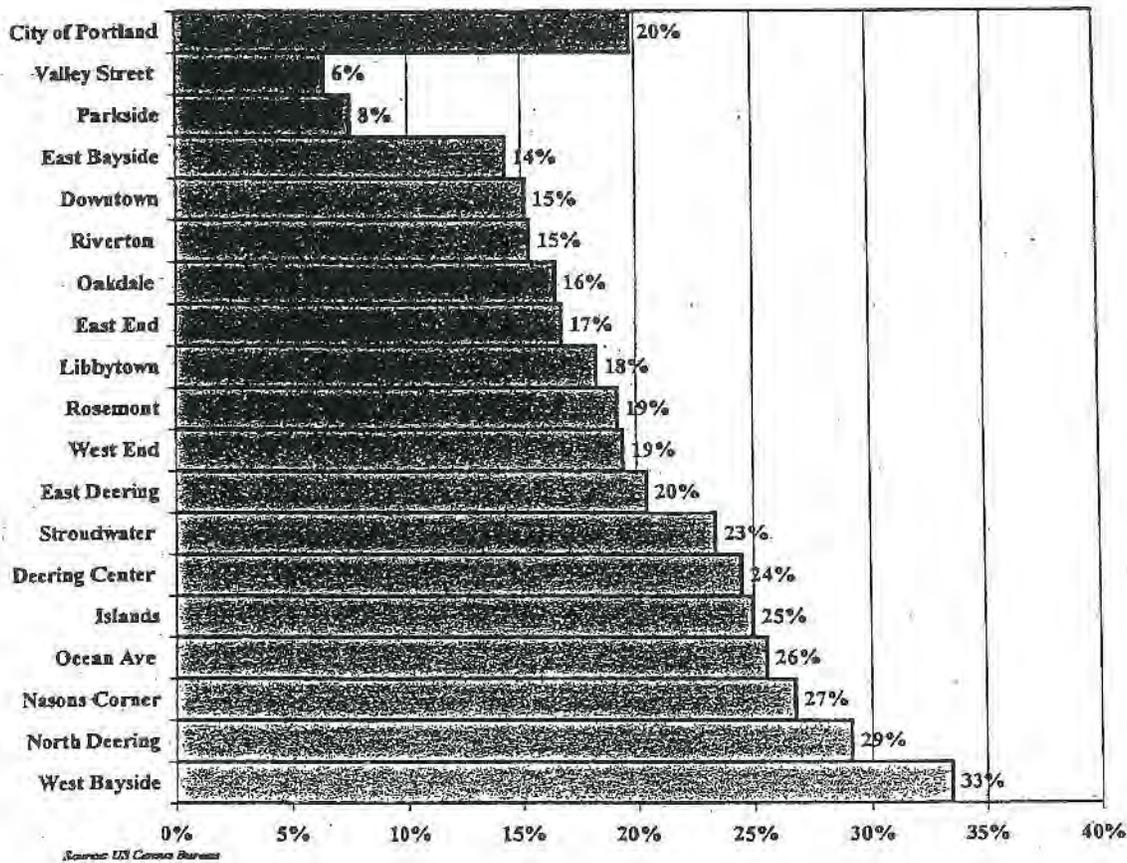
Source: US Census 2000

Senior Households

In 2000, 20% of all of households in the City and 21% of all County households are headed by persons 65 and older. West Bayside has the largest percentage of householders 65 and over (33%). An additional six neighborhoods had more than 20% of their households headed by seniors.

The following chart shows the percentage of all households headed by persons 65 and older. Please note that these statistics refer to those seniors living in households. The statistics do not include seniors living in nursing homes or other institutions.

Percent of Householders Aged 65 and Older



Housing Units

Between 1990 and 2000, 854 new housing units were built in the City of Portland. The City accounted for 7% of all new units in the County. The rate of new unit growth in the City was 1/5th the rate of growth in the County (City - 3%, County - 15%).

North Deering accounted for 40% of these new units, adding 342 new units. Oakdale, Ocean Avenue, Riverton and the Islands all added more than 100 new units.

North Deering had the largest number of housing units in 2000 with the West End having the next largest number of units.

Total Housing Units by Neighborhood			
Neighborhoods	2000 Housing Units	1990 Housing Units	Change
East End	2,579	2545	34
Downtown	1,895	2200	(305)
East Bayside	937	971	(34)
West Bayside	465	486	(21)
Parkside	2,676	2634	42
West End	3,549	3531	18
Valley Street	779	766	13
Oakdale	1,690	1522	168
Rosemont	1,952	1888	64
Ocean Ave	1,885	1728	157
Deering Center	1,997	2015	(18)
Nasons Corner	1,412	1399	13
Libbytown	747	751	(4)
Stroudwater	267	239	28
North Deering	4,324	3982	342
Riverton	1,989	1814	175
East Deering	1,500	1456	44
Islands	1,219	1081	138
City of Portland	31,862	31,008	854
Balance of County	90,738	78,882	11,856
Cumberland County	122,600	109,890	12,710

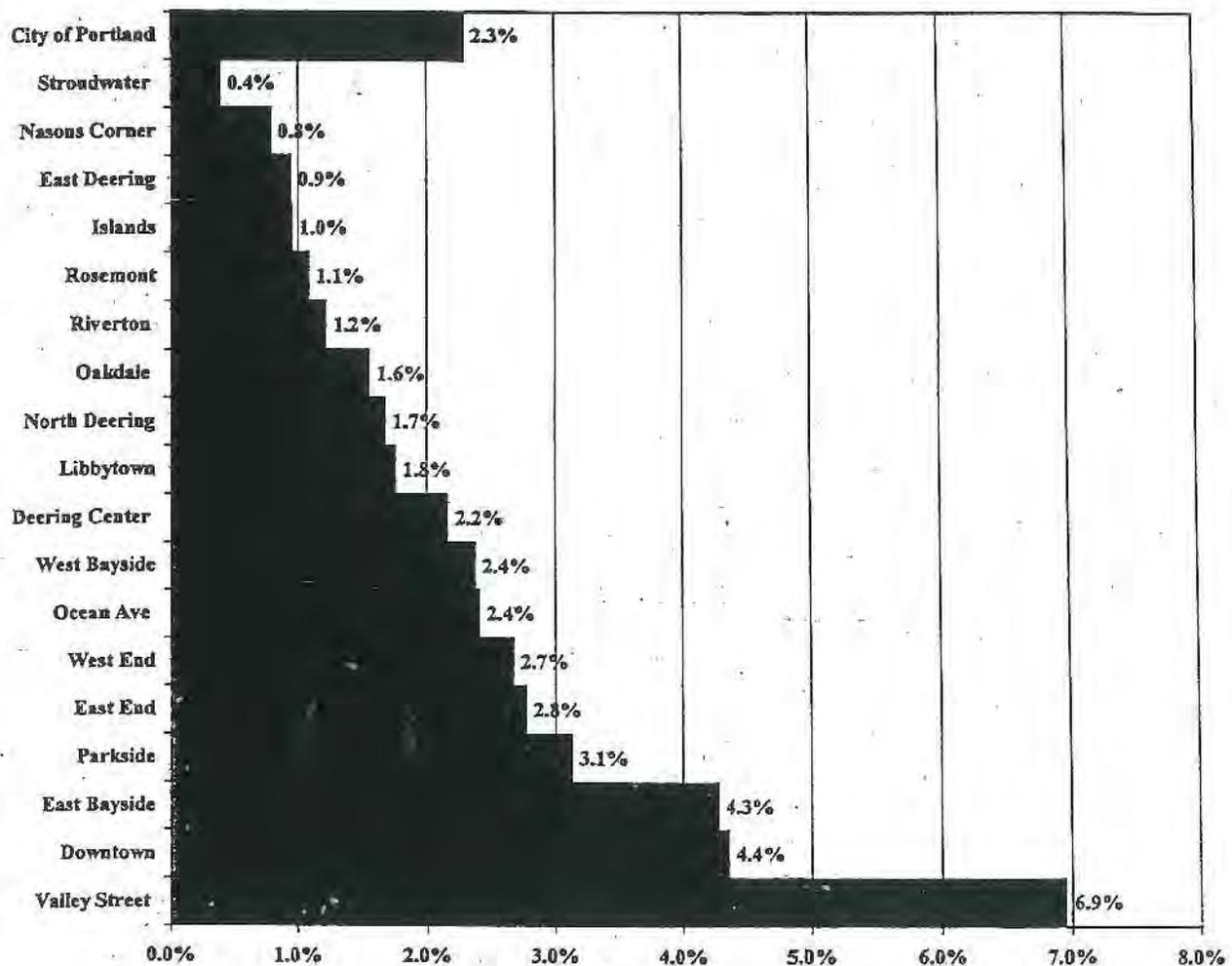
Source: US Census 1990 and 2000

Vacancy Rates

Vacancy rates are low in Cumberland County and the City of Portland. The following table computes an effective market vacancy rate based on units that are actually for sale or rent divided by year round units. Within the City of Portland there are 950 units held for seasonal use.

Those neighborhoods which are predominantly single family had the lowest vacancy rates. Those neighborhoods with more rental units had slightly higher vacancy rates. Valley Street had the highest vacancy rate – 7%.

Market Vacancy Rate

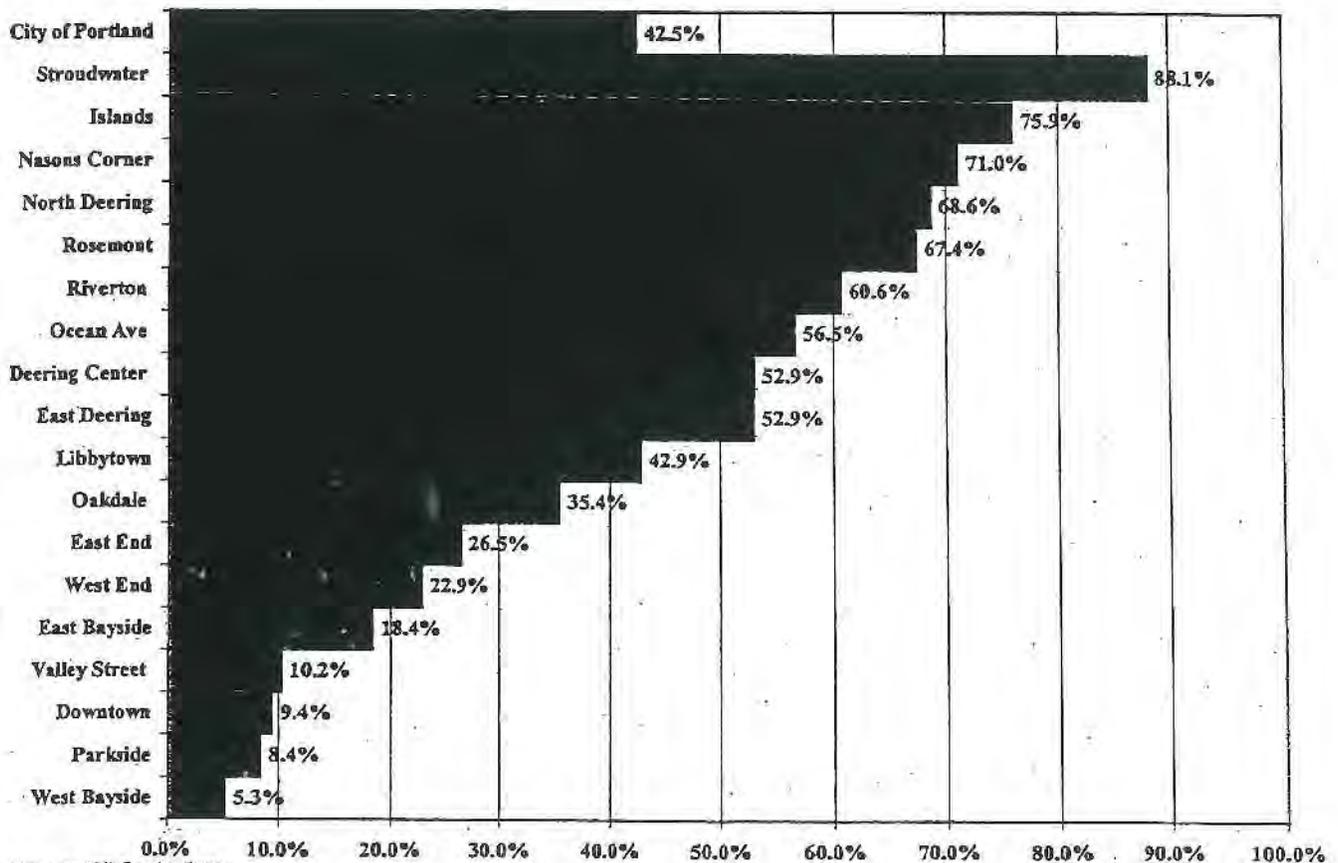


Ownership:

Homeownership rates in the City are lower than the rest of the county. Citywide, 42.5% of all occupied units are owned by their occupants. These owned units accommodate 49.2% of the population living in households. Within the County, 72% of all units are in home ownership.

Rental units represent 57.5% of all occupied units and accommodate 50.8% of the population in households. Stroudwater has the highest ownership rate in the City. West Bayside has the lowest. Nine of the eighteen neighborhoods are predominantly renter households. All of the peninsula neighborhoods are renter households.

Percent of Home Ownership by Neighborhood in 2000



**Detailed Demographics by Neighborhood
Compiled from the US Census, 1990 and 2000**

Household Analysis by Neighborhood in Portland 1990 to 2000

Neighborhoods	2000 Families as Nonfamilies as a % of all			1990 Families as a % of all			Change in	
	Households	2000 Family households	2000 Nonfamily households	Households	1990 Family Households	1990 Nonfamily Households	Households 90-2000	Families 90-2000
Downtown	1,709	296	1,413	1,846	380	1,466	(137)	(84)
Parkside	2,542	570	1,972	2,239	661	1,578	303	(91)
Valley Street	698	170	528	664	236	428	34	(66)
West Bayside	451	119	332	427	123	304	24	(4)
West End	3,395	934	2,461	3,278	1,094	2,184	117	(160)
Oakdale	1,620	634	986	1,440	704	736	180	(70)
East End	2,397	942	1,455	2,356	1,216	1,140	41	(274)
Libbytown	721	348	373	722	424	298	(1)	(76)
East Bayside	881	437	444	878	524	354	3	(87)
Ocean Ave	1,799	907	892	1,659	978	681	140	(71)
Deering Center	1,931	1,010	921	1,934	1,080	854	(3)	(70)
East Deering	1,452	761	691	1,369	867	502	83	(106)
Rosemont	1,894	1,123	771	1,831	1,200	631	63	(77)
Islands	473	282	191	409	232	177	64	50
North Deering	4,192	2,648	1,544	3,865	2,600	1,265	327	48
Riverton	1,920	1,253	667	1,630	1,134	496	290	119
Nasons Corner	1,378	923	455	1,376	1,020	356	2	(97)
Stroudwater	261	190	71	231	164	67	30	26
City of Portland	29,714	13,547	16,167	28,154	14,637	13,517	1,560	(1,090)
Balance of County	78,275	54,152	24,123	66,453	48,956	17,497	11,822	5,196
Cumberland County	107,989	67,699	40,290	94,607	63,593	31,014	13,382	4,106

Source: Prepared by Greater Portland Council of Governments using US Census Bureau, 1990 and 2000
 Note: Long Island was removed from the 1990 Portland Islands Neighborhood to allow for comparison to 2000 data

Vacancy by Neighborhood in 2000

Neighborhoods	Total Housing Units	Year Round		Non Seasonal		Units for Market	
		Vacant Seasonal	Housing Units	Seasonal Vacant	Vacancy Rate	Sale or Rent	Vacancy Rate
East End	2,579	50	2,529	132	5.2%	70	2.8%
Downtown	1,895	60	1,835	126	6.9%	80	4.4%
East Bayside	937	1	936	55	5.9%	40	4.3%
West Bayside	465	-	465	14	3.0%	11	2.4%
Parkside	2,676	21	2,655	113	4.3%	83	3.1%
West End	3,549	23	3,526	131	3.7%	94	2.7%
Valley Street	779	2	777	79	10.2%	54	6.9%
Oakdale	1,690	16	1,674	54	3.2%	26	1.6%
Rosemont	1,952	12	1,940	46	2.4%	21	1.1%
Ocean Ave	1,885	12	1,873	74	4.0%	45	2.4%
Deering Center	1,997	2	1,995	64	3.2%	43	2.2%
Nasons Corner	1,412	3	1,409	31	2.2%	11	0.8%
Libbytown	747	5	742	21	2.8%	13	1.8%
Stroudwater	267	4	263	2	0.8%	1	0.4%
North Deering	4,324	19	4,305	113	2.6%	72	1.7%
Riverton	1,989	15	1,974	54	2.7%	24	1.2%
East Deering	1,500	11	1,489	37	2.5%	14	0.9%
Islands	1,219	694	525	52	9.9%	5	1.0%
City of Portland	31,862	950	30,912	1,198	3.9%	707	2.3%
Balance of County	90,738	9,896	80,842	2,567	3.2%	1,195	1.5%
Cumberland County	122,600	10,846	111,754	3,765	3.4%	1,902	1.7%

Source: 2000 Census

Market vacancy rate is not a Census term. It is computed dividing all units for sale or rent by year round units.

Some units are vacant, but are not actually for sale or rent. These units are not included in Market rate calculation

Population and Housing Units by Ownership in 2000

Neighborhoods	Total Housing Units		Year Round Housing Units		Households		Pop in Households		Housing Units			Population		% of Population in Home Ownership
	Housing Units	Year Round Housing Units	Households	Year Round Housing Units	Households	Households	Households	Households	Owned	Rented	Units	Owners	Renters	
East End	2,579	2,529	2,397	4,768	636	1,761	26.5%	1,305	3,463	27.4%				
Downtown	1,895	1,835	1,709	2,434	160	1,549	9.4%	263	2,171	10.8%				
East Bayside	937	936	881	2,167	162	719	18.4%	414	1,753	19.1%				
West Bayside	465	465	451	750	24	427	5.3%	68	682	9.1%				
Parkside	2,676	2,655	2,542	4,380	213	2,329	8.4%	434	3,946	9.9%				
West End	3,549	3,526	3,395	5,909	776	2,619	22.9%	1,655	4,254	28.0%				
Valley Street	779	777	698	1,253	71	627	10.2%	151	1,102	12.1%				
Oakdale	1,690	1,674	1,620	3,132	574	1,046	35.4%	1,298	1,834	41.4%				
Rosemont	1,952	1,940	1,894	4,447	1,276	618	67.4%	3,174	1,273	71.4%				
Ocean Ave	1,885	1,873	1,799	3,775	1,017	782	56.5%	2,369	1,406	62.8%				
Deering Center	1,997	1,995	1,931	4,251	1,022	909	52.9%	2,553	1,698	60.1%				
Nasons Corner	1,412	1,409	1,378	3,291	979	399	71.0%	2,441	850	74.2%				
Libbytown	747	742	721	1,589	309	412	42.9%	764	825	48.1%				
Stroudwater	267	263	261	671	230	31	88.1%	599	72	89.3%				
North Deering	4,324	4,305	4,192	9,851	2,877	1,315	68.6%	7,370	2,481	74.8%				
Riverton	1,989	1,974	1,920	4,894	1,164	756	60.6%	2,974	1,920	60.8%				
East Deering	1,500	1,489	1,452	3,234	768	684	52.9%	1,786	1,448	55.2%				
Islands	1,219	525	473	1,010	359	114	75.9%	780	230	77.2%				
City of Portland	31,862	30,912	29,714	61,806	12,617	17,097	42.5%	30,398	31,408	49.2%				
Balance of County	90,738	80,842	78,275	195,179	59,476	18,799	76.0%	155,757	39,422	79.8%				
Cumberland County	122,600	111,754	107,989	256,985	72,093	35,896	66.8%	186,155	70,830	72.4%				

Source: US Census 2000

Note: Population in Households excludes those residents that live in Group Quarters such as nursing homes

Age of Householders by Neighborhood in 2000

Neighborhoods	Households	Baby Boomlet	Baby Bust:	Baby Boomers 36 to 54	Householder 65 and older
		Householder 15 to 24 years	Householder 25 to 34 years	Householder 35 to 44 years	Householder 55 to 64 years
East End	2,397	8%	27%	22%	9%
Downtown	1,709	14%	26%	20%	10%
East Bayside	881	10%	25%	24%	9%
West Bayside	451	5%	18%	18%	10%
Parkside	2,542	18%	32%	21%	7%
West End	3,395	9%	29%	18%	10%
Valley Street	698	19%	30%	24%	7%
Oakdale	1,620	11%	28%	19%	8%
Rosemont	1,894	5%	20%	22%	11%
Ocean Ave	1,799	5%	20%	21%	10%
Deering Center	1,931	4%	19%	23%	9%
Nasons Corner	1,378	3%	15%	21%	16%
Libbytown	721	9%	23%	22%	9%
Stroudwater	261	1%	12%	21%	16%
North Deering	4,192	3%	15%	23%	11%
Riverton	1,920	6%	23%	27%	10%
East Deering	1,452	5%	23%	24%	10%
Islands	473	1%	11%	22%	15%
City of Portland	29,714	8%	23%	22%	10%
Balance of County	78,275	3%	15%	24%	14%
Cumberland County	107,989	4%	17%	24%	13%

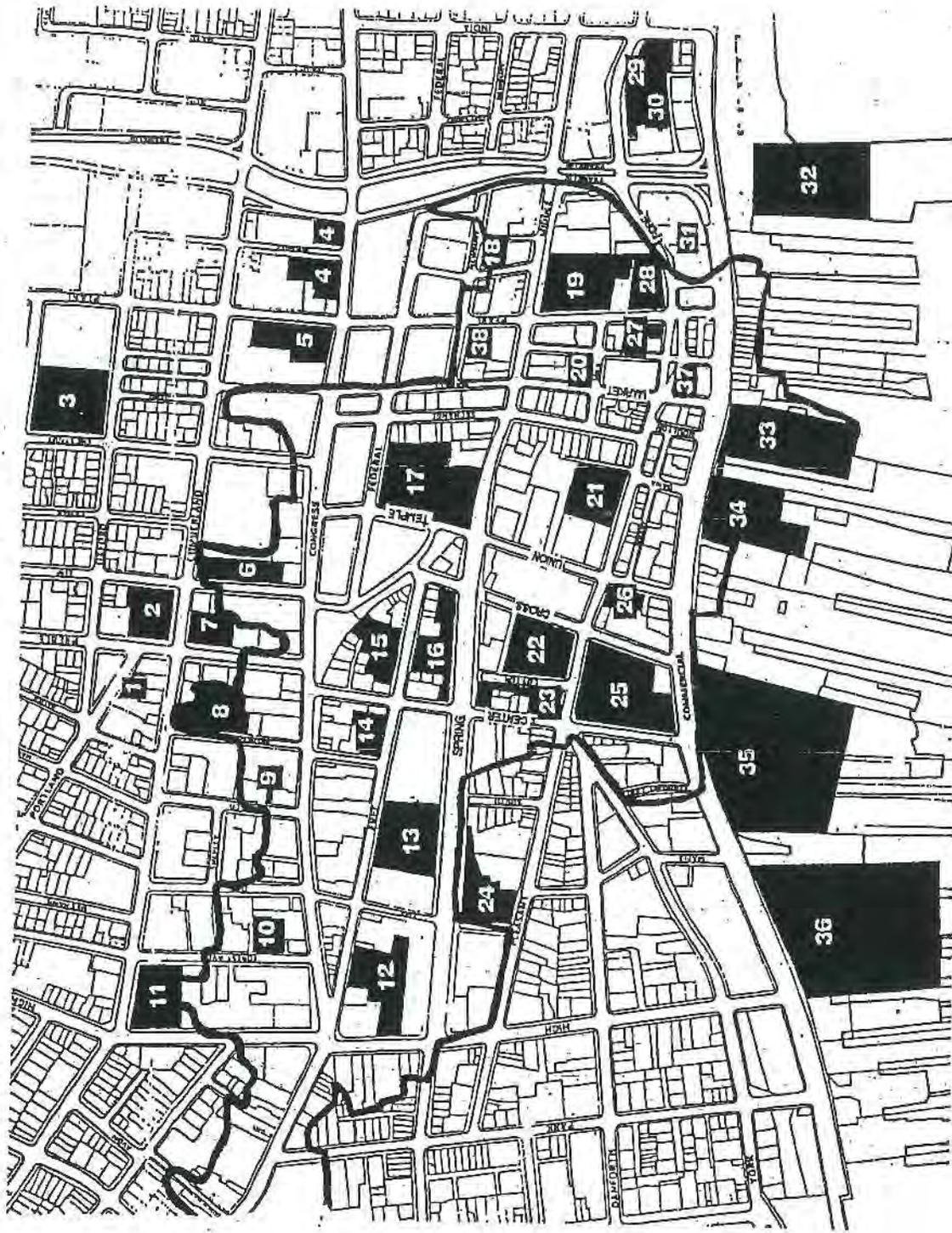


City of Portland, Maine SUBSIDIZED HOUSING

Map prepared by the City of Portland's Department of Planning and Urban Development and the GIS Workgroup September 2002

PARKING FACILITY LIST BY MAP NUMBER

- 1 Maria's Restaurant Parking Lot
- 2 Public Market Garage
- 3 Chestnut St. Parking Garage
- 4 Top of the Old Port Parking Lot
- 6 Elm St. Parking Garage
- 8 Monument Square Parking Garage
- 9 Fleet Bank Casco St. Parking Lot
- 10 Venture (VIP) Parking Lot
- 11 Gateway Parking Garage
- 12 Free St. Parking/Holiday/Scottie's
- 13 Spring St. Parking Garage
- 14 J.B. Brown Parking Lot on Free St.
- 15 One City Center Parking Garage
- 16 Midtown Parking Lot
- 17 Temple St. Parking Garage
- 18 Cumberland County Courthouse Garage
- 19 Middle & Pearl Parking Lot
- 20 Market St. Parking Lot
- 21 Fore St. Parking Garage
- 22 Portland Square Visitor Lot
- 23 Cotton & Center Parking Lot
- 24 Anthem / Blue cross Parking Garage
- 25 Portland Square Monthly Lot
- 26 Harbor Plaza Parking Garage
- 27 Regency Hotel Parking Lot
- 28 Custom House Square Parking Garage
- 29 Omni Park System / Casa Parking Lot
- 30 Simba / Hale Parking Lot
- 31 East Brown Cow Parking Lot
- 32 Casco Bay Parking Garage
- 33 DiMillo's Parking Lot
Restaurant customers only
- 34 Fisherman's Wharf Parking Lot
- 35 Fish Pier Parking Lot
- 36 International Maritime Terminal Parking Lot
- 37 Key Bank - Closed
- 38 66 Pearl St. Parking Lot



DOWNTOWN PARKING FACILITIES

Revised July 2002

NAME	ENTRANCE ADDRESS	MAP #	OFFICE PHONE	GARAGE / LOT PHONE
Associates Parking	60 Spring St.	24	822-7743	none
Casco Bay Parking Garage	54 Commercial St.	32	761-9591	774-8653
Chestnut St. Parking Garage	Chestnut St. / Oxford St.	3	773-4206	none
Cumberland County Courthouse Garage	188 Newbury St.	18	871-8380, ext. 3108	871-8275
Tom House Square Parking Garage	25 Pearl St.	28	774-27480	774-2748 or 774-2203
Elm St. Parking Garage	21 Elm St.	6	874-2861	871-1106
Fore St. Parking Garage	419 Fore St.	21	774-2829	772-7738
Fore St. Parking Garage	181 High St.	11	772-1540	761-1568
Fore St. Parking Garage	10 Union St.	26	772-2992	none
Fore St. Parking Garage	Cumberland Ave. / Brown St.	8	774-2829	773-2761
Fore St. Parking Garage	One City Center	15	871-1080	775-0444
Fore St. Parking Garage	Preble St. / Elm St.	2	774-2829	774-2748
Fore St. Parking Garage	49 Spring St. / Free St.	13	874-2861	874-2842
Fore St. Parking Garage	11 Temple St.	17	772-5762	772-5762
On Map				
Pearl St. Parking Lot	66 Pearl St.	38	775-2252	n/a
Center & Center Parking Lot	Center St.	23	883-9051	n/a
Long Wharf Parking Lot	Long Wharf	33	772-2216	n/a
75 Commercial Parking Lot	75 Commercial St.	31	775-2252	n/a
350 Commercial Parking Lot	350 Commercial St.	35	541-6900	210-0512 or 232-3472
Chandler's Wharf Parking Lot	Chandler's Wharf, Commercial St.	34	773-6649	773-6649
15 Casco St. Parking Lot	15 Casco St.	9	774-2829	n/a
Free St. Parking	Free St.	12	773-3271	773-3271
468 Commercial Parking Lot	468 Commercial St.	36	775-5611	n/a
1 on Center St., 1 on Free St. Parking Lot	1 on Center St., 1 on Free St.	14	774-5908	n/a
Portland St. Parking Lot	Portland St.	1	772-9232	n/a
Pearl St. Parking Lot	Pearl St.	19	774-1000	n/a
44 Free St. Parking Lot	44 Free St.	16	773-3633	772-7716
Fore St. Parking Lot	Fore St.	29	749-5590	n/a
Center St. Parking Lot	Center St.	25	874-6000	n/a
Cross St. Parking Lot	Cross St.	22	874-6000	-n/a
Silver St. Parking Lot	Silver St.	27	774-4200	n/a
Fore St. Parking Lot	Fore St.	30	773-6649	773-6649
119 Pearl St. Parking Lot	119 Pearl St.	4	871-1080	828-1212
11 Forest Ave. Parking Lot	11 Forest Ave.	10	774-5541	n/a
Not On Map				
321 Commercial St. Parking Lot	321 Commercial St.	n/a	774-5908	n/a
Danforth St. Parking Lot	Danforth St.	n/a	774-5908	n/a
Danforth St. Parking Lot	Danforth St.	n/a	774-5908	n/a
Federal St. Parking Lot	Federal St.	n/a	774-3975	774-3975
1 on Spring St., 1 on Free St. Parking Lot	1 on Spring St., 1 on Free St.	n/a	822-7743	n/a
305 Commercial St. Parking Lot	305 Commercial St.	n/a	775-6561	n/a
Center St. Parking Lot	Center St.	n/a	780-9949	671-8584
Brown St. Parking Lot	Brown St.	n/a	774-2829	n/a
291 Fore St. Parking Lot	291 Fore St.	n/a	773-1789	n/a
Fore St. Parking Lot	Fore St.	n/a	541-6900	210-0512 or 232-3472
665 Congress St. Parking Lot	665 Congress St.	n/a	773-3656	n/a
Brown St. Parking Lot	Brown St.	n/a	774-1822	n/a
45 India St. Parking Lot	45 India St.	n/a	775-1854	n/a
Oak St. Parking Lot	Oak St.	n/a	774-2829	n/a
Commercial & Franklin Parking Lot	Commercial & Franklin	n/a	541-6900	210-0512 or 232-3472
Shepley St. Parking Lot	Shepley St.	n/a	774-2829	n/a
Fore St. Parking Lot	Fore St.	n/a	761-0807	773-6649
122 High St. Parking Lot	122 High St.	n/a	828-6666	n/a

City of Portland Parking Survey
 Prepared by the Parking Division
 July 2002

PART ONE - GARAGES

Facility Name	Map #	Total # of spaces	# of monthly spaces available	Monthly rate	Hourly Rate	Daily rate	Snow ban Parking? Hours?	Park & Shop?	Park & Work?	Additional Information
Anthem Associates Parking Garage Office: 822-7743, Garage: none	24	316	n/a	n/a	n/a	n/a	No n/a	No	No	Parking during the day for Blue Cross employees only. Civic Center event parking available for a flat fee. Open for certain scheduled non-profit events.
Casco Bay Parking Garage Office: 761-9591, Garage: 774-8653	32	418	none	\$80.00	\$1.00	\$14.00 max for 24 hrs.	No n/a	Yes	Yes	Long waiting list. Operating hours based on boat schedule. Generally open 1/2 hr before the first boat leaves and close 1/2 hr after last boat gets back.
Chestnut St. Parking Garage Office: 773-4206, Garage: none	3	450	varies	\$45.00 top level, \$59 lower	n/a	n/a	No n/a	No	No	Access card required. Security cameras in place. Group discounts available
Cumberland County Courthouse Garage Office: 871-8380, ext. 3108, Garage: 871-8275	18	328	n/a	\$80.00	50 ¢ per half hour	\$8.00 max.	\$3.00 4:00 pm - 7:00 am	Yes	Yes	
Custom House Square Parking Garage Office: 774-2829, Garage: 774-2748 or 774-2203	28	767	n/a	\$95.00	\$1.00	\$12.00 max.	\$(in after 7pm. out before 8am) n/a	Yes	No	24 Hour access
Elm St. Parking Garage Office: 874-2861, Garage: 871-1106	6	398	n/a	\$80.00	50 ¢ per half-hour (1st half-hour free)	\$12.00 max.	\$3.00 5:00 pm - 8:00 am	Yes	No	Open 1/2 hour after Merrill Auditorium events. * 1st half hour free
Fore St. Parking Garage Office: 774-2829, Garage: 772-7738	21	410	0	\$90.00	\$1.00	\$12.00	\$5.00 in by 7:00 pm, out by 8:00 am	Yes	No	

Garages continued on next page

City of Portland Parking Survey
Prepared by the Parking Division
July 2002

PART ONE - GARAGES

Garages continued from previous page

Facility Name	Map #	Total # of spaces	# of monthly spaces available	Monthly rate	Hourly Rate	Daily rate	Snow ban Parking? Hours?	Park & Shop?	Park & Work?	Additional Information
Gateway Parking Garage Office: 772-1540, Garage: 761-1568	11	650	0	\$80.00	\$1.00	\$15.00	\$6.00 \$10:00 pm - 7:00 am	Yes	Yes	Some group rates offered. Open 24 hours
Harbor Plaza Parking Garage Office: 772-2992, Garage: none	26	195	-	\$80.00	n/a	n/a	no 5:00 pm - 8:00 am	No	No	No Public Parking. Hotel parking only.
Monument Square Parking Garage Office: 774-2829, Garage: 773-2761	8	340	n/a	\$80.00	\$1.00	n/a	No n/a	Yes	No	Free parking for People's Heritage Bank customers on bottom level
One City Center Parking Garage Office: 871-1080, Garage: 775-0444	15	600	0	\$90.00	\$1.00	\$12.00	\$3.00 in after 6:00 pm, out by 7:00 am	Yes	Yes	
Public Market Garage Office: 774-2829, Garage: 774-2748	2	630	varies	\$80.00	\$1.00	\$12.00 max.	No n/a	Yes	No	24 hour access for monthly cardholders
Spring St. Parking Garage Office: 874-2861, Garage: 874-2842	13	600	10	\$80.00	50 ¢ per half hour (1st half hour free)	\$12.00 max.	\$3.00 5:00 pm - 8:00 am	Yes	Yes	Civic Center event parking available. * 1st half hour free.
Temple St. Parking Garage Office: 772-5762, Garage: 772-5762	17	620	none	\$85.00	\$1.00	\$12:00	\$4.00 in after 7 pm out by 8 am	Yes	No	

End of Garages

City of Portland Parking Survey
 Prepared by the Parking Division
 July 2002

PART TWO - LOTS ON MAP

Facility Name	Map #	Total # of spaces	# of monthly spaces available	Monthly rate	Hourly Rate	Daily rate	Snow ban Parking? Hours?	Park & Shop?	Park & Work?	Additional Information
66 Pearl St. Parking Lot Office: 775-2252, Lot: n/a	38	45	n/a	\$80.00	n/a	n/a	No n/a	No	No	Free after 5:30 pm and on weekends. No overnight parking.
Cotton & Center Parking Lot Office: 883-9051, Lot: n/a	23	100	n/a	\$75.00	n/a	n/a	No n/a	No	No	Gravel lot
DiMillo's Parking Lot Office: 772-2216, Lot: n/a	33	317	40	\$90.00, must exit before 5:30 pm	\$5.00	n/a	No n/a	No	No	Parking lot is intended to serve restaurant guests, monthly parkers, and marina tenants. The high hourly rate is to discourage public parking.
East Brown Cow Parking Lot Office: 775-2252, Lot: n/a	31	45	n/a	\$80.00	n/a	n/a	No n/a	No	No	Free parking after 5:30 pm and on weekends. No overnight parking.
Fish Pier Parking Lot Office: 541-6900, Lot: 210-0512 or 232-3472	35	154	20	\$75 Deposit required	n/a	\$5.00*, availability only	No No	No	No	Permits need to be purchased at 40 Commercial St.
Fisherman's Wharf Parking Lot Office: 773-6649, Lot: 773-6649	34	215	0	\$110.00	\$2.00	\$7.00	No n/a	Yes	Yes	Reserved for customers of 511 Congress St.
Fleet Bank Casco St. Parking Lot Office: 774-2829, Lot: n/a	9	18	n/a	n/a	n/a	n/a	No n/a	No	No	Lot is often entirely reserved by the Holiday Inn for special events, in which case they refer parkers to other garages or lots.
Free St. Parking Office: 773-3271, Lot: 773-3271	12	145	n/a	n/a	\$1.00	\$8.50	No n/a	Yes	No	Reserved for use of passengers who are aboard the Scotia Prince Snow Ban Parking under Casco Bay Bridge.
International Marine Terminal Parking Lot Office: 775-5611, Lot: n/a	36	300	n/a	n/a	n/a	\$10, \$15, \$20, \$5 for ea additional night	No n/a	No	No	Available to J.B. Brown & Sons and Jensen Baird & Henry tenants
J.B. Brown Parking Lot on Free St. Office: 774-5908, Lot: n/a	14	44	n/a	n/a	n/a	n/a	No n/a	No	No	Group rates available, first and last month's rent due from the start.
Maria's Ristorante Parking Lot Office: 772-9232, Lot: n/a	1	35	6 spaces available as of June	\$65.00	n/a	n/a	No n/a	No	yes	

Lots on Map continued on next page

City of Portland Parking Survey
Prepared by the Parking Division
July 2002

PART TWO - LOTS ON MAP

Lots on Map continued from previous page

Facility Name	Map #	Total # of spaces	# of monthly spaces available	Monthly rate	Hourly Rate	Daily rate	Snow ban Parking? Hours?	Park & Shop?	Park & Work?	Additional Information
Middle & Pearl Parking Lot Office: 774-1000, Lot: n/a	19	208	none. Waiting list	95	n/a	n/a	No n/a	No	No	Access card needed. Deposit required.
Midtown Parking Lot Office: 773-3633, Lot: 772-7716	16	175	n/a	\$60.00	85 ¢	\$6.00	No n/a	Yes	Yes	
Omni Park System / Casa Parking Lot Office: 749-5590, Lot: n/a	29	20	no available spaces	\$55.00 in '01	n/a	n/a	No n/a	No	No	
Portland Square Monthly Lower Lot Office: 874-6000, Lot: n/a	25	294	0	\$85.00	n/a	n/a	No n/a	No	No	
Portland Square Visitor Lot Office: 874-6000, Lot: n/a	22	237	0	\$85.00	Tenant visitors only \$5.00 per hour for non-validated parking	n/a	No n/a	No	No	Civic Center event parking available.
Regency Hotel Parking Lot Office: 774-4200, Lot: n/a	27	45	n/a	n/a	n/a	8.00	No n/a	No	No	Parking for hotel guests only
Simba / Hale Parking Lot Office: 773-6649, Lot: 773-6649	30	115	0	\$70.00	n/a	n/a	No n/a	No	No	
Top of the Old Port Parking Lot Office: 871-1080, Lot: 828-1212	4	540	0	\$73.00 / \$68 Groups 10 or more	\$2.00	\$16.00, after 8 hours	No n/a	Yes	No	Open for Merrill Auditorium events. Group rates available.
Venture (VIP) Parking Lot Office: 774-5541, Lot: n/a	10	75	n/a	65	n/a	n/a	No n/a	No	No	Open evenings and weekends for Portland Stage performances at rate of \$3 per hour.

End of Lots on Map

City of Portland Parking Survey
 Prepared by the Parking Division
 July 2002

PART THREE - LOTS NOT ON MAP

Facility Name	Map #	Total # of spaces	# of monthly spaces available	Monthly rate	Hourly Rate	Daily rate	Snow ban Parking? Hours?	Park & Shop?	Park & Work?	Additional Information
321 Commercial St. Parking Lot (next to C.V.B.) Office: 774-5908, Lot: n/a	n/a	80	none	\$50.00	n/a	n/a	No n/a	No	No	
57 York St. Parking Lot Office: 774-5908, Lot: n/a	n/a	57	none, 2 page waiting list	\$50.00	n/a	n/a	No n/a	No	No	I.D. sticker and transmitter needed for automatic gat. Special event parking evenings / weekends available by special arrangement..
66 - 68 Danforth St. Parking Lot Office: 774-5908, Lot: n/a	n/a	88	none	\$50.00	n/a	n/a	No n/a	No	No	
Amato's Federal St. Parking Lot Office: 774-3975, Lot: 774-3975	n/a	50	n/a	\$60.00	n/a	n/a	No n/a	No	No	Daily & weekend parking possible by request.
Anthem Blue Cross Free St. lot (Side lot) Office: 822-7743, Lot: n/a	n/a	48	n/a	n/a	n/a	n/a	No n/a	n/a	n/a	Parking is for Anthem / Blue Cross employees and customers only.
Baxter Place Lot Office: 775-6561, Lot: n/a	n/a	100	varies	\$70.00	n/a	n/a	No n/a	No	No	located behind StoneCoast Brewery. Managed by Fishman Prop. Mgrnt.
Center St. Parking Lot Office: 780-9949, Lot: 671-8584	n/a	60	none	\$65.00	n/a	n/a	No n/a	No	No	Civic Center Event parking available nights/weekends. Brian Boru patrons may use when no events are scheduled.
Cumberland Ave. & Brown St. Lot Office: 774-2829, Lot: n/a	n/a	69	n/a	\$80.00	n/a	n/a	No n/a	No	No	
Hub Furniture Parking Lot Office: 773-1789, Lot: n/a	n/a	32	n/a	\$50.00	n/a	n/a	No n/a	No	No	Some special event and evening parking available. One available weekend at \$3 a day.
Islander Parking Lot Office: 541-6900, Lot: 871-5816 Officer on duty, or 210-0512, 232-3472	n/a	135	varies	May 1 - Oct 31 \$75 plus \$75 deposit Off-season rate TBA.	n/a	n/a	No n/a	No	No	Of f-season (Nov. 1 - April 30) Islanders only. Must show paid tax bill or 2 utility bills. Weekly or daily only available May 1 - Oct. 31. Off-season monthly unlimited permit available; rate to be decided by City Council

City of Portland Parking Survey
Prepared by the Parking Division
July 2002

PART THREE - LOTS NOT ON MAP

Lots Not On Map continued from previous page

Facility Name	Map #	Total # of spaces	# of monthly spaces available	Monthly rate	Hourly Rate	Daily rate	Snow ban Parking? Hours?	Park & Shop?	Park & Work?	Additional Information
Joe's Smoke Shop Parking Lot Office: 773-3656, Lot: n/a	n/a	73	n/a	n/a	n/a	n/a	\$5-\$6. Sometimes available for snow bans. n/a	No. Only Smoke Shop customers	No	Leased to Mercy Hospital only.
Maine Historical Society Parking Lot Office: 774-1822, Lot: n/a	n/a	42	none	\$75.00	n/a	n/a	No n/a	No	No	
Micucci's Parking Lot Office: 775-1854, Lot: n/a	n/a	28	n/a	\$60.00	n/a	n/a	No n/a	No	No	
Oak St. Parking Lot Office: 774-2829, Lot: n/a	n/a	34	n/a	\$80.00	n/a	n/a	No n/a	No	No	
Portland Ocean Terminal Office: 541-6900, Lot: 232-3472	n/a	216	n/a	\$75 plus deposit, Off-season \$45 plus \$45 deposit	n/a	n/a	\$10, based on day rate n/a	No	No	Daily and weekly rates available May 1-Oct. 31. Islander monthly parking also available.
Shepley St. Parking Lot Office: 774-2829, Lot: 772-2647	n/a	59	n/a	\$80.00	n/a	n/a	No n/a	No	No	
Shipyard Brewing Parking Lot Office: 761-0807, Lot: 773-6649	n/a	200 approx	few	\$70.00	n/a	n/a	No n/a	No	No	
WCSH Congress Sq. Parking Lot Office: 828-6666, Lot: n/a	n/a	86	n/a	n/a	n/a	n/a	No n/a	No	No	Lot for employee use.

End of Parking Survey

PART THREE - LOTS NOT ON MAP

Lots Not On Map continued from previous page

Facility Name	Map #	Total # of spaces.	# of monthly spaces available	Monthly rate	Hourly Rate	Daily rate	Snow ban Parking? Hours?	Park & Shop?	Park & Work?	Additional Information
Joe's Smoke Shop Parking Lot Office: 773-3656, Lot: n/a	n/a	73	n/a	n/a	n/a	n/a	\$5-\$6. Sometimes available for snow bans. n/a	No. Only Smoke Shop customers	No	Leased to Mercy Hospital only.
Maine Historical Society Parking Lot Office: 774-1822, Lot: n/a	n/a	42	none	\$75.00	n/a	n/a	No n/a	No	No	
Micucci's Parking Lot Office: 775-1854, Lot: n/a	n/a	28	n/a	\$60.00	n/a	n/a	No n/a	No	No	
Oak St. Parking Lot Office: 774-2829, Lot: n/a	n/a	34	n/a	\$80.00	n/a	n/a	No n/a	No	No	
Portland Ocean Terminal Office: 541-6900, Lot: 232-3472	n/a	216	n/a	\$75 plus \$75 deposit, Off-season \$45 plus \$45 deposit	n/a	n/a	\$10, based on day rate n/a	No	No	Daily and weekly rates available May 1-Oct. 31. Islander monthly parking also available.
Shepley St. Parking Lot Office: 774-2829, Lot: 772-2647	n/a	59	n/a	\$80.00	n/a	n/a	No n/a	No	No	
Shipyard Brewing Parking Lot Office: 761-0807, Lot: 773-6649	n/a	200 approx	few	\$70.00	n/a	n/a	No n/a	No	No	
WCSH Congress Sq. Parking Lot Office: 828-6666, Lot: n/a	n/a	86	n/a	n/a	n/a	n/a	No n/a	No	No	Lot for employee use.

7

APPENDIX

COMPREHENSIVE PLAN FOR PORTLAND, MAINE
BIBLIOGRAPHY

December 2002

The Portland Planning Board embarked in 1981 on a strategic update of the 1974 Land Development Plan (LDP), complete with implementing zoning ordinance provisions. Following are the elements of the comprehensive plan and zoning revision milestones:

Waterfront

- October, 2000 Investing in Our Working Waterfront, prepared by Mayor's Waterfront Task Force on Economic Development with assistance from the Greater Portland Council of Governments. Adopted as part of Portland's Comprehensive Plan.
- January 4, 1993 Waterfront Zoning and Land Use Policy Update:
Waterfront zoning text and map amendments including a revision to the comprehensive plan adopted by the City Council. This refined land use policies and amended the zoning along the entire waterfront, creating the waterfront central, port development and special use zones. This adopted land use update included the Waterfront Alliance Recommendations, April 14, 1992, prepared by the Greater Portland Council of Governments, as the policy document in support of the zoning amendments.
- April, 1990 A Waterfront Action Plan for the Portland of Portland, Maine (1.4); Report by the Community Development Committee to the Portland City Council. Follow up reports on a Berthing Management Plan and Port Marketing Study were completed in the fall of 1989 (1.4a).
- May, 1987 Voters approved a waterfront zoning initiative prohibiting non-marine uses in a waterfront overlay zone.
- December, 1983 Portland Waterfront Public Access Design Project Technical Report (1.3). Terrien Architects, Mitchell-Dewan Associates; with Public Access and Design Guidelines for the Commercial Street Waterfront Core (1.3a) adopted by the Portland City Council, January 14, 1985 as part of the Land Development Plan.

Residential

- November 18, 2002 Housing: Sustaining Portland's Future- Prepared by the Housing Comprehensive Plan Committee with the assistance of City staff and the Greater Portland Council of Governments. The document includes a community vision, an overarching housing goal and six polices with specific objectives and actions. It was adopted as part of Portland's Comprehensive Plan on November 18, 2002.

- 2000 2000-2005 Consolidated Housing and Community Development Plan: Five (5) year consolidated housing plan required by HUD, describes assisted housing needs and activities for meeting those needs with HUD resources.
- July, 1983 Regulation of Institutional Uses in Residential Zones (2.1); Portland Planning Board Report #46-83 submitted to Portland City Council.

Islands

- December, 1989 City of Portland Island Groundwater Management Study (3.2), Robert G. Gerber, Inc., August, 1986 island zoning text amendments enacted by City Council on December 11, 1989, refining earlier zoning provisions to promote controlled density and protect groundwater. The Groundwater Management Study and related policy statements (3.2a) were also adopted as part of the City's comprehensive plan. The related policy statements are contained in Planning Board Report #70-89, Recommendation To Adopt The Portland Islands Groundwater Management Study As Part Of The Comprehensive Plan Of The City of Portland And To Adopt Zoning Amendments To The Land Use Code.
- July, 1985 New Island zoning text and map enacted by Portland City Council, pursuant to the Portland Islands Land Use and Zoning Study (3.1), adopted by the City Council as part of the comprehensive plan.

Commercial

- February 7, 2001 Outer Brighton Avenue Task Force Report was adopted as part of Portland's Comprehensive Plan along with zoning map amendments in the Rand Road vicinity for Office Park and Resource Protection zones as recommended in the Task Force Report. The report was prepared by the Outer Brighton Avenue Task Force.
- September, 1988 City Council enacted numerous map amendments pursuant to the Community Commercial Policies and Land Use Plan. Effective date of previously enacted zoning text.
- April - May, 1988 City Council enacted new commercial zoning text pursuant to the Community Commercial Policies and Land Use Plan (4.2), dated September 15, 1987, adopted by the City Council as part of the comprehensive plan.
- October, 1982 Portland Neighborhood Economic Development Study (4.1), Governmental Services, Inc.

Downtown

- April, 2000 A New Vision for Bayside, Portland Maine; adopted by City Council as part of the Comprehensive Plan in April 2000. A neighborhood redevelopment plan for Bayside.

- 1999 Portland Downtown Traffic & Streetscape Study; Study Advisory Committee oversaw study, which contains traffic and streetscape recommendations for Congress Street. Adopted as part of the comprehensive plan by the City Council in 1999.
- October, 1996 Old Port Overlay Zone: Adopted as part of the Comprehensive Plan and Zoning Amendments on October 7, 1996.
- March, 1991 Downtown Vision: A Celebration of Urban Living and a Plan for the Future of Portland - Maine's Center for Commerce and Culture (5.2); Adopted by the City Council as part of the City's Comprehensive Land Use Plan, along with the revised B-3 zoning provisions and related regulations includes the Urban Design Guidelines.

Industrial

- July, 1994 Industry and Commerce Plan Advisory Committee developed the Portland Industry and Commerce Plan. It was adopted by the City Council after being reviewed by the Planning Board and the Community Development Committee. Policy considerations and recommendations pertaining to economic development incentives and industrial zoning text contained in the report have been drafted. The zoning text and map amendment are before the City Council for final adoption.

Open Space

- 1994 and 2001 Green Spaces, Blue Edges: An Open Space and Recreation Plan for the City of Portland (7.3) Adopted by the City Council as part of the comprehensive plan on May 16, 1994. Updated and adopted by the City Council as part of the Comprehensive Plan in 2001.
- May 18, 1998 Baxter Boulevard Improvement Plan, Adopted by the City Council as part of the Comprehensive Plan on May 18, 1998. The plan was prepared by the Advisory Committee with consulting services of Richardson & Associates, Landscape Architects, T.Y.Lin International, Engineers, Eleanor G. Ames, Landscape Historians, and Bartlett Tree Experts, Arborists.
- October, 1994 Evergreen Cemetery Master Plan (7.5); Adopted by the City Council as part of the comprehensive plan on October 17, 1994.
- May, 1994 Deering Oaks Master Plan (7.4); Adopted by the City Council as part of the comprehensive plan on May 16, 1994.
- March, 1992 Linking Open Spaces: A Vision for Portland Trails (7.2); Poster produced by National Park Service with Portland Trails, City of Portland, and the Friends of the Parks Commission.

October, 1989

Portland Shoreway Access Plan (7.1); Mitchell - Dewan Associates and Market Decisions, Inc., adopted as a part of the comprehensive plan by the City Council on October 16, 1989.

Municipal Facilities

2000 and 2002

City of Portland, Maine Capital Improvements Program, FY 2000 to FY 2009 (8.1); Adopted by the City Council as part of the City's Comprehensive Land Use Plan. Incorporated within the CIP by reference are numerous detailed reports and studies outlining improvement and infrastructure needs such as the Ten Year Master Plan for the Middle Schools, Park Network, and numerous sewer watershed studies including the Edwards Street, Woodfords, East Side and Fallbrook, West Side and Riverton/Warren Avenue areas. Municipal capital investment categories include transportation, utilities/infrastructure, downtown, municipal buildings, schools, Jetport/waterfront, parks/golf course, and equipment.

Historic Resources

August, 1990

Historic Resources element added to the Comprehensive Plan and ordinance protecting Historic Resources adopted by the City Council on February 26, 1990 Planning Board Report #72-89 (9.1).

Environment

September 1996
Revised 1999

The Capisic Brook Greenbelt/Stormwater Abatement Study, Portland Department of Public Works, prepared by CH2M HILL. The study is to implement an integrated watershed plan to maximize beneficial uses in the Capisic Brook watershed and reduce pollution loads to Casco Bay.

December 1992

Combined Sewer Overflow Abatement Study, Master Plan, Portland Department of Parks and Public Works, prepared by CH2M Hill and Dufresne-Henry, Inc. This study guides the City's investment in addressing combined sewer overflow problems and related problems of flooding and sewer system surcharging, all in the context of the City's longterm goals for open space, recreational benefits, and community enhancement.

June 15, 1992

Portland Planning Board Report to City Council RE: Shoreland Zoning (10.1) adopted by City Council along with zoning revisions consistent with State Shoreland zoning laws, with additional amendments adopted on August 3, 1992.

Transportation

February 7, 2001

The Brighton Avenue/Main Street Corridor Traffic and Streetscape Study is a study conducted in partnership with the City of Westbrook and funded by PACTS. The master plan was adopted as an element of Portland's Comprehensive Plan on February 7, 2001 in conjunction with the Outer Brighton Avenue Task Force Report.

- 8, 1998 : Baxter Boulevard Improvement Plan; Adopted as an element of Portland's Comprehensive Plan.

- March, 1994 A Time of Change: Portland Transportation Plan (11.1); Transportation Plan Advisory Committee adopted as part of the comprehensive plan by the City Council on March 21, 1994.

- Arts & Culture

- October 5, 1998 Celebrating Community: Portland's Arts and Cultural Plan, adopted as an element of the Comprehensive Plan on October 5, 1998.

- January, 1996 A Plan for Portland's Art District, adopted as part of the Comprehensive Plan.

- March, 1991 Public Arts Program (12.1), Portland Code, Article XI, Sections 14-856 - 14-860. In effect March 11, 1991.