



Helen Donaldson <hcd@portlandmaine.gov>

Questions on Impact Fee Presentation from 9/20/2018 Planning Board Workshop

Karen Snyder <karsny@yahoo.com>

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To: Helen Donaldson <hcd@portlandmaine.gov>, Planning Board <planningboard@portlandmaine.gov>, Planning and Urban Development <planning@portlandmaine.gov>

Cc: Jon Jennings <jpj@portlandmaine.gov>

Hi Nell,

I applaud the City's efforts in finally implementing something to offset some of the future development CIP (Capital Investment Project) growth funding instead of thinking that the property owners are suppose to fund via their property taxes this future CIP growth when all this new development is the direct cause for the reduction of their quality of life in this city especially on the Peninsula.

Based on the Planning Board workshop and the Economic Development Council meetings held this week regarding the new impact fee ordinance that is hopefully effective enough to offset around 50% of future CIPs related to current and future development growth, I do have additional questions regarding impact fee ordinance.

9/18/2018- Economic Development Council Meeting on Impact fees

https://www.portlandmaine.gov/AgendaCenter/ViewFile/Agenda/_09182018-2563

9/20/2018 - Planning Board Workshop on Impact Fees

[Agenda - 09/20/2018](#)

Question #1: How was this "stakeholder" group selected since it was made up of developers, residents, non-residents, Representatives from Bayside, India St, and Stroudwater, and Portland Trails? Who were the developers, residents and non-residents in this stakeholder group? The original hotel room impact fee was dramatically reduced by around 50% from the first presentation of impact fees, with single family resident impact fee reduction coming in second in reduction.

Question #2: I still don't understand why parking garages and parking lots are NOT included in this impact fee. The reason you gave last night is that wastewater is not applicable because parking lots don't have sewers even though there is stormwater runoff.

However, my understanding is that the 3 components for justifying charging impact fees are: Wastewater, Parks and Recreation, and Transportation.

Even though wastewater component may not be applicable but the transportation component I would have thought would be applicable. Parking garages and parking lots create more traffic congestions and transportation trips so how can parking garages and parking surface lots be excluded from the transportation impact fee equation, hence the impact fee all together?

Question #3: Tuck indicated last night that future developments would be applied impact fees if the site plans have not been approved yet, Maine Med will be excluded. Knowing how many site plans still slipped through during the Munjoy Hill moratorium, does this mean the following projects are NOT applicable to the impact fees as well? Please indicate yes or no for each project listed below.

Projects in question: Maine Med-NO, 58 [Fore St](#), 86 Newbury, [100 Fore St.](#), 383 Congress, 0 Hancock -Wex?

Question #4: Most of the large projects such as the large hotels (Marriot-130 rooms, Hyatt-132 rooms, Press-110 rooms, and AC Hotel-178 rooms) which equate to 550 hotel rooms will NOT be charged an impact fee. Therefore, what are the list of projects in site plan review but not approved will be applicable to this impact fee ordinance?

Question #5: Nell indicated that other Maine towns all ready have impact fee ordinances. Can I have a list of these towns and the links used to review the other impact fee ordinances?

Question #6 Since the Planning Dept website has not updated for 1.5 years regarding the projects under construction status on it's home page, can the Planning Dept website please be updated to show the current projects under construction? The public has no transparency to Planning Dept's project currently under construction for the last 1.5 years.

<http://portlandmaine.gov/314/Planning-Urban-Development>

Project Name/Address	Units	Bed/Bed+ Bath	Estimated Construction Cost
101 Congress St. (Longfellow, Acthwa's, Simeon Street)	120	145,241	\$11,911,313
101 Cookin Ave (Portland Retirement Residence)	100	134,648	\$12,833,420
1300 New Ave. (Marriott)	N/A	100,000	\$4,897,000
105 York St. (Hyatt)	63	87,000	\$15,418,000
177 Stevens (Park Garford)	50	265,576	\$1,694,113
65 York St (Hyatt Residence Residences)	200	49,501	\$1,156,000
89 Anderson St (Baystate Life)	53	44,250	\$3,897,000
100 Washington (Sumner)	20	40,000	\$6,300,000
18 Alder St (Baystate Rowing Expansion)	N/A	48,817	\$3,010,000
117 Middle Street (Marriott & Time)	100	37,344	\$5,714,000
1000 South Thompson Street	N/A	139,810	\$2,000,000
121 Center (Hyatt)	N/A	24,400	\$5,000,000
118 York St (Hyatt Gateway Condo)	1	21,175	\$2,912,000
1142 Congress I (AC)	N/A	15,105	\$5,500,000
11 Portland Residence	21	17,380	\$1,566,000
605 Stevens (Motherhouse Senior Housing)	88	102,241	\$8,500,000
TOTAL	690	1,584,844	\$97,803,019

In conclusion, it does seem like the largest projects such as all the hotels and the waterfront projects will be excluded from this impact fee. So, I am wondering how effective will this impact fee ordinance really be if most of the largest development growth currently happening will not be charged this impact fee and the developers appear to have a heavy influence in what is being charged for these impact fees?

It is concerning how the developers continue to have such a heavy influence in setting policies instead of the overall implications to the local residents.

I would appreciate responses to the above six questions.

Regards,
 Karen Snyder
 Mujoy Hill Property Owner