

1. Agenda 1 17 2017

Documents:

[AGENDA 1_17_2017.PDF](#)

2. Proposal To Change The Name Of Franklin St. To MLK, Jr. Blvd

Documents:

[FRANKLIN STREET MEMO - CITY MANAGER.PDF](#)

3. Ongoing Projects And Carryover Items From 2016

Documents:

[ONGOING INITIATIVES AND CARRY OVERS.PDF](#)

4. Proposed Committee Goals For 2017

Documents:

[\(SUBMITTAL\)SUSTAINABILITY AND TRANSPORTATION COMMITTEE GOALS 1-16-2017.PDF](#)

CITY OF PORTLAND, MAINE
Standing Committee Sustainability and Transportation
Councilor Spencer Thibodeau (D2), Chair
Councilor Belinda Ray (D1)
Councilor Jill Duson (A/L)

Agenda
January 17, 2017
5:30 PM
Room 209

1. Review and approve minutes from November 16, 2016
2. Proposal to rename Franklin Street to Martin Luther King, Jr. Boulevard
3. Review ongoing initiatives and carry over items from last session
4. Discuss committee goals for this session and recommendations for Council goal setting
5. Adjourn



Memorandum

TO: Jon P. Jennings, City Manager
FROM: Michael Murray, Assistant to the City Manager
SUBJECT: Franklin Street
DATE: January 10, 2017

OBJECTIVE:

The objective is to re-name Franklin Street to Martin Luther King Boulevard in honor of Martin Luther King, Jr.

BACKGROUND:

The following history of Franklin Street is provided by the "Reclaiming Franklin Street" report of 2009:

Franklin Street began in the 18th century as Essex Street. It ran from Back Street (now known as Congress Street) to Tyng's Wharf which was located at Fore Street. By 1823 a new street named Franklin Street, which more or less aligned with Essex Street, extended from Congress Street (formerly Back Street) toward Back Cove to a point where Oxford Street is now located (at this time the Back Cove area had not yet been filled or extended). In the 1850s Portland Harbor had also been filled and the street was connected to the newly-built Commercial Street and extended out into the harbor on the new Franklin Wharf. The entire street, from Back Cove to the waterfront, was named Franklin Street.

The current Franklin Street has three distinct addresses associated with it:

15 Franklin Street – an office and business address

113 Franklin Street – an 11 to 20 multi-unit building

235 Franklin – City of Portland Pump Station

These distinct addresses should be notified when this item is brought before the City Council in order to provide public comment, should it be desired.

This proposal has been reviewed by Corporation Counsel's Office. Corporation Counsel has determined that City Code allows the City Council to rename streets in the City of Portland:

Sec. 25-81. Street names established. The several streets and ways, whether public or private, of the city shall continue to be known by the names previously assigned to them unless and until changed by the city council. (Code 1968, § 709.1; Ord. No. 607-82, 5-19-82)



Additionally, as MDOT has significant exit sign information along the I295 corridor for the current Franklin Street exit (Exit 7), City Manager Jon Jennings has reached out to MDOT for input and received favorable response and support for the proposal.

OUTCOME:

The anticipated outcome is re-name the entirety of Franklin Street to honor Martin Luther King Jr. The following are the anticipated steps to achieve this outcome:

1. Favorable recommendation of the Sustainability and Transportation Committee.
2. A one read agenda item with a favorable vote of the Portland City Council.
3. Should steps one and two attain a favorable outcome, the Public Works Department is tasked as the addressing and E911 Office for the City to make appropriate notifications to all area utilities, the U.S. Postal Service, and associated transportation agencies at the federal, state, and local levels.
4. A public dedication ceremony will be scheduled at a date TBA if this proposal is passed by the City Council.

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To: Members of the Sustainability and Transportation Committee
From: Troy Moon, Sustainability Coordinator
Re: Ongoing Sustainability Projects and Carry Over Items from 2016
Date: 1/13/2017

During the past year, the City has initiated a variety of sustainability projects designed to improve energy efficiency, reduce the City's environmental footprint, and improve services for City residents. These correspond to City Council goals established in 2016 or initiated during the course of the Council session. There are also a couple items of unfinished business from the 2016 session of the Energy and Sustainability Committee that members may wish to address. In preparation for our discussion at the first Sustainability and Transportation Committee meeting of 2017 we have prepared a summary of the projects we have underway with a description of their current status.

Streetlight conversion to LED: The City issued a request for proposals from firms interested helping us convert the existing LED streetlights from high pressure sodium and metal halide fixtures to LED. The RFP also asked the respondents to describe how the streetlight network could serve as the backbone for a variety of "smart city" technologies including advanced lighting controls, environmental sensors, and communication /network services. Seven firms responded. Staff has been reviewing the proposals and will be meeting with some of the respondents later this month. We will ask questions and get a better understanding of the proposals. We have hired a lighting engineer to assist with our review and will have this individual available throughout the project to serve a technical advisor. Once we select a finalist we will develop and understanding of the full scope of the project including cost. We will work closely with the Sustainability and Transportation Committee and the Finance Committee throughout this process.

Pesticide Task Force: The Pesticide Task Force chaired by Councilor Mavodones has been meeting since early summer in order to develop recommendations to reduce the use of pesticides in the City of Portland. The group has reviewed the South Portland ordinance and has been working through draft ordinances that seek to incorporate elements of that ordinance with principals of Integrated Pest Management. The next Task Force meeting is on January 31. Per recent City Council action, the Task Force is scheduled to report their findings to the Sustainability and Transportation Committee in March.

NLC Leadership in Resiliency: Last year Portland was one of ten cities to receive a \$10,000 Leadership in Resiliency Grant from the National League of Cities. The goal of the grant is to help cities engage residents and other stakeholders around the impacts of climate change. Since the Bayside Adapts planning process had just gotten underway, the NLC agreed that supporting and expanding that effort

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would be a good use of the funds. This will allow us to engage the community as a whole in the discussion about how to prepare for the impacts of climate change while maintaining a focus on Bayside, our most vulnerable neighborhood. Working with NLC staff, we have developed a series of educational programs that will occur throughout the winter and spring. The first of these occurred in December when we hosted the Bayside Adapts Community Forum. Dr. Cameron Wake from the University of New Hampshire discussed the latest climate science and how sea level rise might impact southern Maine and New Hampshire. He was joined by Wayne Feiden, who advises cities around the world about resiliency planning. Our project includes a design competition that will ask local designers (professional, student, and amateur) to imagine what a resilient Bayside might look like. Submissions will need to show how the community can be economically vital, provide housing, and have engaging open space while facing the prospect of more water. The submitted designs will not be for construction, rather they will provide context and a common vocabulary for community members to discuss resilient design. The submittals, as well as the comments about them, will inform the Bayside Adapts Working Group, which is a group of Bayside businesses and residents tasked with recommending principles for future planning. We plan to exhibit the design submittals in a public space and online. Residents will be able to let us know what they like and dislike about each of them. During an event later this spring a panel of judges will identify the submittals that offer the most compelling approach to preparing for rising waters in Bayside. The judges will select a “best in show” submission whose creator will receive a prize funded by the National League of Cities.

Solid Waste improvements: In December, the City issued an RFP to solicit proposals from vendors interested in providing collection services for solid waste, recycling, and food scraps. We opened the responses on Tuesday and have begun reviewing them. Four firms submitted proposals. Two of them offered solutions for a comprehensive program while the others offered solutions for one or two elements of the program. Staff has begun to evaluate the submittals and will be weighing the cost and efficacy of the proposed solutions. Once the review is complete, the City Manager will weigh the responses against the existing program conducted by City employees and decide whether it makes sense to recommend that the City continue with an in-house program or to outsource elements of it.

The City also issued a bid for recycling carts, which closes on January 18. Our objective is to provide lidded carts to all of the residents who participate in the solid waste program. The carts will allow residents to recycle more because will be larger than our existing bins. They will also reduce litter by keeping the loose recyclable contained.

Energy Benchmarking:

- City buildings: We have gathered a complete set of utility data for all City facilities including electricity, natural gas, and water. With the assistance of our sustainability reporting platform vendor, Rapport, we continue to work with the utilities to make the process of updating our

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dataset more convenient and accurate. Technicians from Rapport and the utilities are discussing the technical requirements that will allow data directly to flow directly into the Rapport platform. This will alleviate the need to manually enter data from utility bills or to manually upload spreadsheets. Accomplishing this will allow us to maintain up to date dashboards showing the energy performance of our City facilities.

- Commercial: Staff continues to review the Assessor's database to identify all of the specific buildings subject to the newly enacted Energy Performance Benchmarking Ordinance. Once this is completed we will send a notice to each of the affected property owners with a package of information including the text of the ordinance, an FAQ, as well as additional information about energy efficiency. All of this information will also be included on a comprehensive webpage similar to the site we maintain about the bag fee and polystyrene foam ban. (<http://portlandmaine.gov/1451/Green-Packaging>) We also anticipate offering training for building owners on the prescribed reporting platform, Energy Star Portfolio Manager. The EPA has indicated that they will support this training effort by sending staff to our training events. As noted above, we continue to work with the utilities so that they may offer utility data to property owners in a convenient format. The benchmarking ordinance will not go into effect until one year after the Sustainability Office determines that utility data is available in an accessible, standardized form or two years from the enactment date, whichever is sooner.

Solar power

- Ocean Avenue: In September the City Council authorized the City Manager to complete negotiations with Revision Energy on the terms of a power purchase agreement that will allow construction of a 660 kW solar array on the Ocean Avenue Landfill. Following that vote, the City Manager directed staff to fully review the financial pro-forma presented by Revision. To assist with this, we hired Strategen Consulting, a leading energy consultant with extensive experience with renewable energy projects, to review the terms. They concluded that project is likely to offer a positive return on investment, despite uncertainties in the energy market and in regulation. Based on this report we are concluding our agreement with Revision and plan to have it on the February 6 Council Agenda. If the Council endorses the agreement we will initiate project development with Revision. Please note that the project will require expenditure of approximately \$50,000 to construct a power line from the landfill to Ocean Avenue. This request is in the CIP budget.
- Peaks Island: A group of Peaks Island residents have expressed interest in constructing a community owned solar array located on the closed Peaks Island Landfill. The concept has been endorsed by the Peaks Island Council. The DEP recently visited the site and indicated that it appeared suitable for the project. Staff has been working with Revision Energy on a lease agreement, which has been help up over the need for a boundary survey of the property. The

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City Manager has asked City staff move forward with the survey, which will be completed by Sebago Technics. This will allow us to bring the lease agreement forward in the near future. The ultimate success of the project will depend on the resident group and Revision reaching agreement on the terms of a project.

Urban Trees: The Energy and Sustainability Committee discussed the urban forest throughout the course of 2016. During the final meeting of the committee in November, the committee recommended that the members of the committee in 2017 address some specific issues to improve the health of the City trees.

- Review an inventory of space available for planting urban trees.
- Work with the Planning Department and the Planning Board to allow developer contributions for tree planting to be used in the areas of highest need instead of requiring the funds to be spent in the immediate vicinity of the project.
- Ask the Planning Department and Public Works to review design standards and consider improved tree wells, raised planters, and structural soils that will increase the lifespan of urban trees.

GHG Inventory and Emissions Reduction Target: In August, 2016 the Energy and Sustainability Committee discussed the need for the City to re-examine greenhouse gas reduction targets established in 2008. During that meeting Dr. Richard Silkman offered a presentation on the challenges of achieving deep carbon reductions and the need for achievable short term and intermediate goals. Committee discussion suggested that the City should undertake a rigorous greenhouse gas inventory using a recognized reporting platform that will allow staff to conduct future inventories using the same metrics.

We appreciate the Committee's support of these important issues and look forward to answering any questions you might have.

Sustainability and Transportation Committee
Submittal for Council Goal Setting Session
1-16-2017

1. Benchmarking. The Sustainability and Transportation Committee (the “Committee”) desires to continue the 2015-6 Committee’s work with next steps that include but are not limited to:
 - a. *Sustainability Dashboard*. With the tagline of Sustainable environment, Sustainable economy, and Sustainable community, the Committee hopes to establish a dashboard of indicators and a recurring benchmarking process to measure, document and track accomplishments, identify new and ongoing challenges, update and activate commitments to future action.
 - b. *Next Steps of 2016 Benchmarking Program*. Updates on status of review of City owned buildings and discussion concerning potential programs used to incentivize owner’s to make improvements to increase energy efficiency.

2. Transportation. The Committee desires to implement and study the following transportation related matters:
 - a. *Pedestrian Crossings and Stoplights*. Review of peninsula (and eventually City-wide) street and pedestrian lights to ensure systems work efficiently and correctly.
 - b. *Protected Bike Lanes*. Begin planning stage of incorporating protected bike lanes in our complete streets implementation and have staff look into potential projects that could include protected bike lanes with a goal of completing the first protected bike lane by 2020.
 - c. *Review of Existing Transportation/CSO Plans*. Revisit Council approved transportation plans and determine their status. Provide public with an update on what is left to be done, how and over what time period; and, refresh projections of the investment required to complete work to achieve Clean Water Act Compliance.
 - d. *Snow Removal Ordinance/ City Plowing Route Review*. Review current ordinance to determine whether any changes need to be made. Also, review city plowing routes to determine whether additional investment is needed to clear sidewalks and make Portland more pedestrian mobile.
 - e. *Transportation Bond*. Placeholder based on review of the above and report from City Staff pertaining to City-wide infrastructure.
 - f. *Parking*. Explore time-limited parking in residential zones with resident permits and guest passes: this is particularly needed on Munjoy Hill and likely

elsewhere on the peninsula (I've had requests from the India Street neighborhood as well)

3. Review City of Portland Climate Action Plan (2008). Review plan to determine progress and achievement. Potential revisions? New plan needed?
4. Parks. The Committee desires to:
 - a. *Zoning*. Complete review of mapping of Portland's parks and determine where zoning alterations or protective measures may be need to ensure our open spaces are not compromised (i.e. Fort Sumner).
 - b. *Interactive Parks*. Work with "Parks Department" for potential investment with respect to the installation of grills, benches, and pavilions. (Potential project for King Middle School?).
5. Trash/Recycling/ Composting. Review potential for universal curbside composting and continued review of implementation of trash/recycling carts.