

Spring Street - Free Street Area Streetscape Plan



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and Urban Development



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1914 Map of Spring Street and study area with current day Spring Street right-of-way overlaid. Image taken from the 1914 Atlas of Portland Maine by the Richards Map Company, courtesy of the City of Portland Planning Department.



Paving of Cross Street between Middle and Fore Streets, with granite blocks, circa 1900. Image obtained from the Portland Maine History 1874 to Present, Facebook page.



Former Portland Athletic Club at the intersection of Spring and Oak Streets circa 1924. Approximate location of the current Holiday Inn parking garage. Image obtained from the Maine Memory Network.

INTRODUCTION

Cities are ever changing. The best cities anticipate and shape their changes, using them to build on a common vision. As Portland evolves and adapts to new realities, there is great opportunity to render some of the mistakes of the past into the successes of the future. The repair of Spring Street is one such opportunity.

Spring Street today remains underutilized; though wide enough to accommodate four lanes of auto traffic, it does not accommodate multiple modes of urban transportation, and detracts from permeability in the downtown area. While surrounded by a high functioning urban grid, Spring Street between High and Middle sits apart; it deters pedestrian travel, limits economic development, and forms a barrier along its length that affects the function of the city beyond its footprint. Of course, Spring Street has not always been an obstacle to connectivity, and need not remain one.

SPRING STREET: PAST AND PRESENT

This report continues a civic conversation begun in the 1960's during Urban Renewal, when plans were developed to alter this inconspicuous neighborhood street into the "Spring Street Arterial". In accordance with the 1967 Victor Gruen plan Patterns for Progress, Spring Street east of High Street was widened and extended to a truncated Middle Street. The plan called for extending the new Arterial all the way to "Franklin Street Arterial" as part of a planned ring of high speed auto roads around the Portland Peninsula. The plan intentionally reduced pedestrian access along the roadway, in order to allow fast and unobstructed auto travel. The fact that Middle Street remains at all is a result of the outcry over the damage to the historic architecture and urban fabric during the first phase of construction, the consequences of which are with us to this day.

Spring Street today begins at its west end as a narrow, tree-lined residential street lined with historic wood and brick homes. Moving east it maintains this two-lane profile typical of the surrounding neighborhood streets, but begins to have a more urban feel, with a bit more density, and a mixture of uses including a school, a hospital and numerous small locally-owned shops. As Spring Street nears High Street, it abruptly widens into three lanes (including a turning lane at the intersection), and then emerges east of High Street as an extra-wide divided highway corridor known as the "Spring Street Arterial". Continuing east the Arterial descends steeply towards the Old Port, and swells to five lanes at intersections. Crossing Temple Street, the Jersey barriers of the divided highway taper to an end, and historic Middle Street emerges, revealing the dense urban fabric of historic brick buildings and a vibrant commercial district. The total length of Spring Street is 1.2 miles. This study focuses on the .4 mile "Arterial" section.

THE ARTERIAL

Along its length, the right-of-way width of the Arterial section swells to about 90 feet, with parallel street parking and sidewalks flanking both sides of the four lanes. The abutters to this street include the Cumberland County Civic Center, Maine Health Building, Portland Museum of Art, Children's Museum and Theatre of Maine, Greater Portland Landmarks, Holiday Inn by the Bay, open parking lots, and the Pleasant Street neighborhood. Connections to Free Street exist in several locations, including Oak Street, and Center Street.

PROCESS & PARTICIPANTS

The rehabilitation of the Cumberland County Civic Center prompted a formal review of Spring Street's underutilized streetscape, because the Civic Center has a significant effect on the surrounding neighborhood it was decided to include surrounding streets in

the project. Mayor Michael Brennan appointed a Public Advisory Committee comprised of property owners, abutters, and non-profit organizations, to devise a vision for the future of Spring Street, and to help guide the planning of roadway and streetscape enhancements in the study area. The Committee met four times, including a public meeting, to discuss the framing of a streetscape plan that would accommodate all modes of transportation proportional to their respective needs, and to create a guide for short-term and long-term interventions within the study area.

The following individuals served on the Public Advisory Committee (PAC).

Linda Bancroft	Aquarius Property Management
Hilary Bassett	Greater Portland Landmarks
Linda Beatty	Holiday Inn by the Bay
Jan Beitzer	Portland Downtown District
Patrick Costin	Creative Portland
Steve Crane	Cumberland County Civic Center
Don Elliot	Portland Society of Architects
Mark Filler	Filler and Associates
Kristen Levesque	Portland Museum of Art
C. Michael Lewis	Neighborhood Resident
Penny St. Louis	Maine Health
Suzanne Olson	Children's Museum & Theatre of Maine
Brian Petrovek	Portland Pirates
Ricardo Quesada	Fore River Management
Tim Soley	East Brown Cow Corp.
Lucia Stancioff	Children's Museum & Theatre of Maine
Paul Stevens	Portland Society of Architects
Corey Templeton	Portland Bicycle & Pedestrian Advisory Committee

The Committee meetings were led by a group of City of Portland Planning Division staff, the Project consultant team and the Department of Public Services comprising the following members.

Department of Planning & Urban Development

Jeff Levine	Director
Alex Jaegerman	Planning Division Director
Rick Knowland	Senior Planner
Kirsten Stray-Gundersen	Planning Division Intern

Department of Public Services

Michael Bobinsky	Director
Kathi Earley	Engineering Services Manager
Bruce Hyman	Bicycle and Pedestrian Program Coordinator
Jeremiah Bartlett	City Transportation Systems Engineer

Project Consultant Team

Tom Farmer	Terrence J. DeWan & Associates
John Mahoney	Ransom Environmental Consultants, Inc.
Jaime Parker	Portland Trails

After reviewing the history of the area, including numerous planning documents, the Project Staff presented streetscape design options ranging from streetscape amenities to total street reconfiguration. Subsequent revised versions were created in response to comments, concerns, goals and principles presented by Committee members. Presentations were supplemented with pertinent information and summaries of related studies including but not limited to: Victor Gruen's Patterns for Progress Plan (1967), Portland Downtown Traffic & Streetscape Study (1999), the City of Portland Way-finding System Study (2008), Liberate Spring Street (2011-12), and GIS maps of the area accessible on the City of Portland website. The presentations were followed by discussion of the positives and negatives of design plans and project goals. A project website was created for public access to all materials and information presented and discussed at the Committee meetings. Three Public Advisory Committee meetings were held before the Public Meeting. The discussions from the three PAC meetings were summarized in streetscape design options presented at the Public Meeting on November 15th. The final plan responded to comments made at the November 15th Public Meeting and the final Public Advisory Committee Meeting held on January 10th.

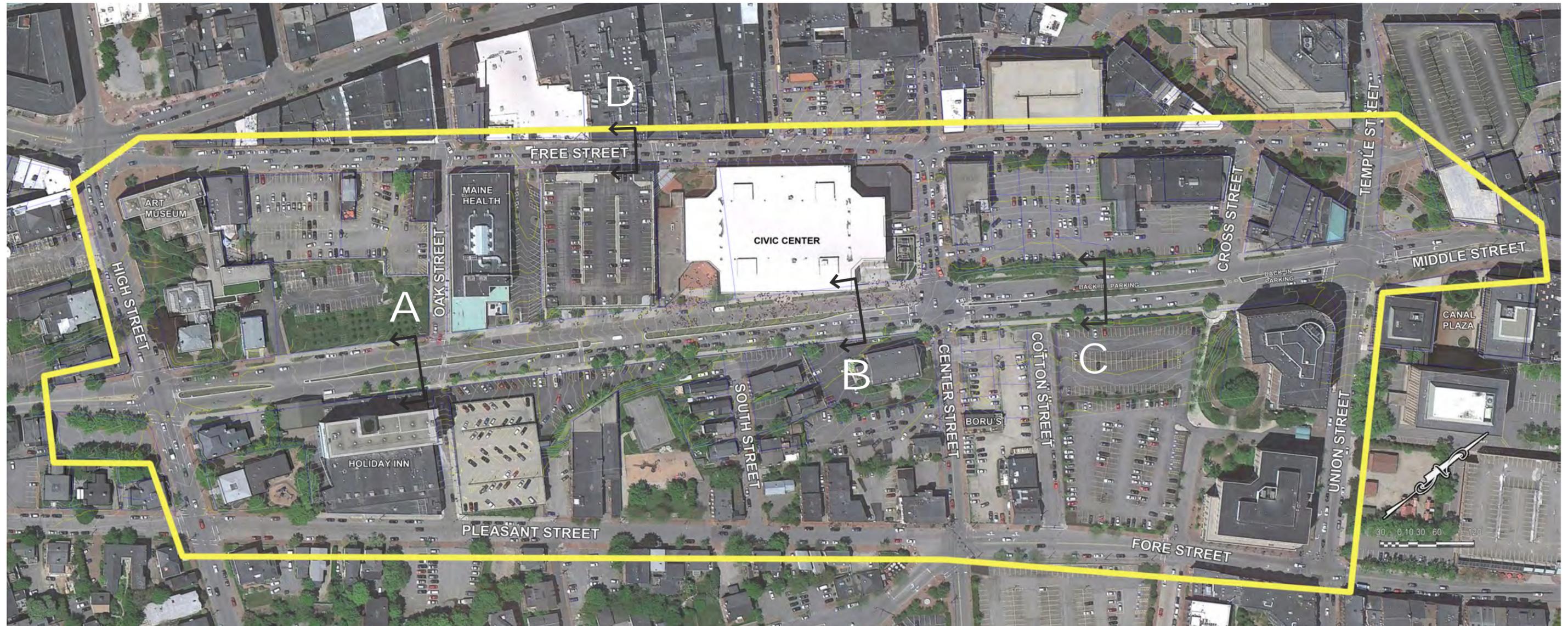
COMMON QUESTIONS

- Should Spring Street continue to serve as an arterial?
- Is the center median necessary?
- If not, what are the implications of additional space?
- Are there opportunities to expand public spaces?
- How can adjacent properties, pedestrians, bicyclists and others, be better served by a redesign?
- How can we facilitate north - south pedestrian movement?
- Are there opportunities for redevelopment/infill?
- Are there short term improvements to the functionality, safety, and appearance of Spring Street?

GOALS AND PRINCIPLES

Discussion of these questions led to creation of the following list of goals and principles:

- Reflect the area's function as an important corridor for all modes of transportation.
- Provide safe and effective facilities for vehicular, pedestrian, and bicycle use.
- Allow for future development aimed to encourage economic value and livability
- Enhance the character of the area and encourage multiple points of access to establish a desirable destination, visually and physically integrated with the Portland Downtown Area.
- Highlight existing attractions in the design of a streetscape plan to encourage interest and use.
- Enhance pedestrian connectivity between Downtown, the Arts District, the Old Port, and neighboring historic districts.
- Recognize the area as historically significant with many landmark buildings, located between the Old Port and the Arts District.



Aerial photograph of project study area (outlined in yellow). Cross-sections A, B, and C shown on next page.

Source: City of Portland GIS Department

It is ironic that the U. S. Department of Transportation recognized the redevelopment of Spring Street in 1976 with a third place award in its ninth Annual Awards program, in recognition of an “Outstanding Example of Highway-Oriented Public or Private Enterprise Which Preserves the Environment.” Today, most urban planners recognize Spring Street as an unfortunate product of an urban-renewal / urban-removal mentality that split the City, divided neighborhoods, and left an unfortunate mark that is just now being addressed.

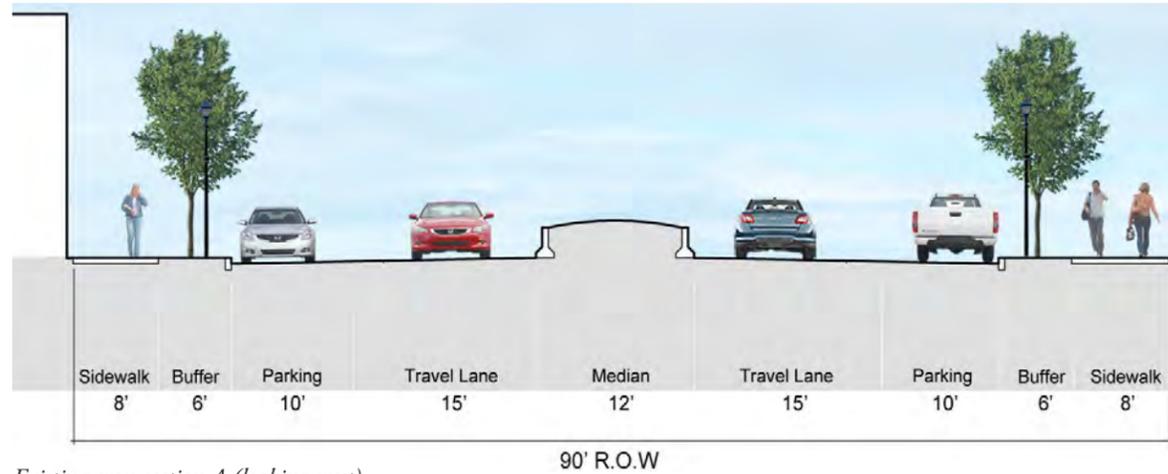
EXISTING CONDITIONS SPRING STREET CROSS SECTIONS

Spring Street between High and Temple was built as a “limited access, divided highway”, with dimensions usually found on suburban arterial roads. The total Right of Way width is 90 feet. Travel lane widths vary from 12 to 15 feet, (urban streets tend to have travel lanes ranging from 9 feet to 12 feet wide). Existing parking lanes are 10 feet wide (City of Portland standards require 9 foot parking lanes) however, 8 foot parking lanes can be adequate in many urban areas. There are currently no bicycle lanes along the corridor. The raised concrete medians are a dominant feature of the roadway; these vary in width, reaching a maximum of 15 feet. Combined, these elements of the current roadway create a streetscape that is out of character with the surrounding city, and a roadway which functions differently than other streets in the area.

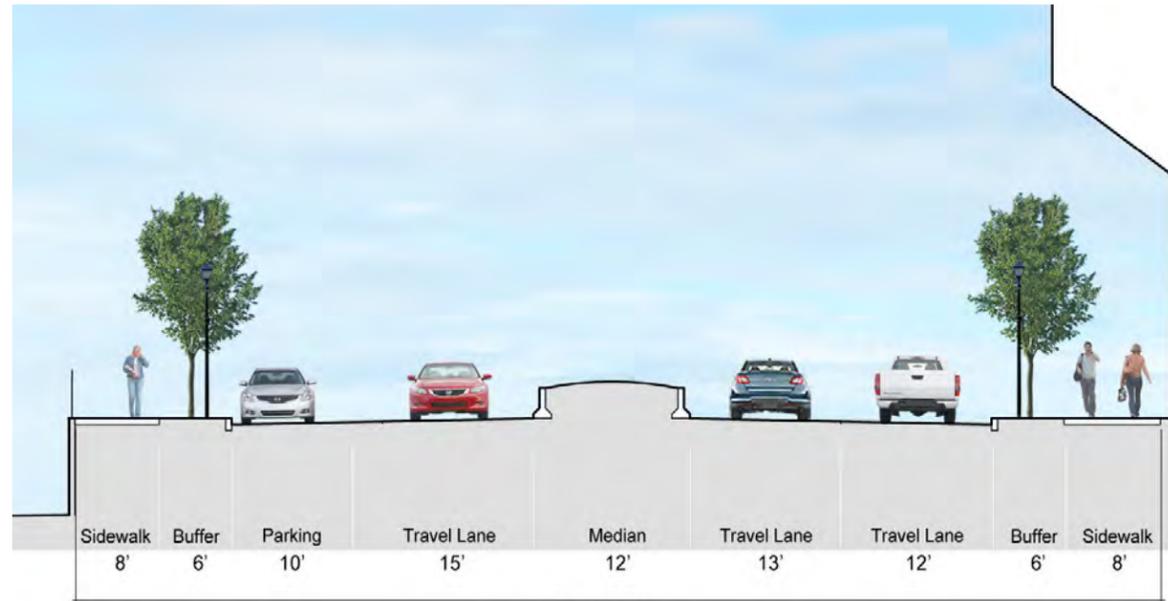
- Cars travel much faster than the posted speed limit of 30 mph due to the design of the road.
- Drivers do not expect pedestrians.
- The corridor has a very “generic” look and feel to it; it does not contribute to the neighborhood identity of the Arts District or surrounding neighborhoods.



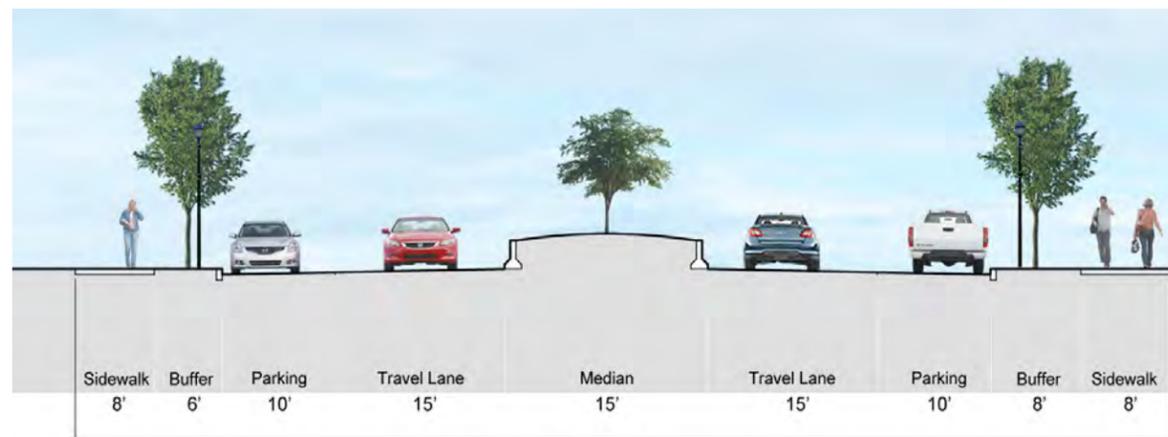
Looking east on Spring Street near the Municipal Parking Garage.



Existing cross-section A (looking west)



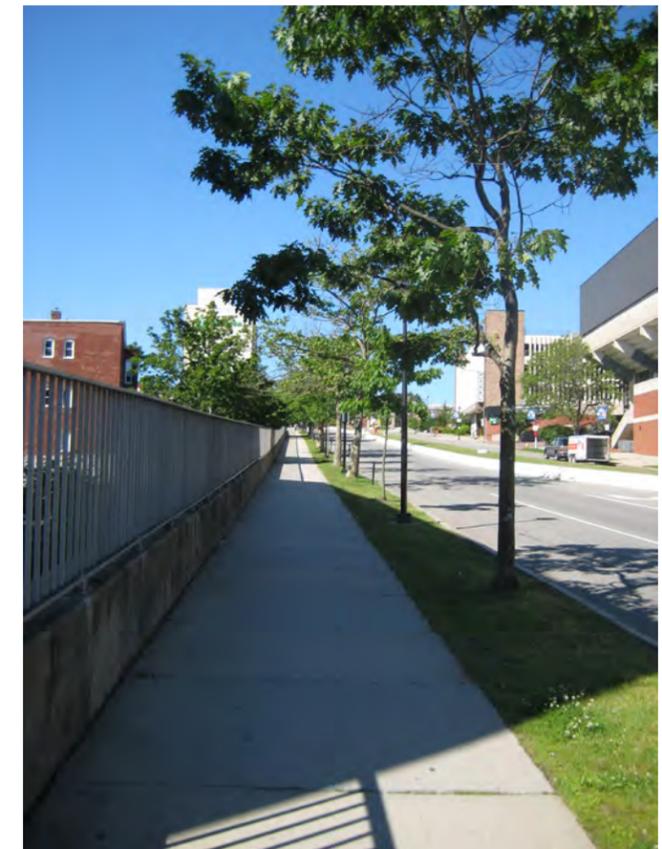
Existing cross-section B (looking west)



Existing cross-section C (looking west)



Looking east on Spring Street in front of the McLellan House.



Looking west on Spring Street across from the CCCC.

EXISTING CONDITIONS
 SPRING STREET CHARACTER PHOTOS



Holiday Inn By the Bay hotel.



Staples School (former Center Street School) office condominiums.

Though several historic buildings remain at the far west end of the corridor, (including the McLellan and Clapp Houses, pictured lower left), the architectural character of Spring Street within the study area mainly consists of large-scale civic and private structures built in the 1970's and 80's, following the reconstruction of Spring St. These include the Holiday Inn By the Bay, the Cumberland County Civic Center, a municipal parking garage, a large medical office building (Maine Health) with associated parking garage, and some newer tall office buildings near the corner of Temple Street. These buildings; One Portland Square (pictured) and Two City Center across Temple Street, present effective anchor buildings for this end of the corridor.

The block between Center and Cross Streets is bordered entirely by large surface parking lots, creating a distinct gap in the streetscape, and a psychological barrier for pedestrians considering travel between the Old Port and the Arts District. Overall, the wide roadway, the buildings (or lack thereof), and streetscape along the corridor is not of a pedestrian-scale, and thus the experience for those that walk or bike the corridor is compromised, and is uninviting.



McLellan House (left) and the Clapp House (right) are both owned by the Portland Museum of Art and are on the National Register of Historic Places.



City of Portland Municipal Parking Garage.



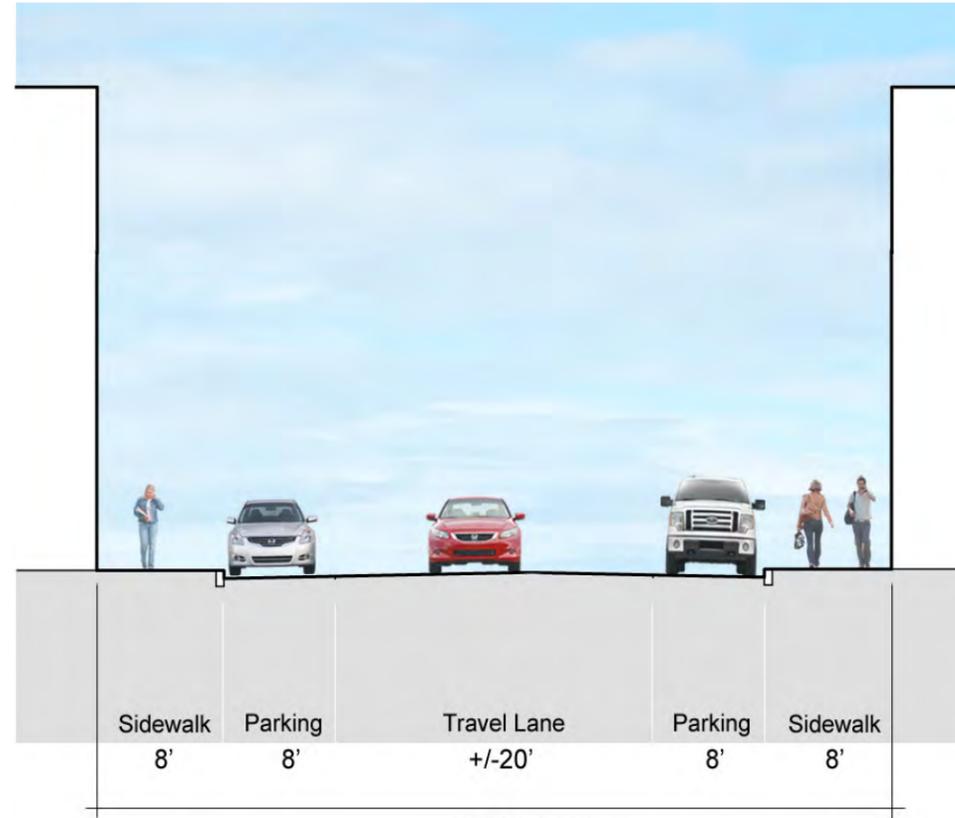
One Portland Square office building.

EXISTING CONDITIONS FREE STREET

A cross-section of Free Street illustrates a one-way street with parking on both sides, a wide travel lane (enough to accommodate frequent “double-parking” for deliveries), and various width sidewalks; ranging from a minimum of $\pm 7'$ to a maximum of $+12'$ along its length. The roadway appears to function well for pedestrian and vehicles; though bicycles travelling west are not legally accommodated, they are frequently observed.

Free Street has a far better massing of buildings than Spring Street, creating a mostly continuous edge and a more pleasant pedestrian experience. The hulking form of the Civic Center does dominate the streetscape in that area, and there are several surface parking lots that break up the edge, but overall Free Street presents less of a barrier, and offers more connectivity to the surrounding streets.

Architecturally, Free Street has retained many of its historic buildings, though they are interspersed with newer structures, several of which present blank walls and an alley feel. The Center Street intersection, and directly east and west of this location, is perhaps the most challenged, with several surface lots, blank walls, and a large parking structure all in close proximity.



Existing cross-section D (looking west)



Typical street scene, looking east, from upper Free Street; note the on-street parking on both sides of the street and a surface parking lot to the right side of the photo.



Looking west on Free Street near Center Street intersection.



Looking west on Free Street from Temple Street end.



Looking west on Free Street from rear entrance to Civic Center.

EXISTING CONDITIONS FREE STREET CHARACTER PHOTOS

- Free Street should continue to allow double parking for unloading trucks as it acts as a back alley to many businesses. This is a functional street, a bike lane may diminish that important function.
- It was noted by the Committee Members that cars often mistake Free Street for a two-way street, resulting in wrong turns especially in the upper section between Oak and Congress. When snow is on the ground, street painting indicators are difficult to see.
- The improvement plan recommends either increased signage at eye-level, more efficient signage, especially at parking lot exits and street intersections.
- While a future contra-flow bike lane may be appropriate, it should not take priority over the truck deliveries.



Looking east on Free Street towards Temple Street.



Large surface parking lots are common along Free Street.



Looking east on Free Street at the intersection with Oak Street. This photo depicts a typical mix of historical and contemporary architecture.



Historic architecture at the intersection of Free and Cross Streets. This photo also shows the historical alignment of an abandoned portion of Middle Street.



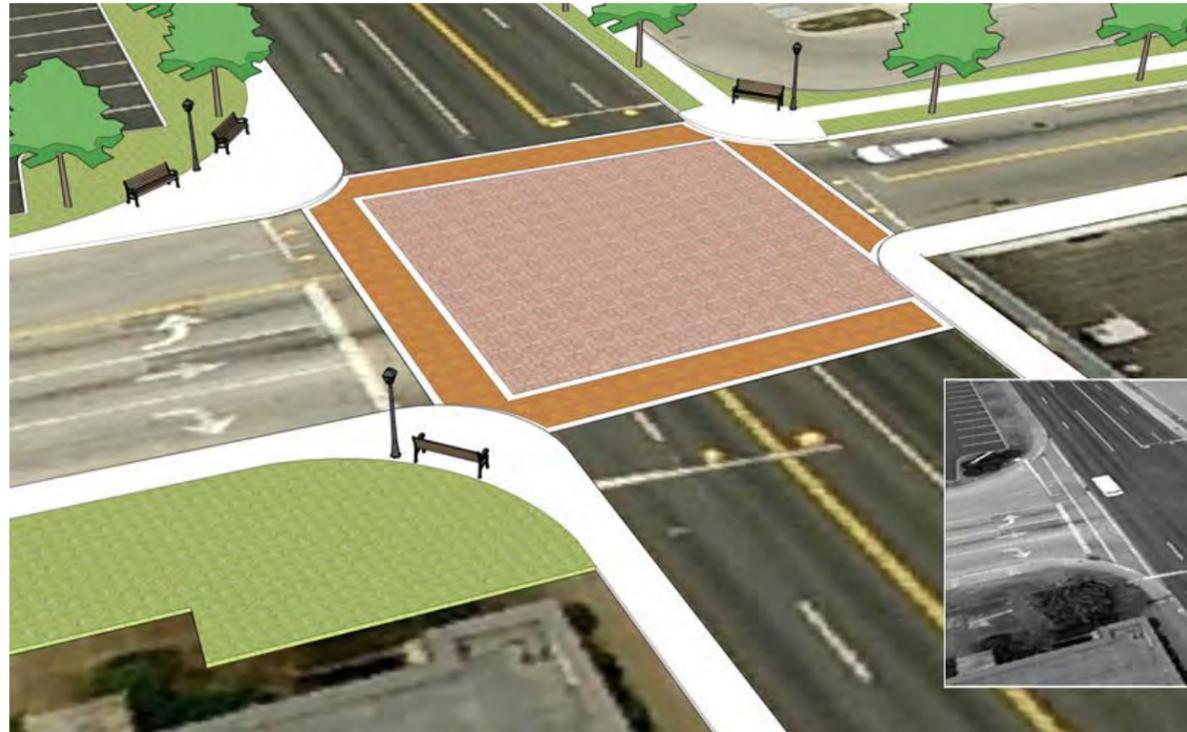
Upper Free Street looking east.

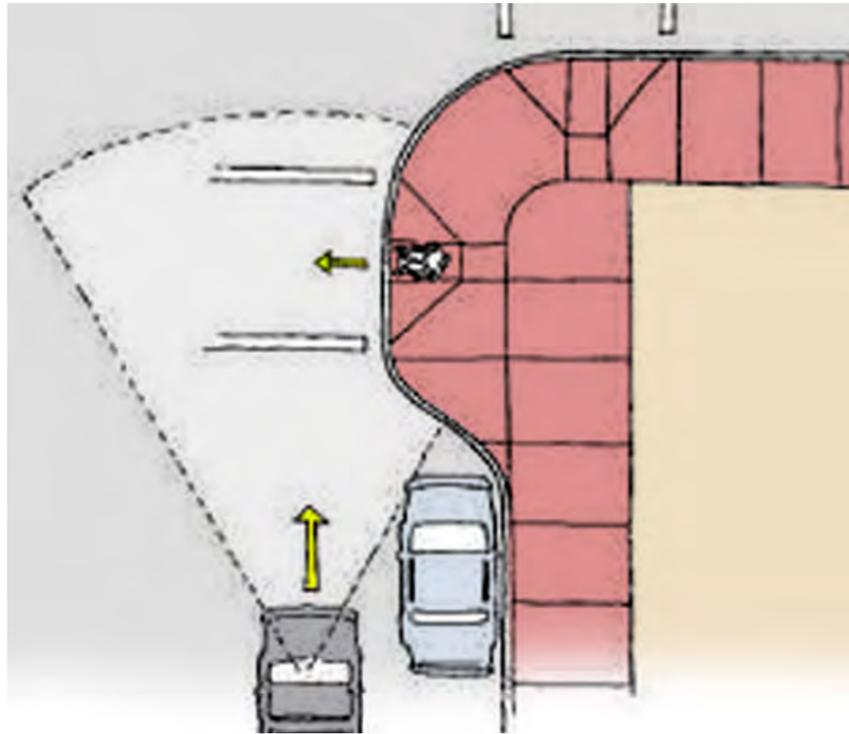
STREETSCAPE & MOBILITY KIT OF TOOLS INTERSECTION TREATMENTS

Intersection Treatments

Currently the intersections along Spring Street are fairly large, with long crossing distances for pedestrians, and limited aesthetic appeal or unique neighborhood identity. There are many tools available that can help construct better functioning intersections;

- Raised, textured or colored pavement material along crosswalks, or within the entire intersection helps provide a visual cue to drivers that this is a pedestrian zone.
- Curb extensions or “bump-outs” shorten crossing distances, provide better visibility for all modes, and can help reduce speeds by narrowing the road width at the point where pedestrians are present.
- The use of different materials, including granite edging of brick crosswalks - this durable treatment sends a visual cue to drivers and clearly delineates the crosswalk.
- Pedestrian scale lighting and amenities at crosswalks further helps identify the pedestrian zone.
- All of these elements combined can help to bring a more appropriate scale to the intersections, and can also help build neighborhood identity through consistent use of vernacular materials, colors, and textures.





Curb extensions allow the pedestrian to enter the zone of vision of the motorist for enhanced safety.



Curb extensions are adjustments to the curbline that expand the sidewalk towards the centerline of the roadway to create a wider sidewalk in a localized area. Often referred to as “bump outs” curb extensions are typically installed at intersections or mid-block pedestrian crossings. Curb extensions work well and are often used in combination with on-street parking because the curb can project into the roadway without impacting the travel lane(s). Curb and sidewalk extensions can provide the following benefits:

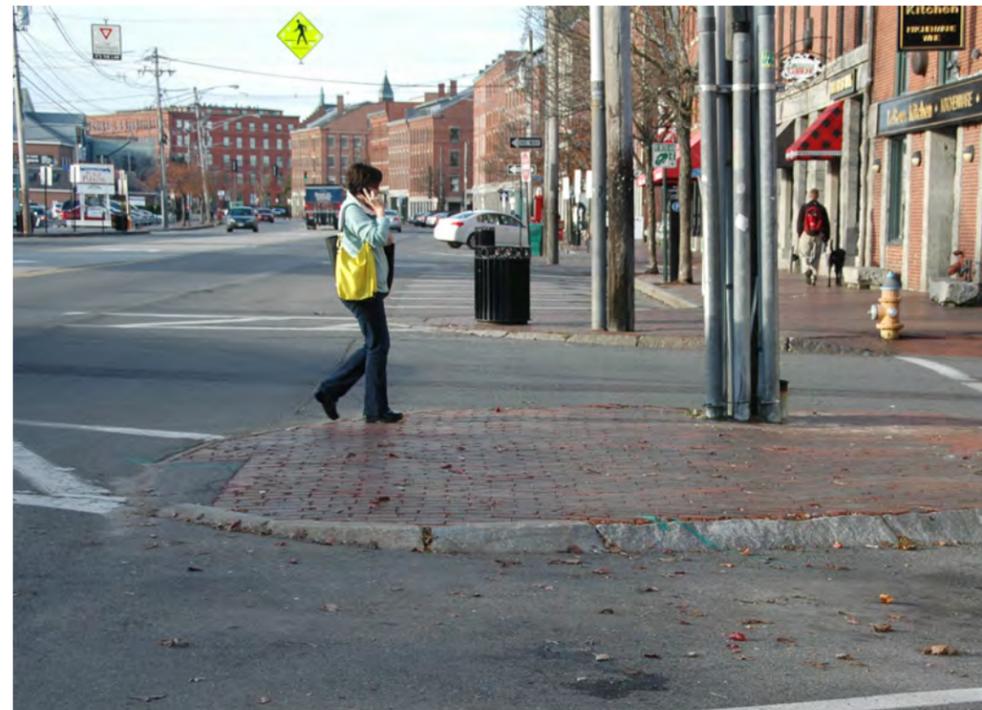
- Shorten pedestrian crossing distances.
- Improve visibility between modes. The sidewalk extension allows pedestrians to stand past parked cars where they can see and be seen by approaching vehicles (see illustration, upper left).
- Reduce motor vehicle speeds by creating a narrower roadway with a more urban/pedestrian feel.
- Provide a “bookend” to on-street parking lanes and delineate vehicle areas from pedestrian areas.
- Provide a location for trees, street furniture and landscaping while maintaining an adequate clear sidewalk width for pedestrian travel.

While curb extensions can provide substantial benefits, the following factors must be considered:

- Geometric needs of tractor trailers and emergency vehicles.
- Snow removal operations. The curb extensions on Commercial Street in the Old Port have a sloped curb which assists with snow removal operations while allowing for shorter pedestrian crossings.
- Adjustments to the curbline often impact roadway drainage and may require the relocation of existing or installation of new catch basins.
- Curb extensions should not project into bike lanes or the area(s) of the roadway that cyclists typically use.



Rain gardens can be incorporated to treat and slowly infiltrate stormwater.



Example of bump outs on Commercial Street using mountable sloped curb for ease of plowing.

STREETSCAPE & MOBILITY KIT OF TOOLS

PEDESTRIAN CROSSINGS

Providing accessible, attractive, convenient and intuitive pedestrian crossings will go a long way towards the goal of improving pedestrian connectivity between Downtown, the Arts District and the Old Port. Crossings should be provided on all legs of all intersections and in mid block locations as shown on the concept plan. Spring Street is characterized by large blocks or “super blocks” that are typical of urban renewal projects, which increases the need for mid block crossings.

Several options for pedestrian crossings were considered during the study and include the following:

1. **Hardscape or Brick:** Hardscape or brick crosswalks can provide color and texture to break up the surrounding roadway asphalt and highlight pedestrian areas. The visual contrast is attractive, permanent and provides a clear message that this is a pedestrian space. The City has installed brick crosswalks in several locations, e.g. Temple and upper Congress Street.

Quality and consistent crosswalk treatment is important. “Stamping” or painted streetprints is inconsistent with the historic character of this district and undesirable to the Committee.

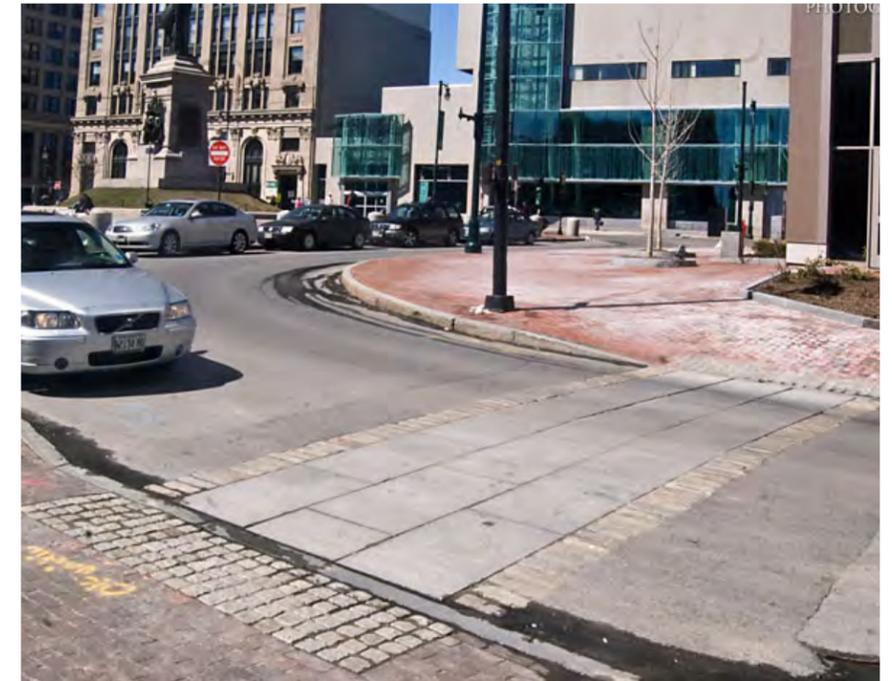
2. **Paint:** Although upfront costs are low, painted crosswalks need to be repainted at least annually. Also, while visibility is adequate immediately after painting, turning traffic on heavily traveled streets can dramatically reduce visibility within a few months.

Thermoplastic reflective paint can provide excellent visibility and is considerably more durable than paint.

One option to consider is raised pedestrian crossings or raised intersection areas. Instead of tipping the sidewalk down to meet the roadway, which is the norm for an ADA ramp, the roadway elevation could potentially be raised to meet the sidewalk. Raised crossings have the potential to increase visibility of pedestrians, improve access for mobility challenged persons and send a clear message to vehicles that this section of roadway is a pedestrian crossing area. While an abrupt change in grade would be problematic for vehicles, particularly emergency responders, a sufficiently gradual change in grade may mitigate operational issues. Should the City choose to pursue this option, the first step should be an open discussion with emergency responders. Raised crossings may require adjustments to the drainage system as well.



Example of a stamped asphalt crossing painted to match the adjacent brick sidewalk.



Example of a granite paved crosswalk on Federal Street.



Existing crosswalk at Temple and Free Street intersection.



Highly visible, universally accessible crosswalk combining a detectable warning surface, brick pavers, granite bands, and paint. Crossing of Congress Street at North Street.



Shared use sidewalk. Sidewalk accommodates both pedestrians and bicycles by separating travel ways with tree planted islands. The separation allows room for parked car doors to be opened and a place for people to gather without fear of bicyclists.



Bicycle climbing lane, Congress Street, Munjoy Hill.

Spring Street

Bicycle climbing lanes are an effective tool on steep streets where bicyclists travelling uphill cannot attain similar speeds to the auto traffic. The climbing lane provides a dedicated space for the cyclist to maintain slow and steady progress, without competing with cars for space. As with any dedicated bicycle lane, they also serve to signal drivers to expect bicyclists in the roadway. Portland's first climbing lane was recently installed on Congress Street on Munjoy Hill, and has been very well-received.

Free Street

Contra-flow bicycle lanes are effective on one-way streets where there is a desire for bicyclists to travel both ways. While there may not be room for auto travel in both directions, there is often room for a bicycle lane. Free Street is an important pedestrian connector between the Arts District at Congress Square, and the Old Port at Middle Street. This direct connection is one reason that bicycles currently travel against traffic flow. It also provides a less congested alternative to Congress Street, and is not as steep as Spring Street. It appears that there is sufficient curb to curb width to allow for an uphill, contra-flow bicycle lane on Free Street without losing parking spaces.



Example of a contra-flow bike lane which allows for two-way bicycle travel on a one-way street, as proposed for Free Street.

STREETSCAPE & MOBILITY KIT OF TOOLS WOONERF - PEDESTRIAN STREETS

Woonerfs

A woonerf is a street design technique first developed in the Netherlands that attempts to use visual cues, textures, placement of streetscape elements, and the absence of curbs to encourage all modes to travel at the same speed. Equal priority is given to all modes of transportation including automobiles, bicycles, pedestrians, and those with disabilities. Woonerfs or similar treatments can begin to provide more equitable access to the public space of the roadway, and can help evoke a change to the assumption that automobiles always have the right of way.

They can act as attractive pedestrian nodes that can activate less commonly used pedestrian corridors by connecting them to more commonly used corridors. They could also enhance character / placemaking, provide visual links to the surrounding area, increase vehicle awareness of pedestrians, decrease vehicular speeds, and add flexibility to the streetscape.

In some locations of the study area, (e.g. upper Free Street in front of the Art Museum, the short segment of Cross Street, leading to and from Monument Square and the heavily used desire line at Temple Street), the use of a woonerf concept may be very applicable.

In settings where there is high pedestrian volume, and auto speeds are low, it is possible for the roadway to become more of a “shared space”, where all modes can move through, but without any one mode taking precedence. The area around Free, Temple, Spring, and Middle Streets is a possible location for this type of treatment; there are significant auto and pedestrian volumes using the same space, but the function could be improved by reducing the vehicular speeds. Careful attention will need to be given to comply with the Americans with Disability Act (ADA) guidelines.





Contemporary sculpture at intersection of Free and Temple Streets.



Contemporary sculpture at intersection of Franklin and Commercial Streets.

Landscape / Artscape

The streetscape plan represents a great opportunity to express Portland's commitment to the creative economy. Not only is the study area a key part of Portland's Arts District, is it also home to the Portland Museum of Art, the Civic Center, the Children's Museum, Greater Portland Landmarks, studios, artists' residences, and many other attractions. Public art – in its various forms – can be used effectively to give the area a unique personality and demonstrate support for a vision that recognizes the significance of the arts in the City. Art can take many forms – e.g., sculpture, paving patterns, lighting, creative street furnishings, wall murals... the list is limited only by the imagination.



Lobsterman Plaza at intersection of Temple and Spring Streets.



Interpretive Sculpture, Commonwealth Avenue, Boston, MA.

STREETSCAPE & MOBILITY KIT OF TOOLS

CURRENT "DOWNTOWN" AMENITIES

Lighting

Lighting should play a critical role in the modernization of the Civic Center and surrounding area. The recommendation for lighting is to use the Congress Street, Esplanade fixture of the Tear Drop Series by Halophane, with lower pedestrian level lights, as shown in the "Downtown Fixture" to the right. These fixtures are now available in LED, which is the recommendation for this study.

Greening the Street

Trees can be effective in providing shade, color, scale, texture, contrast, defining spaces, separating land uses, and giving individual character to special places in the urban environment.

The use of raised planting beds serves multiple functions for the streetscape and pedestrian environment. Raised planting beds protect trees and shrubs from compaction, accidental damage, and winter salting, and have proven to significantly increase the health, longevity, and size of street trees in Portland. Where there is sufficient width, placing the plantings three to five feet inside the curb can help define different zones within the pedestrian realm. The curbside zone outside of the planters allows people to open car doors and access the sidewalk, and provides a clear "pedestrian only" realm. The use of hardy native perennials and grasses should be incorporated in the tree planters to provide color and seasonal interest.

The inner sidewalk, separated physically and visually from the street, can function in many ways, including outdoor seating for restaurants and cafés, space for food carts or other vendors, or as a multi-use trail, if space allows. Spaces between planters can be used for street furniture; keeping it in-line with the planters helps maintain clear paths for pedestrians. There was general agreement from the Public Advisory Committee that sidewalks should be much wider than 8' wherever possible.

Structural Soils

Replacing trees that die because of insufficient soil is costly. Structural soils have been proven to solve this common problem. Structural Soil is a mix of aggregate and soil, with a small amount of polymer gel to hold the mix together. This mix can be compacted to 95% of dry density to support paving while still allowing for tree root growth. Studies have shown that trees growing in structural soils vastly outperform trees growing in typical urban conditions, live much longer, become larger, and provide many more environmental benefits. Structural soils can facilitate the growth of much larger trees, providing increased shade and visually reducing the scale of large monotonous buildings.



Current Downtown light fixture



Most acceptable raised planter as endorsed by PAC



Current Downtown trash receptacle



Current Downtown bench



Current Downtown bike rack. Not recommended for continued use.



Big Belly solar trash and recycling compactors. Restrict graphics.



On-street parking pay stations eliminate parking meters.



On-street bike parking, reduces conflicts on sidewalks



Trash receptacles

The Committee endorsed the use of the trash receptacle (pictured on previous page) approved for the Downtown District. The Department of Public Services is working to deploy “Big Belly Solar Trash and Recycling Compactors” (pictured, upper left) where appropriate throughout the City. These units have advantages over traditional trash cans, including:

- Larger capacity.
- They send a text when they are full, so City crews only empty when needed.
- Mounted to sidewalk for security.
- Built to withstand vandalism.
- The Committee agreed to restrict graphic panels for fund raising or advertising.
- Specify green to match “downtown” streetscape amenities.

The Planning department should work with Public Services and the Downtown District to determine if the Big Belly units are compatible for locations within the study area.

Bike parking

Future bike parking within the study area should:

- Provide two points of contact for the bicycle.
- Provide some amount of covered parking.
- Work with landowners to augment bike parking required by ordinance, and avoid redundancy.
- Specify green to match “downtown” streetscape amenities.
- Look at opportunities to locate some bike parking on-street, adjacent to the curb, where numerous bikes could be parked in one location. These “bike corrals” could be in areas of anticipated high-demand, and could take the place of one or more auto parking spots. One such area identified during this study is the corner of Spring and Center Streets to serve the Civic Center.
- Street corner locations are optimal for in-street bike racks, similar to moped and motorcycle spaces.

CONCEPT PLAN



The Study Team developed the following Concept Plan based on committee process, public input, previous studies and current best practices in urban street design. This plan incorporates the goals and objectives of the Committee, and suggests areas for further study. A project as large and complex as the revitalization of the Spring Street and Free Street will not occur all at once, and will not follow any one plan exactly; but rather will emerge over many years through the planned and unplanned growth and change that is the natural process of the City. This plan represents one possible outcome, but more importantly, should serve as a framework for the next set of planned improvements resulting from the renovation of the Civic Center, and the planned paving of Spring Street in 2015.

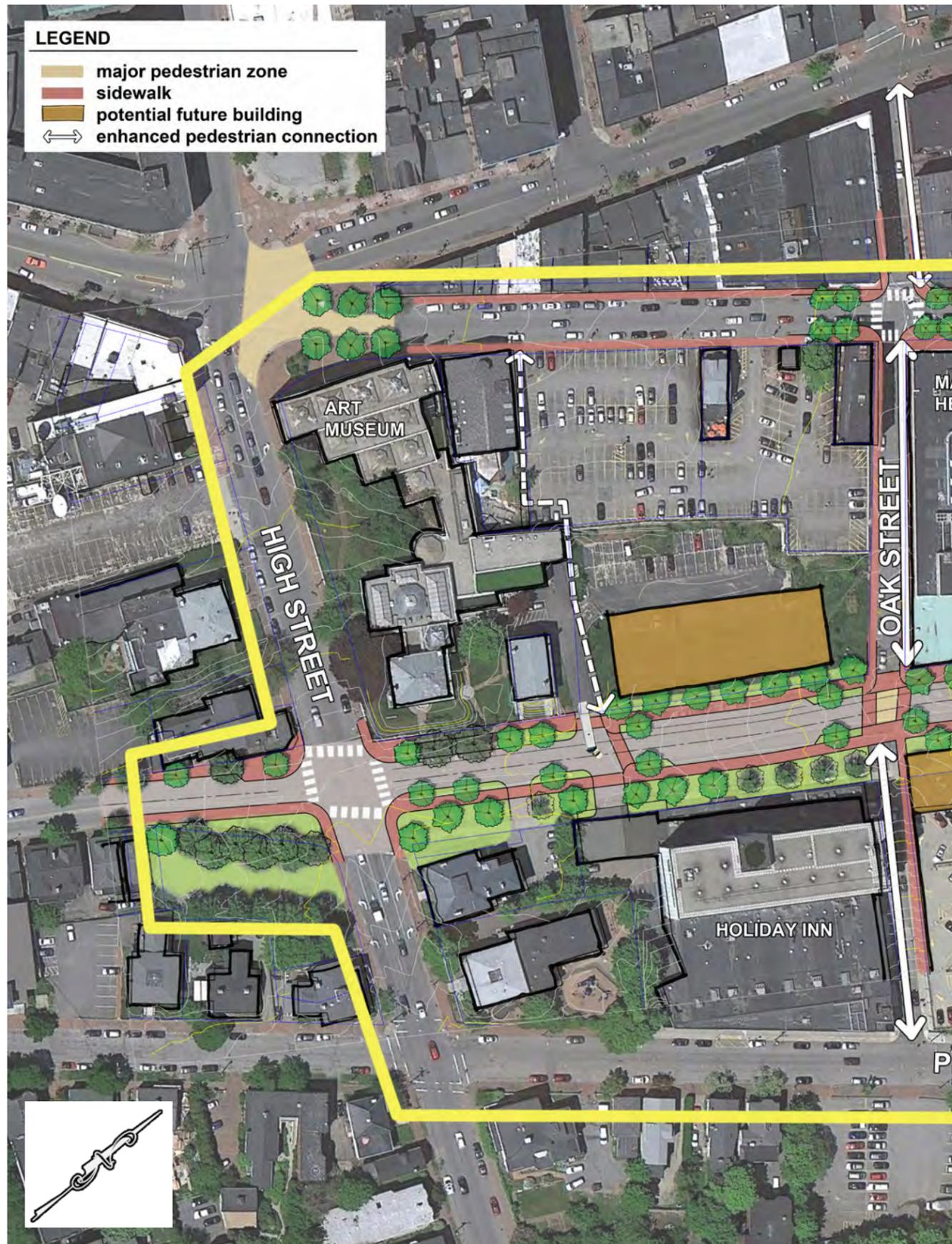
To the extent possible the study team has endeavored to engage as many stakeholders as possible, both public and private. The successful redevelopment of the Spring Street area will require continued diligence collaboration, and communication between the City, property and business owners, and residents.

In general this plan attempts to:

- Reduce the overall footprint of the roadway, while providing optimal mobility for all modes.
- Envision a corridor that better reflects and builds the character of the neighborhood and the surrounding City.
- Improve permeability for various users by suggesting more perpendicular links, corridors, and pedestrian needs.
- Adjust the course of the roadway to allow for expanded open space and development opportunities.
- Identify “major pedestrian zones” that may be worthy of enhanced street crossings and streetscape amenities.
- Provide areas for street trees and other landscaping to improve the pedestrian experience, and enhance the urban ecology.

Specific methods to achieve the stated goals include:

- Reduce auto speeds through road design.
- Remove center “Jersey” barrier and other elements that suggest a limited access roadway.
- Depict potential infill development locations where buildings would enhance the streetscape and present economic development opportunities.
- Reduce the area occupied by surface parking lots.
- Undertake a traffic movement study to determine the changes in direction and flow based on the new plan.



RECOMMENDATIONS

Spring Street

- Align the roadway to the north, holding existing curbline, to create space in front of Greater Portland Landmarks and the Holiday Inn for landscape or other improvements.
- Improve the pedestrian connection along Oak Street from Spring to Pleasant Street and consider vehicular connection (one and two-way).
- Consider a new crosswalk across from the entrance to Holiday Inn with connection to Art Museum and Free Street.
- Create an opportunity for a park and/or residential buildings on the west corner of High and Spring Streets.

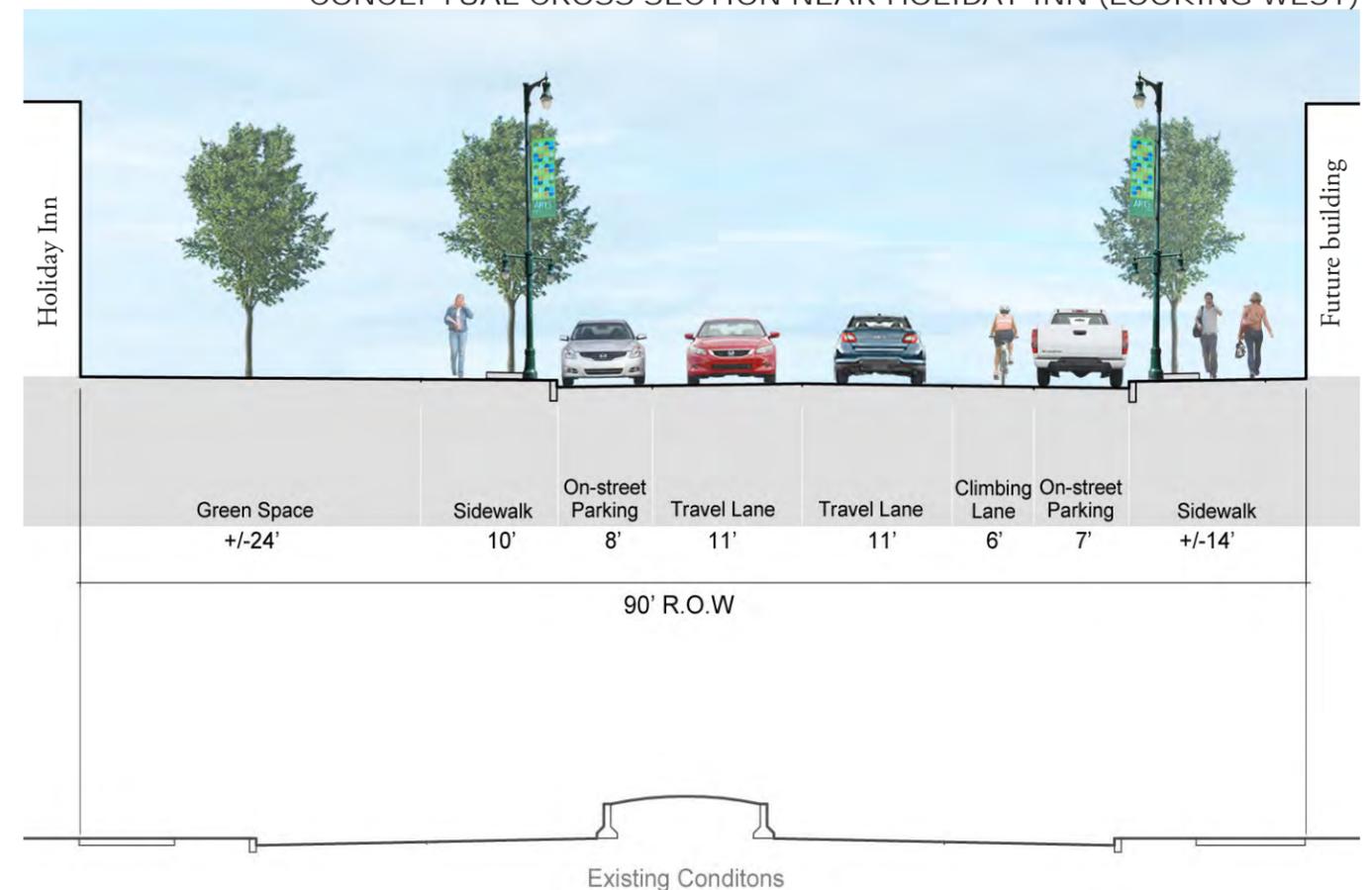
Reasoning to keep roadway to the north side of right-of-way:

- Lines up better with Spring Street west of High Street.
- Allows expansion of City owned lot at the corner of Spring/High.
- Easier grade-wise to reconnect Oak Street for vehicles and pedestrians.

Free Street

- Consider the design of a woonerf in front of the Art Museum and across Congress Street.
- Replace street lighting, as recommended in this report.
- Install four new curb extensions and street trees at Oak Street intersection.
- The majority of the sidewalks are in good shape in this section so no need to replace.

CONCEPTUAL CROSS SECTION NEAR HOLIDAY INN (LOOKING WEST)



CONCEPT PLAN

PEDESTRIAN AND VEHICULAR CONNECTION FROM SPRING STREET TO PLEASANT STREET

There are places that are models of pedestrian scale and solid civic design (e.g., Portland Museum of Art campus, the eastern end of Pleasant Street), and others that are unwelcoming and auto-oriented (e.g., the Spring Street parking garage and the Holiday Inn parking garage). There are also tremendous development/redevelopment opportunities that need to be recognized (e.g., the former YWCA property on Spring Street owned by PMA, the extensive parking lots east of Center Street between Spring and Fore Streets). To be effective, the streetscape treatment should reflect and reinforce the many positive elements that abound in the study area, while helping to direct a vision for abutting properties that are vacant, underutilized, or are being redeveloped. Just as one size in the wardrobe will not fit all actors, the streetscape should have many options/styles/sizes to properly outfit this diverse cast of urban characters.

The Spring Street Arterial disrupted the historic street grid and limited pedestrian mobility between Pleasant Street and Free Street. There are several opportunities to make or improve connections between the two streets, though grade differences will pose challenges.

There is an existing pedestrian connection along Oak Street between the Holiday Inn and associated parking garage, however this connection is unattractive and not ADA compliant. A streetscape plan should be developed to make this connection a pleasant and pedestrian friendly environment. It appears that the connection could also function for vehicles if the Spring Street roadway was shifted to the north, though further engineering would be needed to confirm this. As part of the streetscape plan, dumpsters and containers should be moved from the street right-of-way.

Although the South Street right-of-way appears to connect to Spring Street, and residents report that there has been a wooden staircase in recent memory, there is currently no access between the two streets, with South Street ending at a vertical wall. Residents have expressed concern that a connection between the two streets would invite large numbers of people attending Civic Center events onto a quiet residential street. The consultant team feels strongly that this connection should be established, but that it should be designed as a simple set of stairs, perhaps unmarked, and intended primarily for local residents. The other connections between the two streets should be more fully developed, and signed as pedestrian routes in order to direct the vast majority of Civic Center visitors towards these more primary routes.

There is an opportunity to create a more substantial connection between Spring Street and Pleasant Street through the Pleasant Street Park. While Oak and South Streets are fairly narrow, and abut private businesses and residences, the Pleasant Street Park is a large City-owned property with an existing expectation for public access and activity. Located in the middle of the three obvious connections between Pleasant and Spring Streets, Pleasant Street Park would be the logical place for a more elaborate design for a stairway and ramp system that would satisfy ADA requirements, as well as creating an opportunity for place making and landscape design. Refer to next three pages for more information and location of Pleasant Street Park connection.



SketchUp model of Oak Street pedestrian improvements: view from Pleasant Street.

Credit: C. Michael Lewis

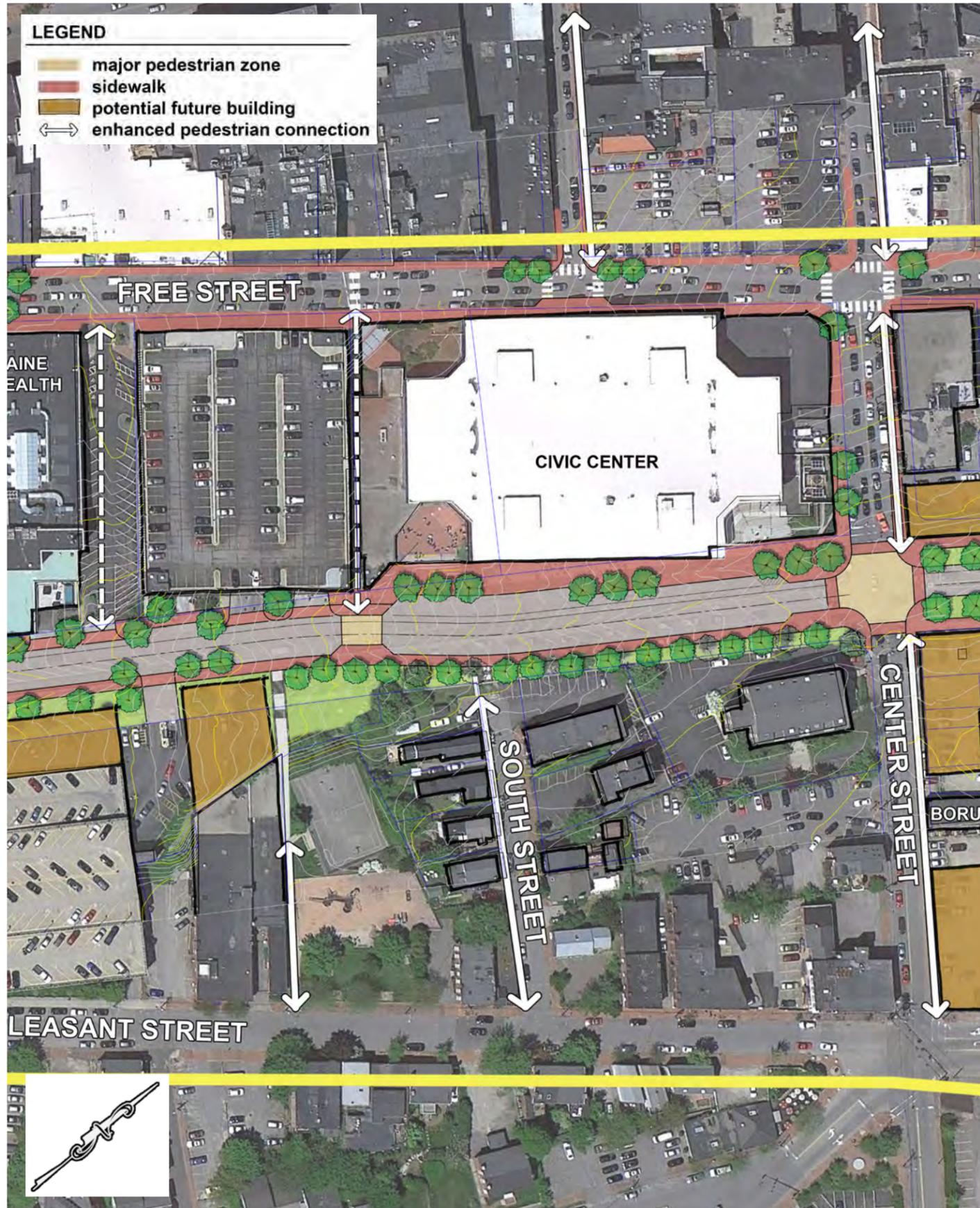


The study area has several view corridors with picturesque views. This one is at the intersection of Oak and Free Streets, looking southeast toward Meeting House Hill in South Portland.



One of the few harbor views from the study area; taken from the intersection of Free and Center Streets.

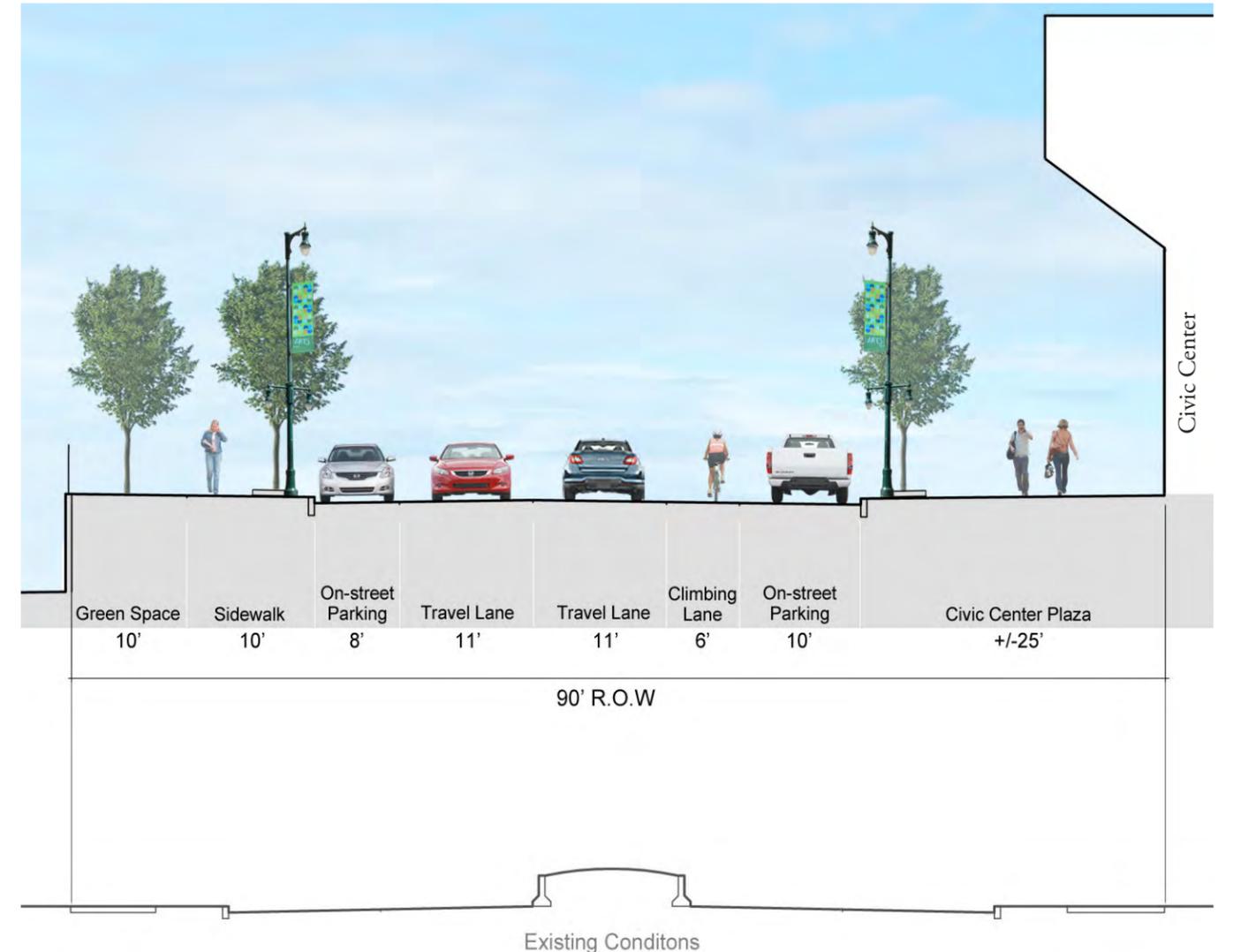
CONCEPT PLAN
OAK STREET TO CENTER STREET
CIVIC CENTER DISTRICT AREA



RECOMMENDATIONS

- Align the roadway north as it approached Oak Street, to allow for optimal building footprints on the south side of the roadway.
- From Center Street to South Street align the roadway to the south, to create an expanded pedestrian zone at the Civic Center.
- Provide a stairway and ADA ramp connection to Pleasant Street through the Pleasant Street Park.
- Provide a South Street stairway connection to Pleasant Street.
- Allow flexibility in the public space in front of the Civic Center.
- Create an enhanced pedestrian zone at the junction of Center and Spring Streets.
- Allow for a right turn lane into parking garage during events, on-street parking during non-events.
- Allow for a bus and vehicular drop-off / pick-up aisle at Civic Center southwest entrance.
- Consider the use of food trucks / merchandise vendors along the southern sidewalk of Spring Street within the green space strip. Work with Creative Portland for kiosk design and potential list of crafts people and artisans.

CONCEPTUAL CROSS SECTION NEAR CIVIC CENTER (LOOKING WEST)



CONCEPT PLAN SPRING STREET ADDITIONAL DESIGN THOUGHTS & RECOMMENDATIONS

Currently a mid-block pedestrian crosswalk exists on Spring Street, just west of the public parking garage. The conflict with the current mid-block crosswalk location is that when an event is over at the Civic Center, many people walk west up the sidewalk and across the exit ramp of the garage, holding up the hundreds of cars trying to leave the garage following events. If the crosswalk were relocated to the Civic Center's main entrance/exit it would not only help the exiting vehicles from the garage but also disperse people to the other side of Spring Street more quickly, freeing up the Civic Center sidewalk congestion.

Another possibility for a pedestrian connection is the space between the Civic Center and adjacent parking garage. This space has potential for a pocket park as well. The grade difference between Free Street and Spring Street, existing utilities and lobby space in this area and the need for security at the Civic Center will all pose challenges. Close coordination with the Civic Center team would be required.



Existing conditions photo (looking west) from the Spring and Center Street intersection.



Photosimulation (looking west) from the Spring and Center Street intersection.

CONNECTION TO SOUTH STREET, PLEASANT STREET, AND PLEASANT STREET PARK



Spring Street to Pleasant Street Park connection with ADA ramps

The existing 6' high fence / wall combination from Oak Street, near the Holiday Inn, to the Center Street intersection essentially restricts north-south pedestrian movement for over 820'. Furthermore, there is an existing concrete retaining wall that is approximately 6' high on the South Street residential neighborhood side of Spring Street.

There is a very strong demand for one or two pedestrian north-south connections in this area. The Pleasant Street Park and the terminus of South Street seem to be the desire lines. The connection to South Street should also consider South Street sidewalk improvements / reconstruction.



Spring Street to South Street staircase connection



Spring Street to Pleasant Street Park connection with staircase alternative



Examples of staircase and ramp connections

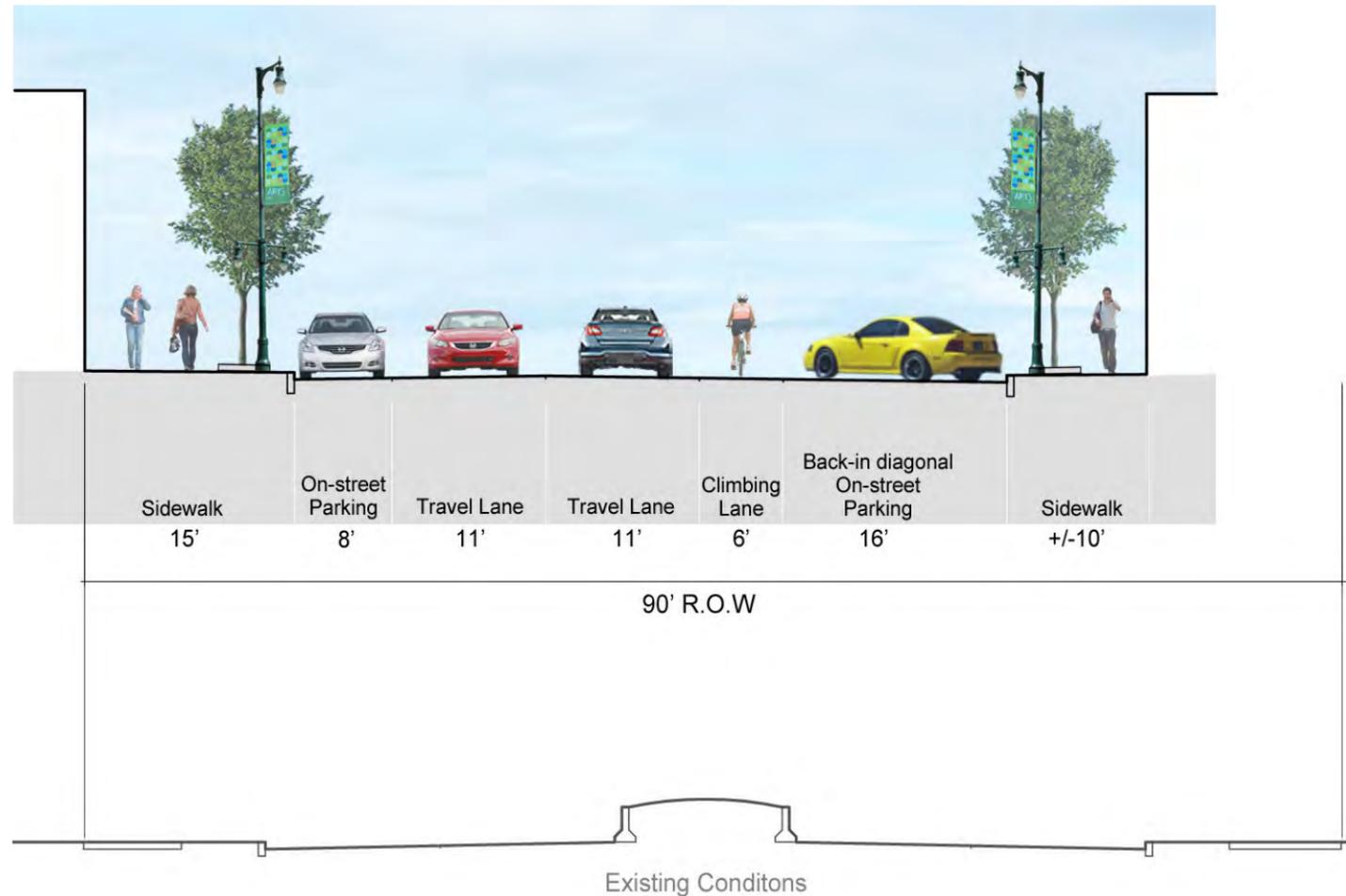
Credit: C. Michael Lewis

CONCEPT PLAN
 CENTER STREET TO TEMPLE / UNION STREET
 DOWNTOWN AREA

RECOMMENDATIONS

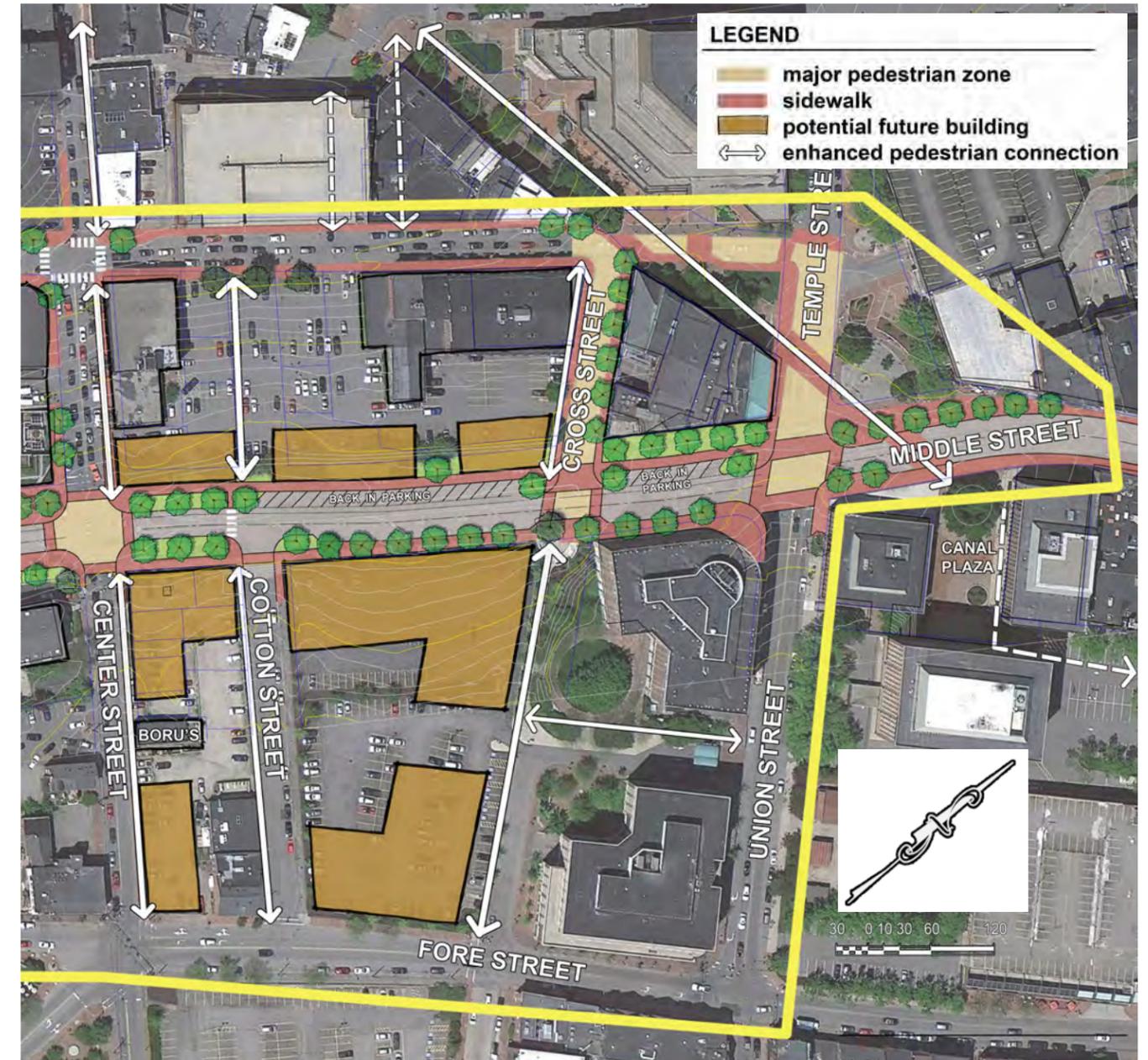
- Enhance connections on all perpendicular streets and pathways.
- Align the street to enable expanded building lot footprints, in order to spur re-development of surface parking lots.
- Create “back in diagonal” parking to increase on-street parking, and improve safety for bicyclists.
- Provide pedestrian permeability through current surface parking lots.
- Research ownership of Cotton Street and parking lot parcels for vehicular and or pedestrian connections.
- Enhance the streetscape and encourage more use of Cross Street.
- Create a “pocket park” opportunity between Temple and Cross Streets along the west side of Free Street.
- Create a pedestrian crossing at the “desire line” along the alignment of the old Middle Street.

CONCEPTUAL CROSS SECTION NEAR CROSS STREET (LOOKING WEST)



Back in angled parking is when drivers pull slightly ahead of the spot and then back in. This concept has seen increased use in recent years as it can provide the following benefits.

- Driver visibility is significantly improved because vehicles pull out into traffic forwards.
- When backing in, drivers have much better visibility of approaching vehicles.
- Eliminates the risk of opening a door into the path of a bicyclist.
- Doors open to block access to the travel lane and guide pedestrian onto the sidewalk.
- Cargo, usually in the trunks or truck beds, can unloaded onto the sidewalk as opposed to the street.

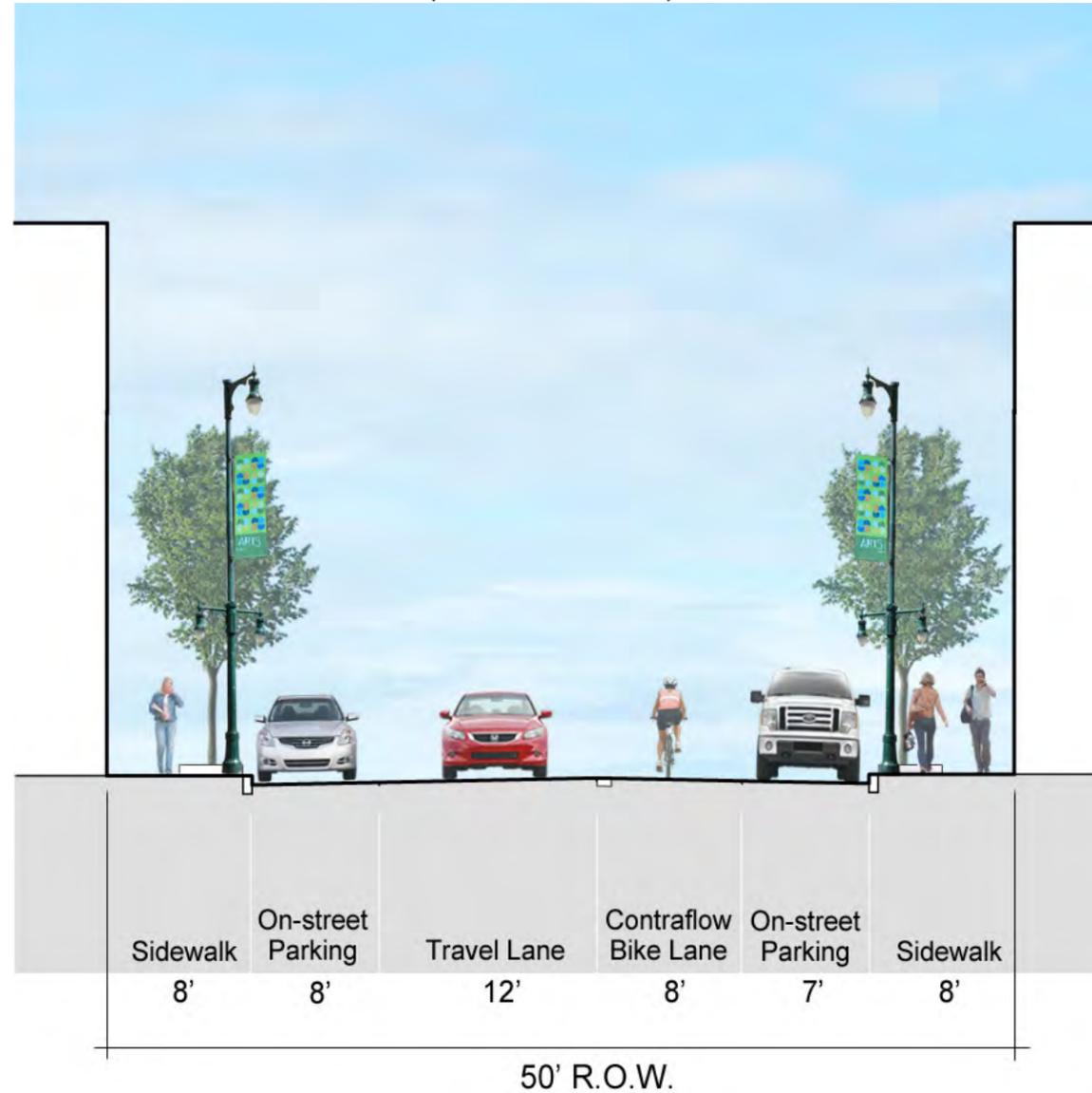


The city of Tucson Arizona “tracked data for bicycle/car crashes before and after installing back-in angle parking, and found an average of three to four crashes per month with front-in angle parking compared to zero reported bicycle/car crashes for the first four years following implementation of back-in angle parking.” Quote from Bi-cycle and Pedestrian Information Center: <http://www.walkinginfo.org/faqs/answer.cfm?id=3974>

While back-in parking can provide significant benefits the following factors should be considered:

- Public education and appropriate signage are critical. We recommend studying successful back in parking installations to determine the best strategy.
- Careful site planning is required to ensure that vehicles do not encroach into pedestrian space.
- Engines should not idle as exhaust fumes are now directed at the sidewalk which is particularly undesirable for outdoor seating areas.

CONTRA - FLOW BIKE LANE (LOOKING WEST)



At the eastern end of Free Street, where it meets Cross and then Temple Street, there is a considerable opportunity for connectivity and place making. Probably the most significant single barrier that Spring Street creates is the connection between the Old Port and Monument Square via the old Middle Street alignment. Hundreds, if not thousands of people every day traverse this area, and the vast majority cross Temple Street along the straightest and most logical path, the old alignment of Middle Street. From Monument Square to Temple Street this alignment is currently a fairly successful pedestrianized mall space. However, this space is abruptly truncated at Temple Street. The logical path, and the one that most people take, is to “jaywalk” across Temple Street, cross through Lobsterman Park (specifically through a planted berm, and several benches placed directly in the desired alignment), and then to “jaywalk” again across Middle Street (many people actually hop up onto and off of the jersey barrier island), while moving to and from the Old Port.

RECOMMENDATIONS

- Determine where sidewalk improvements are necessary and build into CIP funding.
- Install contra flow bike lane.
- Consider Congress Square / PMA plaza changes, possible woonerf.
- Show buildable lots on surface parking-consider dedicating land to development.
- Consider artwork / façade treatments to CCCC and Asylum along blank walls of their facades.
- Improve connection to Lobsterman Park.
- Install street trees.



NEXT STEPS...

The next steps for this project involve submission of the plan to the Transportation, Sustainability and Energy Committee and City Council for their review and comment. The City Council will be asked to adopt this study as an approved Master Plan.

The next phase of the project should include a detailed traffic modeling study which will include testing the conceptual plan through various traffic demands, including special events at the CCCC. The traffic model should also consider the possibility of High Street becoming converted to two-way traffic. We recommend that the City consider a series of short-term “pilot” projects in order to test some of the concepts within this report, e.g. the contra-flow bike lane on Free Street, temporary bump-outs / curb extensions and woonerfs.

Technical documents and preliminary engineering drawings required for the City and the Maine Department of Transportation would then be developed. These Design Development drawings would include required adjustments to the existing drainage system. Additionally more detailed cost estimates would be developed to determine potential construction phasing and prioritization of construction items.

PROJECT WEBSITE: www.PortlandMaine.Gov/SpringStreetFreeStreet.htm

1. List of Committee Members, City Staff, & Consultants

2. Background Material:

Meeting Summaries, Agendas, and Presentations

City Technical Manual

Previous Studies

-Portland Downtown Traffic & Streetscape Study (1999)

-Portland Wayfinding Report (2008)

-Liberate Spring Street (2012) - Portland Society of Architects

3. Resource Material

-Meeting 1 Summary

<http://www.portlandmaine.gov/springstreet/ssmeeting1summary.pdf>

-Meeting 1 Tom Farmer PowerPoint

<http://www.portlandmaine.gov/springstreet/tomfarmerpowerpoint.pdf>

-Meeting 2 Agenda

<http://www.portlandmaine.gov/springstreet/ssmeeting2agenda.pdf>

-Meeting 2 Summary

<http://www.portlandmaine.gov/springstreet/committeemeeting2summary.pdf>

-Background Information

<http://www.portlandmaine.gov/springstreet/ssfsbackgroundinformationpresentationksg.pdf>

-Background Information Talking Points

<http://www.portlandmaine.gov/springstreet/backgroundinforslidetalkingpoints.pdf>

-PSA Liberate Spring Street Presentation

<http://www.portlandmaine.gov/springstreet/psaspringst20121011stakeholderspressmall.pdf>

-Downtown Vision

<http://www.portlandmaine.gov/springstreet/downtownvision.pdf>

-Downtown Traffic Streetscape

<http://www.portlandmaine.gov/springstreet/downtowntrafficstreetscapestudy1999.pdf>

-Henry Cobb Lecture

<http://www.portlandmaine.gov/springstreet/hcobbpma20110616.pdf>

-Henry Cobb Lecture PowerPoint

<http://www.portlandmaine.gov/springstreet/cobbppt2011.pdf>

-Liberate Spring Street

<http://www.portlandmaine.gov/springstreet/liberatespringstreet.pdf>

-Patterns for Progress

<http://www.portlandmaine.gov/springstreet/patternsforprogress.pdf>

-Spring Street Consultant Proposal

<http://www.portlandmaine.gov/springstreet/tjdaspringstproposal.pdf>

-Technical Manual

<http://www.portlandmaine.gov/planning/technicalmanual2010.pdf>

-Wayfinding Report

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



Spring Street - Free Street Streetscape Plan Opinion of Probable Cost

Date: December 20, 2012
 Project No: 121-06093
 By: J. Mahoney
 Checked By: Steve Bradstreet

Total Cost for Improvements by Area

Area	Description	Cost
1	Upper Free Street: Congress St to Civic Center	\$577,330.57
2	Middle Free Street: Civic Center to Center Street	\$467,719.41
3	Lower Free Street: Center Street to Cross Street	\$342,811.74
4	Upper Spring Street: West of High St to Civic Center	\$1,394,942.25
5	Middle Spring Street: Civic Center to Center Street	\$931,429.20
6	Lower Spring Street: Center Street to Middle Street	\$1,482,152.10
7	Cross-Temple-Free Street Woonerf	\$1,052,007.00
8	Reconnect Cotton Street	\$214,949.80
9	South Street Stairs	\$15,000.00 *
10	Pleasant Street Stairs	\$60,000.00 *
11	Reconnect Oak Street	\$155,807.60
12	Oak Street: Spring Street to Free Street	\$140,290.55
13	Center Street: Spring Street to Free Street	\$208,138.40
Grand Total:		\$7,042,578.61 **

* Allowance only, recommend providing itemized cost estimates as concepts are refined.

** Area and unit cost totals differ slightly (less than 0.1%) due to adjustments in unit costs

Potential Revenue from Sale of Right of Way

Area	Description	Quantity	Unit	Unit Price	Cost
4	Upper Spring Street	0.46	Acre	\$1,500,000.00	(\$690,000.00)
6	Lower Spring Street	0.32	Acre	\$1,500,000.00	(\$480,000.00)
Total:					(\$1,170,000.00)



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012
Project No: 121-06093
By: J. Mahoney
Checked By: Steve Bradstreet

Total Costs by Item

Item	Description	Cost
1	New Vertical Granite Curb	\$135,800.00
2	Reset Vertical Granite Curb	\$108,850.00
3	ADA Ramp	\$53,000.00
4	Loam Seed and Mulch	\$12,600.00
5	Brick Sidewalk	\$1,523,600.00
6	Roadway Hardscape for Pedestrian Areas	\$844,200.00
7	Trees	\$252,000.00
8	Relocate Catch Basin	\$145,000.00
9	Utility Adjustments	\$126,000.00
10	Excavation	\$22,650.00
11	Pavement Markings	\$13,630.00
12	Wayfinding and Signage	\$18,500.00
13	Benches	\$58,500.00
14	Trash Receptacles	\$60,000.00
15	Neighborhood Art Project	\$80,000.00
16	Rain Gardens/Stormwater Treatment	\$72,500.00
17	Full Depth Road Reconstruction	\$42,000.00
18	Common Borrow	\$3,900.00
19	Pavement	\$77,000.00
20	Pavement Removal and Fine Grading	\$87,760.00
21	Lighting	\$1,200,000.00
22	Erosion Control	\$51,000.00
23	Traffic Control	\$98,000.00
24	Mobilization 5%	\$251,474.50
Allowances for Pleasant and South Street Stairs		\$75,000.00
Project Total:		\$5,412,964.50
Design:		\$541,296.45
20% Contingency:		\$1,082,592.90
Grand Total:		\$7,036,853.85 **

Preliminary budget cost to be refined/confirmed

** Area and unit cost totals differ slightly (less than 0.1%) due to adjustments in unit costs



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012
Project No: 121-06093
By: J. Mahoney
Checked By: Steve Bradstreet

(1) Upper Free Street: Congress St to Civic Center

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb	240	LF	\$50.00	\$12,000.00	Includes chinking in pavement as necessary
2	Reset Vertical Granite Curb	100	LF	\$35.00	\$3,500.00	Includes chinking in pavement as necessary
3	ADA Ramp	6	EA	\$1,000.00	\$6,000.00	
4	Loam Seed and Mulch		SY	\$3.00	\$0.00	
5	Brick Sidewalk	900	SY	\$130.00	\$117,000.00	Replace from Oak St to Civic Ctr
6	Roadway Hardscape for Pedestrian Areas	760	SY	\$140.00	\$106,400.00	Hardscape at Free-Congress-High intersection.
7	Trees	8	EA	\$2,000.00	\$16,000.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	2	EA	\$5,000.00	\$10,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$5,000.00	\$5,000.00	
10	Excavation		CY	\$15.00	\$0.00	
11	Pavement Markings	760	LF	\$2.00	\$1,520.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$1,000.00	\$1,000.00	
13	Benches	4	EA	\$1,500.00	\$6,000.00	
14	Trash Receptacles	2	EA	\$4,000.00	\$8,000.00	Big Belly trash compactors
15	Neighborhood Art Project		Allowance		\$0.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$5,000.00	\$5,000.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction		CY	\$30.00	\$0.00	
18	Common Borrow		CY	\$15.00	\$0.00	
19	Pavement	240	Ton	\$100.00	\$24,000.00	1.5" overlay
20	Pavement Removal and Fine Grading		SY	\$8.00	\$0.00	
21	Lighting	4	EA	\$25,000.00	\$100,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$2,000.00	\$2,000.00	
23	Traffic Control	1	LS	\$10,000.00	\$10,000.00	
24	Mobilization 5%			\$21,671.00	\$21,171.00	
Project Total:					\$454,591.00	
Design:					\$31,821.37	7% of construction cost
20% Contingency:					\$90,918.20	
Grand Total:					\$577,330.57	



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012
Project No: 121-06093
By: J. Mahoney
Checked By: Steve Bradstreet

(2) Middle Free Street: Civic Center to Center Street

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb	200	LF	\$50.00	\$10,000.00	Includes chinking in pavement as necessary
2	Reset Vertical Granite Curb	200	LF	\$35.00	\$7,000.00	Includes chinking in pavement as necessary
3	ADA Ramp	10	EA	\$1,000.00	\$10,000.00	
4	Loam Seed and Mulch		SY	\$3.00	\$0.00	
5	Brick Sidewalk	1,100	SY	\$130.00	\$143,000.00	Replace all existing
6	Roadway Hardscape for Pedestrian Areas		SY	\$140.00	\$0.00	Hardscape crosswalks and intersection nodes
7	Trees	5	EA	\$2,000.00	\$10,000.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	1	EA	\$5,000.00	\$5,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$3,000.00	\$3,000.00	
10	Excavation		CY	\$15.00	\$0.00	Median removal
11	Pavement Markings	480	LF	\$2.00	\$960.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$2,000.00	\$2,000.00	
13	Benches	2	EA	\$1,500.00	\$3,000.00	
14	Trash Receptacles	2	EA	\$4,000.00	\$8,000.00	Big Belly trash compactors
15	Neighborhood Art Project	1	Allowance	\$15,000.00	\$15,000.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$2,500.00	\$2,500.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction		CY	\$30.00	\$0.00	Under Median
18	Common Borrow		CY	\$15.00	\$0.00	
19	Pavement	150	Ton	\$100.00	\$15,000.00	1.5" overlay
20	Pavement Removal and Fine Grading		SY	\$8.00	\$0.00	
21	Lighting	4	EA	\$25,000.00	\$100,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$2,000.00	\$2,000.00	
23	Traffic Control	1	LS	\$15,000.00	\$15,000.00	
24	Mobilization 5%			\$17,573.00	\$16,823.00	
Project Total:					\$368,283.00	
Design:					\$25,779.81	7% of construction cost
20% Contingency:					\$73,656.60	
Grand Total:					\$467,719.41	



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012
Project No: 121-06093
By: J. Mahoney
Checked By: Steve Bradstreet

(3) Lower Free Street: Center Street to Cross Street

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb		LF	\$50.00	\$0.00	Includes chinking in pavement as necessary
2	Reset Vertical Granite Curb	50	LF	\$35.00	\$1,750.00	Includes chinking in pavement as necessary
3	ADA Ramp	2	EA	\$1,000.00	\$2,000.00	
4	Loam Seed and Mulch		SY	\$3.00	\$0.00	
5	Brick Sidewalk	860	SY	\$130.00	\$111,800.00	Replace all existing
6	Roadway Hardscape for Pedestrian Areas		SY	\$140.00	\$0.00	Hardscape crosswalks and intersection nodes
7	Trees	2	EA	\$2,000.00	\$4,000.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	1	EA	\$5,000.00	\$5,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$3,000.00	\$3,000.00	
10	Excavation		CY	\$15.00	\$0.00	Median removal
11	Pavement Markings	430	LF	\$2.00	\$860.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$1,000.00	\$1,000.00	
13	Benches	2	EA	\$1,500.00	\$3,000.00	
14	Trash Receptacles		EA	\$4,000.00	\$0.00	Big Belly trash compactors
15	Neighborhood Art Project		Allowance		\$0.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$2,500.00	\$2,500.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction		CY	\$30.00	\$0.00	Under Median
18	Common Borrow		CY	\$15.00	\$0.00	
19	Pavement	135	Ton	\$100.00	\$13,500.00	1.5" overlay
20	Pavement Removal and Fine Grading		SY	\$8.00	\$0.00	
21	Lighting	4	EA	\$25,000.00	\$100,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$2,000.00	\$2,000.00	
23	Traffic Control	1	LS	\$7,000.00	\$7,000.00	
24	Mobilization 5%			\$12,870.50	\$12,520.50	
Project Total:					\$269,930.50	
Design:					\$18,895.14	7% of construction cost
20% Contingency:					\$53,986.10	
Grand Total:					\$342,811.74	



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012

Project No: 121-06093

By: J. Mahoney

Checked By: Steve Bradstreet

(4) Upper Spring Street: West of High St to Civic Center

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb	730	LF	\$40.00	\$29,200.00	
2	Reset Vertical Granite Curb	1,100	LF	\$25.00	\$27,500.00	
3	ADA Ramp	8	EA	\$1,000.00	\$8,000.00	
4	Loam Seed and Mulch	2,200	SY	\$3.00	\$6,600.00	
5	Brick Sidewalk	2,900	SY	\$130.00	\$377,000.00	12' wide continuous brick sidewalk
6	Roadway Hardscape for Pedestrian Areas	620	SY	\$140.00	\$86,800.00	Hardscape crosswalks and intersection nodes
7	Trees	44	EA	\$2,000.00	\$88,000.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	6	EA	\$5,000.00	\$30,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$15,000.00	\$15,000.00	
10	Excavation	450	CY	\$15.00	\$6,750.00	Median removal
11	Pavement Markings	1,000	LF	\$4.00	\$4,000.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$3,000.00	\$3,000.00	
13	Benches	6	EA	\$1,500.00	\$9,000.00	
14	Trash Receptacles	2	EA	\$4,000.00	\$8,000.00	Big Belly trash compactors
15	Neighborhood Art Project	1	Allowance	\$15,000.00	\$15,000.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$15,000.00	\$15,000.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction	340	CY	\$30.00	\$10,200.00	Under Median
18	Common Borrow		CY	\$15.00	\$0.00	
19	Pavement		Ton	\$100.00	\$0.00	Assumes MDOT overlay funding will cover
20	Pavement Removal and Fine Grading	4,200	SY	\$8.00	\$33,600.00	
21	Lighting	9	EA	\$25,000.00	\$225,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$10,000.00	\$10,000.00	
23	Traffic Control	1	LS	\$15,000.00	\$15,000.00	
24	Mobilization 5%			\$51,132.50	\$50,382.50	
Project Total:					\$1,073,032.50	
Design:					\$107,303.25	10% of construction cost
20% Contingency:					\$214,606.50	
Grand Total:					\$1,394,942.25	
Potential Revenue from Selling ROW		0.46	Acre	\$1,500,000.00	(\$690,000.00)	Includes half of lot at corner of Spring & High



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012

Project No: 121-06093

By: J. Mahoney

Checked By: Steve Bradstreet

(5) Middle Spring Street: Civic Center to Center Street

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb	560	LF	\$40.00	\$22,400.00	
2	Reset Vertical Granite Curb	560	LF	\$25.00	\$14,000.00	
3	ADA Ramp	6	EA	\$1,000.00	\$6,000.00	
4	Loam Seed and Mulch	800	SY	\$3.00	\$2,400.00	
5	Brick Sidewalk	1,900	SY	\$130.00	\$247,000.00	12' wide continuous brick sidewalk
6	Roadway Hardscape for Pedestrian Areas	550	SY	\$140.00	\$77,000.00	Hardscape crosswalks and intersection nodes
7	Trees	21	EA	\$2,000.00	\$42,000.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	4	EA	\$5,000.00	\$20,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$20,000.00	\$20,000.00	
10	Excavation	400	CY	\$15.00	\$6,000.00	Median removal
11	Pavement Markings	520	LF	\$4.00	\$2,080.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$3,000.00	\$3,000.00	
13	Benches	8	EA	\$1,500.00	\$12,000.00	
14	Trash Receptacles	3	EA	\$4,000.00	\$12,000.00	Big Belly trash compactors
15	Neighborhood Art Project	1	Allowance	\$15,000.00	\$15,000.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$10,000.00	\$10,000.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction	300	CY	\$30.00	\$9,000.00	Under Median
18	Common Borrow		CY	\$15.00	\$0.00	
19	Pavement		Ton	\$100.00	\$0.00	Assumes MDOT overlay funding will cover
20	Pavement Removal and Fine Grading	1,900	SY	\$8.00	\$15,200.00	
21	Lighting	5	EA	\$25,000.00	\$125,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$8,000.00	\$8,000.00	
23	Traffic Control	1	LS	\$15,000.00	\$15,000.00	
24	Mobilization 5%			\$34,154.00	\$33,404.00	
Project Total:					\$716,484.00	
Design:					\$71,648.40	10% of construction cost
20% Contingency:					\$143,296.80	
Grand Total:					\$931,429.20	
Potential Revenue from Selling ROW			Acre	\$1,500,000.00	\$0.00	



Spring Street - Free Street Streetscape Plan Opinion of Probable Cost

Date: December 20, 2012

Project No: 121-06093

By: J. Mahoney

Checked By: Steve Bradstreet

(6) Lower Spring Street: Center Street to Middle Street

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb	1,000	LF	\$40.00	\$40,000.00	
2	Reset Vertical Granite Curb	1,000	LF	\$25.00	\$25,000.00	
3	ADA Ramp	10	EA	\$1,000.00	\$10,000.00	
4	Loam Seed and Mulch	1,100	SY	\$3.00	\$3,300.00	
5	Brick Sidewalk	3,000	SY	\$130.00	\$390,000.00	12' wide continuous brick sidewalk
6	Roadway Hardscape for Pedestrian Areas	900	SY	\$140.00	\$126,000.00	Hardscape crosswalks and intersection nodes
7	Trees	36	EA	\$2,000.00	\$72,000.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	7	EA	\$5,000.00	\$35,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$20,000.00	\$20,000.00	
10	Excavation	580	CY	\$15.00	\$8,700.00	Median removal
11	Pavement Markings	960	LF	\$4.00	\$3,840.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$3,000.00	\$3,000.00	
13	Benches	8	EA	\$1,500.00	\$12,000.00	
14	Trash Receptacles	3	EA	\$4,000.00	\$12,000.00	Big Belly trash compactors
15	Neighborhood Art Project	1	Allowance	\$15,000.00	\$15,000.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$17,500.00	\$17,500.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction	440	CY	\$30.00	\$13,200.00	Under Median
18	Common Borrow		CY	\$15.00	\$0.00	
19	Pavement		Ton	\$100.00	\$0.00	Assumes MDOT overlay funding will cover
20	Pavement Removal and Fine Grading	4,000	SY	\$8.00	\$32,000.00	
21	Lighting	9	EA	\$25,000.00	\$225,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$8,000.00	\$8,000.00	
23	Traffic Control	1	LS	\$15,000.00	\$15,000.00	
24	Mobilization 5%			\$54,327.00	\$53,577.00	
Project Total:					\$1,140,117.00	
Design:					\$114,011.70	10% of construction cost
20% Contingency:					\$228,023.40	
Grand Total:					\$1,482,152.10	
Potential Revenue from Selling ROW		0.32	Acre	\$1,500,000.00	(\$480,000.00)	Assumes back-in parking converted to parallel



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012

Project No: 121-06093

By: J. Mahoney

Checked By: Steve Bradstreet

(7) Spring-Temple-Free Woonerf Area

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb	500	LF	\$30.00	\$15,000.00	Flush curb
2	Reset Vertical Granite Curb	500	LF	\$20.00	\$10,000.00	Flush curb
3	ADA Ramp	1	Allowance	\$5,000.00	\$5,000.00	
4	Loam Seed and Mulch		SY	\$3.00	\$0.00	
5	Brick Sidewalk		SY	\$130.00	\$0.00	Carried as roadway hardscape
6	Roadway Hardscape for Pedestrian Areas	3,200	SY	\$140.00	\$448,000.00	Woonerf area
7	Trees	7	EA	\$2,000.00	\$14,000.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	5	EA	\$5,000.00	\$25,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$20,000.00	\$20,000.00	
10	Excavation		CY	\$15.00	\$0.00	Median removal
11	Pavement Markings		LF	\$4.00	\$0.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$3,000.00	\$3,000.00	
13	Benches	6	EA	\$1,500.00	\$9,000.00	
14	Trash Receptacles	3	EA	\$4,000.00	\$12,000.00	Big Belly trash compactors
15	Neighborhood Art Project	1	Allowance	\$20,000.00	\$20,000.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$12,500.00	\$12,500.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction		CY	\$30.00	\$0.00	Under Median
18	Common Borrow		CY	\$15.00	\$0.00	
19	Pavement		Ton	\$100.00	\$0.00	
20	Pavement Removal and Fine Grading		SY	\$8.00	\$0.00	
21	Lighting	6	EA	\$25,000.00	\$150,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$6,000.00	\$6,000.00	
23	Traffic Control	1	LS	\$10,000.00	\$10,000.00	
24	Mobilization 5%			\$37,975.00	\$37,475.00	
Project Total:					\$796,975.00	
Design:					\$95,637.00	12% of construction cost
20% Contingency:					\$159,395.00	
Grand Total:					\$1,052,007.00	



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012

Project No: 121-06093

By: J. Mahoney

Checked By: Steve Bradstreet

(8) Reconnect Cotton Street

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb	80	LF	\$40.00	\$3,200.00	
2	Reset Vertical Granite Curb	200	LF	\$25.00	\$5,000.00	
3	ADA Ramp	2	EA	\$1,000.00	\$2,000.00	
4	Loam Seed and Mulch	100	SY	\$3.00	\$300.00	
5	Brick Sidewalk	270	SY	\$130.00	\$35,100.00	10' wide both sides
6	Roadway Hardscape for Pedestrian Areas		SY	\$140.00	\$0.00	Hardscape crosswalks and intersection nodes
7	Trees		EA	\$2,000.00	\$0.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	1	EA	\$5,000.00	\$5,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$5,000.00	\$5,000.00	
10	Excavation		CY	\$15.00	\$0.00	Median removal
11	Pavement Markings		LF	\$2.00	\$0.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$500.00	\$500.00	
13	Benches		EA	\$1,500.00	\$0.00	
14	Trash Receptacles		EA	\$4,000.00	\$0.00	Big Belly trash compactors
15	Neighborhood Art Project		Allowance		\$0.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$2,500.00	\$2,500.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction	200	CY	\$30.00	\$6,000.00	
18	Common Borrow	220	CY	\$15.00	\$3,300.00	
19	Pavement	135	Ton	\$100.00	\$13,500.00	3.5 inches
20	Pavement Removal and Fine Grading	640	SY	\$8.00	\$5,120.00	
21	Lighting	1	EA	\$25,000.00	\$25,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$4,000.00	\$4,000.00	
23	Traffic Control	1	LS	\$1,000.00	\$1,000.00	
24	Mobilization 5%			\$5,826.00	\$7,826.00	
25	Fence	200	LF	\$25.00	\$5,000.00	Assumes reusing Spring Street fence
26	Retaining Wall	180	LF	\$200.00	\$36,000.00	2' high on average
Project Total:					\$165,346.00	
Design:					\$16,534.60	10% of construction cost
20% Contingency:					\$33,069.20	
Grand Total:					\$214,949.80	



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012

Project No: 121-06093

By: J. Mahoney

Checked By: Steve Bradstreet

(11) Reconnect Oak Street

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb	100	LF	\$40.00	\$4,000.00	
2	Reset Vertical Granite Curb	100	LF	\$25.00	\$2,500.00	
3	ADA Ramp	2	EA	\$1,000.00	\$2,000.00	
4	Loam Seed and Mulch		SY	\$3.00	\$0.00	
5	Brick Sidewalk	70	SY	\$130.00	\$9,100.00	7' wide one side
6	Roadway Hardscape for Pedestrian Areas		SY	\$140.00	\$0.00	Hardscape crosswalks and intersection nodes
7	Trees		EA	\$2,000.00	\$0.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	1	EA	\$5,000.00	\$5,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$20,000.00	\$20,000.00	Includes adjustments at Holiday Inn
10	Excavation	40	CY	\$15.00	\$600.00	Median removal
11	Pavement Markings		LF	\$2.00	\$0.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$500.00	\$500.00	
13	Benches		EA	\$1,500.00	\$0.00	
14	Trash Receptacles		EA	\$4,000.00	\$0.00	Big Belly trash compactors
15	Neighborhood Art Project		Allowance		\$0.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$2,500.00	\$2,500.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction	120	CY	\$30.00	\$3,600.00	
18	Common Borrow	40	CY	\$15.00	\$600.00	
19	Pavement	50	Ton	\$100.00	\$5,000.00	3.5 inches
20	Pavement Removal and Fine Grading	230	SY	\$8.00	\$1,840.00	
21	Lighting	2	EA	\$25,000.00	\$50,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$5,000.00	\$5,000.00	
23	Traffic Control	1	LS	\$2,000.00	\$2,000.00	
24	Mobilization 5%			\$5,712.00	\$5,612.00	
Project Total:					\$119,852.00	
Design:					\$11,985.20	10% of construction cost
20% Contingency:					\$23,970.40	
Grand Total:					\$155,807.60	



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012

Project No: 121-06093

By: J. Mahoney

Checked By: Steve Bradstreet

(12) Oak Street: Spring to Free Street

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb		LF	\$50.00	\$0.00	
2	Reset Vertical Granite Curb	260	LF	\$35.00	\$9,100.00	Includes chinking in pavement as necessary
3	ADA Ramp		EA	\$1,000.00	\$0.00	
4	Loam Seed and Mulch		SY	\$3.00	\$0.00	
5	Brick Sidewalk	220	SY	\$130.00	\$28,600.00	Widen existing sidewalk, west side
6	Roadway Hardscape for Pedestrian Areas		SY	\$140.00	\$0.00	Hardscape crosswalks and intersection nodes
7	Trees		EA	\$2,000.00	\$0.00	Includes granite tree well and structural soils
8	Relocate Catch Basin	1	EA	\$5,000.00	\$5,000.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$5,000.00	\$5,000.00	
10	Excavation	40	CY	\$15.00	\$600.00	Median removal
11	Pavement Markings		LF	\$2.00	\$0.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$500.00	\$500.00	
13	Benches		EA	\$1,500.00	\$0.00	
14	Trash Receptacles		EA	\$4,000.00	\$0.00	Big Belly trash compactors
15	Neighborhood Art Project		Allowance		\$0.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$2,500.00	\$2,500.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction		CY	\$30.00	\$0.00	
18	Common Borrow		CY	\$15.00	\$0.00	
19	Pavement		Ton	\$100.00	\$0.00	
20	Pavement Removal and Fine Grading		SY	\$8.00	\$0.00	
21	Lighting	2	EA	\$25,000.00	\$50,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$2,000.00	\$2,000.00	
23	Traffic Control	1	LS	\$2,000.00	\$2,000.00	
24	Mobilization 5%			\$5,265.00	\$5,165.00	
Project Total:					\$110,465.00	
Design:					\$7,732.55	7% of construction cost
20% Contingency:					\$22,093.00	
Grand Total:					\$140,290.55	



**Spring Street - Free Street Streetscape Plan
Opinion of Probable Cost**

Date: December 20, 2012

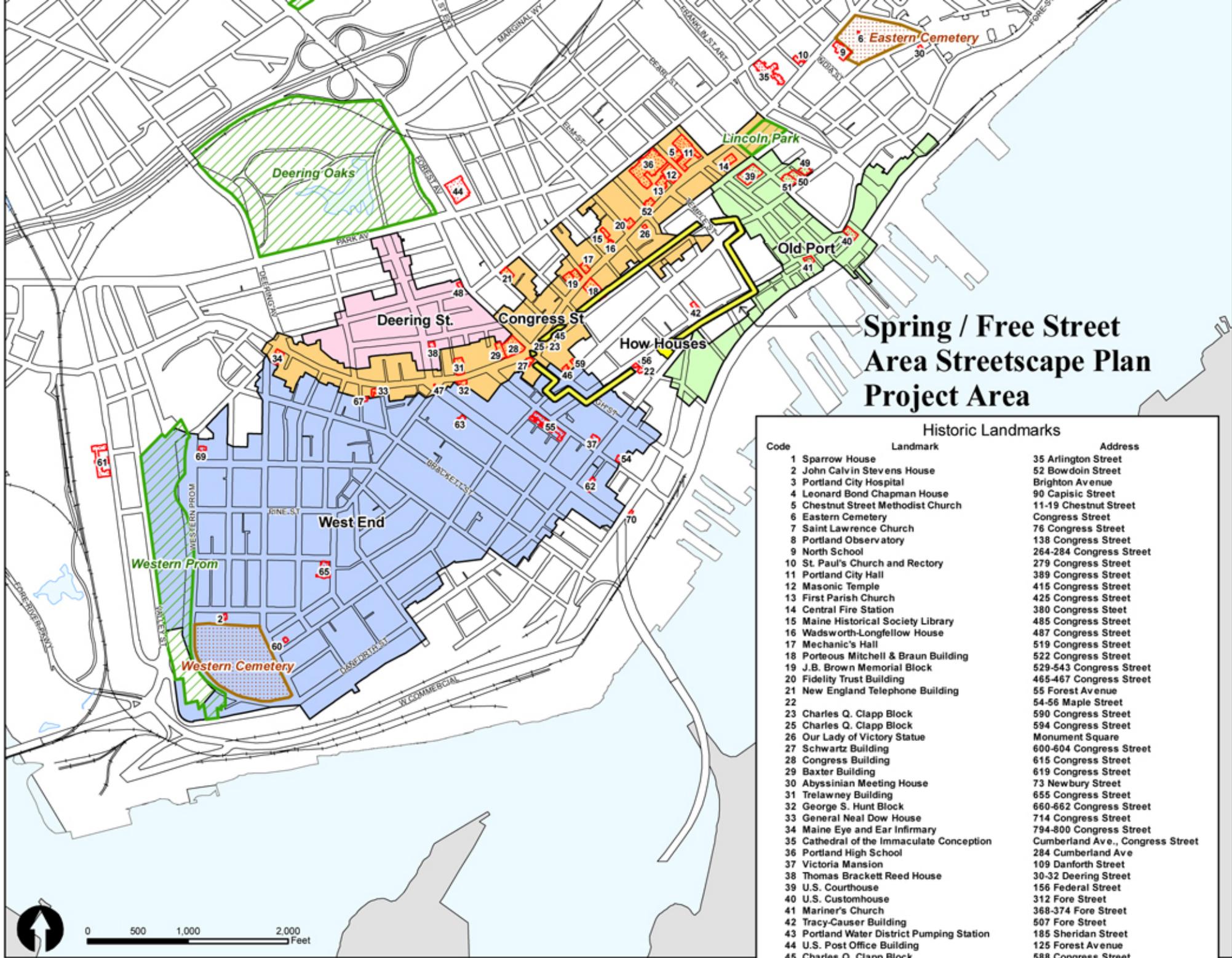
Project No: 121-06093

By: J. Mahoney

Checked By: Steve Bradstreet

(13) Center Street: Spring Street to Free Street

Item	Description	Quantity	Unit	Unit Price	Cost	
1	New Vertical Granite Curb		LF	\$50.00	\$0.00	
2	Reset Vertical Granite Curb	100	LF	\$35.00	\$3,500.00	Includes chinking in pavement as necessary
3	ADA Ramp	2	EA	\$1,000.00	\$2,000.00	
4	Loam Seed and Mulch		SY	\$3.00	\$0.00	
5	Brick Sidewalk	500	SY	\$130.00	\$65,000.00	Widen existing sidewalk, west side
6	Roadway Hardscape for Pedestrian Areas		SY	\$140.00	\$0.00	Hardscape crosswalks and intersection nodes
7	Trees	3	EA	\$2,000.00	\$6,000.00	Includes granite tree well and structural soils
8	Relocate Catch Basin		EA	\$5,000.00	\$0.00	Includes new structure and piping
9	Utility Adjustments	1	Allowance	\$10,000.00	\$10,000.00	
10	Excavation		CY	\$15.00	\$0.00	Median removal
11	Pavement Markings	185	LF	\$2.00	\$370.00	LF defined as linear feet of roadway
12	Wayfinding and Signage	1	Allowance	\$1,000.00	\$1,000.00	
13	Benches	3	EA	\$1,500.00	\$4,500.00	
14	Trash Receptacles		EA	\$4,000.00	\$0.00	Big Belly trash compactors
15	Neighborhood Art Project		Allowance		\$0.00	
16	Rain Gardens/Stormwater Treatment	1	Allowance	\$0.00	\$0.00	50% of Catch Basin Relocation cost.
17	Full Depth Road Reconstruction		CY	\$30.00	\$0.00	
18	Common Borrow		CY	\$15.00	\$0.00	
19	Pavement	60	Ton	\$100.00	\$6,000.00	1.5" overlay
20	Pavement Removal and Fine Grading		SY	\$8.00	\$0.00	
21	Lighting	2	EA	\$25,000.00	\$50,000.00	Preliminary budget cost to be refined/confirmed
22	Erosion Control	1	LS	\$2,000.00	\$2,000.00	
23	Traffic Control	1	LS	\$6,000.00	\$6,000.00	
24	Mobilization 5%			\$7,818.50	\$7,518.50	
Project Total:					\$163,888.50	
Design:					\$11,472.20	7% of construction cost
20% Contingency:					\$32,777.70	
Grand Total:					\$208,138.40	



Spring / Free Street Area Streetscape Plan Project Area

Historic Landmarks

Code	Landmark	Address
1	Sparrow House	35 Arlington Street
2	John Calvin Stevens House	52 Bowdoin Street
3	Portland City Hospital	Brighton Avenue
4	Leonard Bond Chapman House	90 Capisic Street
5	Chestnut Street Methodist Church	11-19 Chestnut Street
6	Eastern Cemetery	Congress Street
7	Saint Lawrence Church	76 Congress Street
8	Portland Observatory	138 Congress Street
9	North School	264-284 Congress Street
10	St. Paul's Church and Rectory	279 Congress Street
11	Portland City Hall	389 Congress Street
12	Masonic Temple	415 Congress Street
13	First Parish Church	425 Congress Street
14	Central Fire Station	380 Congress Street
15	Maine Historical Society Library	485 Congress Street
16	Wadsworth-Longfellow House	487 Congress Street
17	Mechanic's Hall	519 Congress Street
18	Porteous Mitchell & Braun Building	522 Congress Street
19	J.B. Brown Memorial Block	529-543 Congress Street
20	Fidelity Trust Building	465-467 Congress Street
21	New England Telephone Building	55 Forest Avenue
22		54-56 Maple Street
23	Charles Q. Clapp Block	590 Congress Street
25	Charles Q. Clapp Block	594 Congress Street
26	Our Lady of Victory Statue	Monument Square
27	Schwartz Building	600-604 Congress Street
28	Congress Building	615 Congress Street
29	Baxter Building	619 Congress Street
30	Abyssinian Meeting House	73 Newbury Street
31	Trelawney Building	655 Congress Street
32	George S. Hunt Block	660-662 Congress Street
33	General Neal Dow House	714 Congress Street
34	Maine Eye and Ear Infirmary	794-800 Congress Street
35	Cathedral of the Immaculate Conception	Cumberland Ave., Congress Street
36	Portland High School	284 Cumberland Ave
37	Victoria Mansion	109 Danforth Street
38	Thomas Brackett Reed House	30-32 Deering Street
39	U.S. Courthouse	156 Federal Street
40	U.S. Customhouse	312 Fore Street
41	Mariner's Church	368-374 Fore Street
42	Tracy-Causser Building	507 Fore Street
43	Portland Water District Pumping Station	185 Sheridan Street
44	U.S. Post Office Building	125 Forest Avenue
45	Charles Q. Clapp Block	588 Congress Street
46	McLellan-Sweat Mansion	111 High Street
47	Longfellow Monument	Longfellow Square
48	Griffin House	200 High Street
49	Thompson Block	117-125 Middle Street
50	Rackleff Building	127-133 Middle Street
51	Woodman Building	133-141 Middle Street
52	Clapp Memorial Block	Monument Square
53	John B. Russworm House	238 Ocean Avenue
54	William Minott House	45 Park Street
55	Park Street Row	88-114 Park Street
56	Nutter House	68 Pleasant Street
57	Fifth Maine Regiment Community Center	Seashore Avenue, Peaks Island
58	Green Memorial A.M.E. Zion Church	46 Sheridan Street
59	Charles Q. Clapp House	97 Spring Street
60	The Gothic House	387 Spring Street
61	Maine Central Railroad General Office Building	222-224 St. John Street
62	Joseph Holt Ingraham House	51 State Street
63	Portland Club	156 State Street
64	F.O.J. Smith Tomb	Stevens Ave.- Evergreen Cemetery
65	Williston-West Church & Parish House	32 Thomas Street
66	Marine Hospital	331 Veranda Street
67	A.B. Butler House	4 Walker Street
68	Tate House	1270 Westbrook Street
69	Adam P. Leighton House	261 Western Promenade
70	Nathaniel Dyer House	168 York Street
71	Fort Gorges	Fort Gorges
	Maine Archaeological Site No. 9	

Historic Districts with Historic Landscapes, Cemeteries & Individual Landmarks

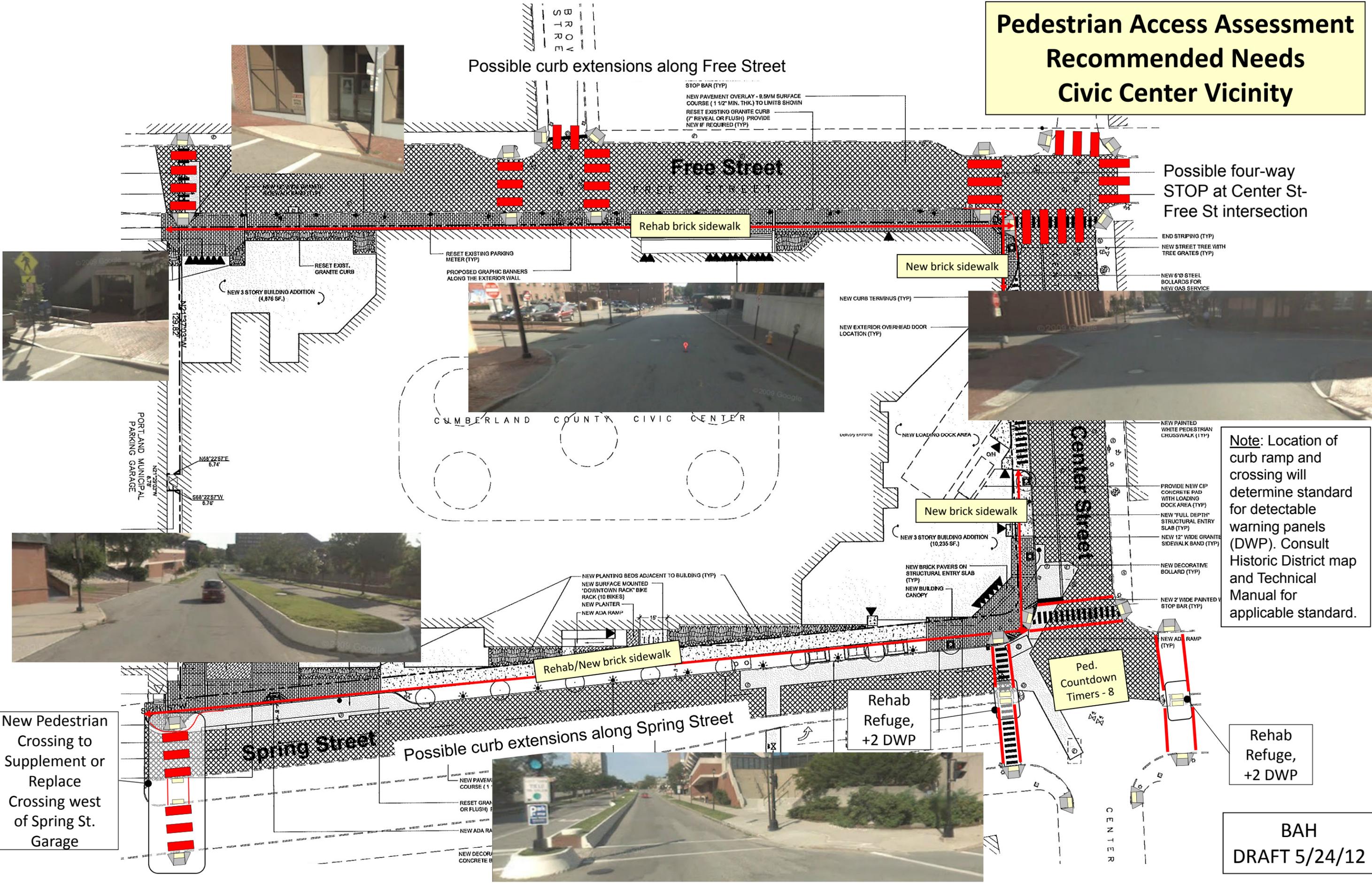
City of Portland Peninsula

Effective April 15, 2009

Historic Districts

 Congress St	 Old Port	 Historic Landmarks
 Deering St.	 Stroudwater	 Historic Landscapes
 Fort McKinley	 West End	 Historic Cemeteries
 How Houses	 Westbrook	

Pedestrian Access Assessment Recommended Needs Civic Center Vicinity

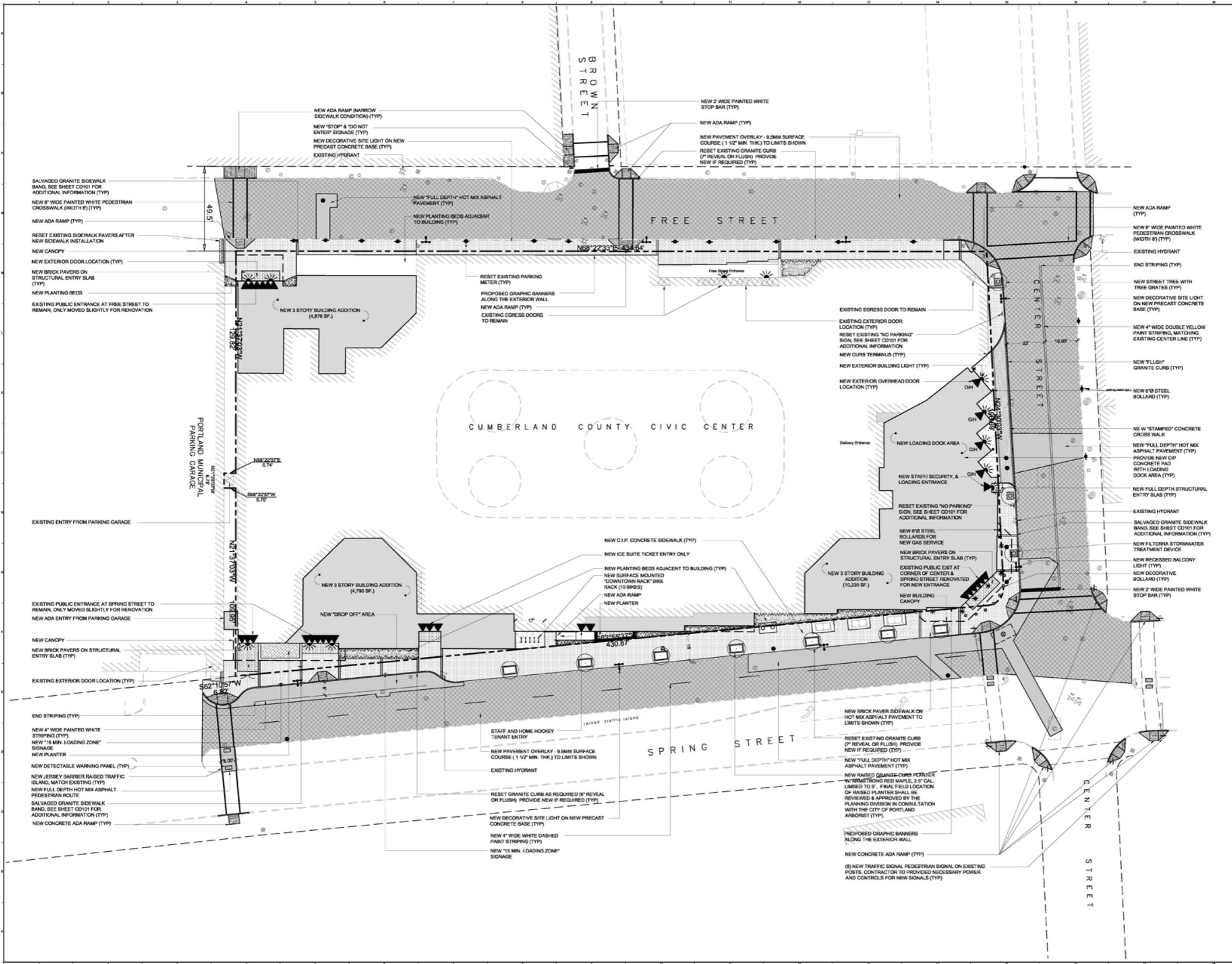


Note: Location of curb ramp and crossing will determine standard for detectable warning panels (DWP). Consult Historic District map and Technical Manual for applicable standard.

New Pedestrian Crossing to Supplement or Replace Crossing west of Spring St. Garage

BAH
DRAFT 5/24/12

- LAYOUT NOTES:**
- SEE NOTES L1 THROUGH L3 ON SHEET G006 FOR ADDITIONAL LAYOUT INFORMATION.
 - ALL CURB RADI SHALL BE 5' UNLESS OTHERWISE NOTED.
 - COORDINATE ALL SIDEWALK LOCATIONS WITH ARCH. AND STRUCTURAL DRAWINGS TO VERIFY NEW EXTERIOR DOOR LOCATIONS. FIELD ADJUST AS REQUIRED.
 - REFER TO STRUCTURAL SHEETS FOR NEW FOUNDATION LAYOUT. COORDINATE LAYOUT WITH FOUNDATION CONTRACTOR.
 - SEE SHEET CU101 FOR ADDITIONAL INFORMATION RELATED TO THE LAYOUT OF SITE LIGHTS AND UTILITY POLES AND THEIR RESPECTIVE CONDUIT AND WIRING. COORDINATE LAYOUT WITH THE ELECTRICAL CONTRACTOR.
 - ALL PROPOSED IMPROVEMENT WORK WITHIN THE STREET R.O.W. SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
 - ALL PROPOSED SIDEWALK ADA HANDICAP RAMPS AND CROSSWALK LAYOUT AND LOCATIONS SHALL BE APPROVED PRIOR TO CONSTRUCTION BY THE CITY OF PORTLAND'S (SME) PEDESTRIAN COORDINATOR BRUCE HYMAN (400-9243).



LEGEND

EXISTING	PROPOSED
STREET LIGHTING	STREET LIGHTING
BUILDING LIGHTING	BUILDING LIGHTING
WATER SHUTOFF / GATE VALVE	WATER SHUTOFF / GATE VALVE
ELECTRIC COMM. MANHOLE	ELECTRIC COMM. MANHOLE
PARKING METER	PARKING METER
MANHOLE	MANHOLE
SEWER MANHOLE	SEWER MANHOLE
GAS SHUTOFF	GAS SHUTOFF
CATCH BASIN	CATCH BASIN
FIRE HYDRANT	FIRE HYDRANT
SIGN	SIGN
PAVEMENT	PAVEMENT
CONCRETE SIDEWALK	CONCRETE SIDEWALK
PAVER SIDEWALK	PAVER SIDEWALK
CIP CONCRETE RETAINING WALL	CIP CONCRETE RETAINING WALL
PROPERTY SETBACK	PROPERTY SETBACK
PROPERTY LINE	PROPERTY LINE
ABUTTING PROPERTY LINE	ABUTTING PROPERTY LINE

REV.	DESCRIPTION	DATE

APPROVAL DRAWINGS
06.29.12

CURRENT ISSUE STATUS:

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CUMBERLAND COUNTY CIVIC CENTER RENOVATION
PROJECT: PORTLAND, MAINE

SITE LAYOUT & MATERIALS PLAN

SHEET TITLE: 375730-SP101.DWG
WBRC CAD FILE: 3757.00
PROJECT NO.: 3757.00
SCALE: 1"=20'
PROJECT MANAGER: MEL
DRAWN BY: JWS
CHECKED BY: ARS
SHEET NO.: CP101

Jun 29, 2012 - 4:03pm
 L:\04-100-000-0000\Cumberland City Civic Center Renovation\3-D\00-SP101.dwg jpk@wbrc.com

SPRING STREET-FREE STREET AREA STREETScape PLAN SCOPE OF SERVICES

June 8, 2012

The City of Portland seeks proposals from qualified landscape architects and urban planners to assist the City of Portland in developing a streetscape improvement plan for the Spring Street-Free Street area as described below.

Scope of Consulting Services

In association with the work plan described below, which will be carried out by the Portland Planning Department, there will be a need for technical and design concepts, specifications, and cost estimates to be created.

The City will conduct a review of past plans, designs, and streetscape details in and around this area for consideration. To the extent that the process expands or modifies those existing plans, the consultant will be asked to prepare appropriate documentation, including layout plans and technical specifications for streetscape features proposed within the Study Area. Detailed engineering and construction documents are not required at this stage. Catalogue cuts, plans, drawings, and illustrative graphics are required. Cost estimates are required.

Design consultants will participate in key meetings with an advisory committee to assist them in evaluating design approaches and features. Following such meetings and during the course of the planning process, alternatives and recommendations will be developed for further consideration. At the conclusion of the plan, final materials related to the technical work will be produced by the consulting team. The consulting team will not be responsible for organizing, running, or recording the meetings, beyond the duties described in this section.

Attached is the scope of the ***Spring Street – Free Street Area Streetscape Plan***. The consulting team will provide technical and design assistance in assessing and preparing recommendations and final work products for the items described in the attached scope and objectives items : **3. Streetscape Plan; 4. Short-term Spring Street Intervention; and 5. Pedestrian Crossings.**

Work Plan –

The work for this project will be managed and facilitated by the Planning and Urban Development Department with the input of a stakeholder committee as outlined in the attached project description.

Aside from the from the Public Advisory Committee meetings and public meeting described in the attached project description, the consultant shall be expected to meet with staff periodically during the course of the project to review draft product, coordinate project elements and to review the progress of the project.

Project Time Frame—

The project must be completed by September 14, 2012. If Consultant is unable to complete the project within this time frame, please indicate a time frame that would work for your firm.

Consultant Selection Process

Interested consultants shall submit their proposal to the Portland Planning Office by Monday, June 18, 2012 at 1:00 pm. Proposals may be mailed or paper copies (two) delivered to the Planning Office. Proposals by email shall be sent to rwk@portlandmaine.gov. Paper copies of consultant proposals shall be delivered to the Portland Department of Planning and Urban Development, Attention: Richard Knowland, 4th Floor, 389 Congress Street, Portland, Maine 04101.

Questions concerning the scope of services should be addressed in writing via email to rwk@portlandmaine.gov.

Note the consultant fee for this project is a maximum \$7,500.

Proposals shall include the following information:

1. A description of specific work products the consultant shall provide for the \$7,500 fee.
2. A list of consultant team members and detailed person-hour assignments by task.
3. Proposal shall include details of the cost, by task, for total work hours and for work hours by personnel classification and miscellaneous expenses. Direct costs, overhead costs and profit must also be shown.

Selection Criteria

1. Quality and depth of the described consultant work products in accomplishing the objectives of the study. (80 points)
2. Relevant experience of assigned consultant team members. (20 points)

SPRING STREET-FREE STREET AREA STREETScape PLAN

Background –

With the pending Civic Center renovation, various community constituents (e.g. Portland Downtown District (PDD), Greater Portland Landmarks, the Portland Society of Architects (PSA) and others) have expressed interest in commencing an improvement program for the Spring Street area; specifically the area including and in the vicinity of the Civic Center, Spring Street and Free Street. The upcoming Civic Center redevelopment affords an ideal opportunity to enhance the street edge relationship of the Civic Center to its neighbors and to plan for roadway and streetscape enhancements within the surrounding area. In the long run, the design of Spring Street itself, from High Street to Temple/Union Streets, is a target for reconsideration.

Project Goal –

Leveraging the upcoming Civic Center modernization plan, develop and implement both short and long term planning for the Spring Street area in order to enhance economic development, assure that the Civic Center redevelopment interfaces successfully with the neighboring area on all sides, improve bicycle and pedestrian access, improve connectivity between districts of the downtown and with adjacent neighborhoods and encourage the development or redevelopment of underutilized properties. The project will also address the continued need to move large volumes of vehicles, including tractor trailers, to and from Civic Center events safely and efficiently.

The end product of this project should represent a Context Sensitive Solution.

Study Area –

The study area includes an area bounded by the west side of High Street, the north side of Free Street, the east side of Union Street and the north side of Pleasant Street (see attached map). The area includes a mix of medium to high density residential, commercial retail, office and restaurants, the Cumberland County Civic Center, the Portland Museum of Art, one and two way local streets, the Spring Street Arterial and structured and surface parking.

Zoning is comprised primarily of B3 business with portions of the neighborhood also designated as historic districts. A majority of the study area is designated as either a Pedestrian Activities District (PAD) or PAD Encouragement Area. There is a small area of R6 residential zone in the southwest corner of the study area.

Short Term Scope and Objectives –

1. **Public Process:** Identify desired outcomes through a targeted public process including multiple stakeholders.
2. **Pedestrian Activities District:** Examine and re-adjust where necessary the boundaries of the PAD and/or PAD Encouragement Area to support desired outcomes.
3. **Streetscape Plan:**
 - (a) Assess the existing streetscape in the project area, including lighting, sidewalks, street trees, street furniture and other pedestrian amenities. The assessment should consider such factors as pedestrian safety, comfort, function, aesthetics and compatibility with present city standards and streetscape related plans for the study area and adjacencies.
 - (b) Using the above assessment, review existing city streetscape standards and plans for the study area and provide recommendations on these design features which will form the basis of a working streetscape plan for the study area. The recommendation should address any gaps in existing streetscape standards as well as any suggested changes in the menu of the streetscape improvements that are appropriate for the study area.
4. **Short-term Spring Street Intervention:** Evaluate short term alternatives for removal or reconstruction of the median along Spring Street, pedestrian crossings, lighting or other improvements as appropriate to support desired outcomes. Develop specifications and cost estimates, as appropriate.
5. **Pedestrian Crossings:** Evaluate the location and condition of existing pedestrian crossings. Recommendations should update them to current standards as necessary, and explore potential new crossings in coordination with the Civic Center redevelopment to ensure safe and convenient neighborhood access to all Civic Center entrances, other important area destinations and, ultimately, to successfully reconnect the downhill Pleasant Street residential area with the downtown and Arts District.

Long-Range Improvements to Spring Street Arterial–

- Develop scope of services for planning and associated engineering and reconstruction of Spring Street Arterial to align with identified stakeholder goals to be established during a public process.

Work Plan –

The work for this project will be managed and facilitated by the Planning and Urban Development Department with the input of a stakeholder committee as outlined below.

Public Process –

The public process shall include a project Public Advisory Committee to participate in the overall study process, provide and disseminate information to their constituents, review and comment on draft documents, and address issues associated with the development of study recommendations. The role of the Public Advisory Committee will be advisory with the purpose of providing a range of insights and reaction to study direction and findings. The committee may include but is not limited to Portland Downtown District, Greater Portland Landmarks, Neighborhood Residents, the City of Portland, the Portland Children’s Museum, the Civic Center

and Cumberland County, the Portland Bicycle and Pedestrian Advisory Committee, Portland Society of Architects, Property Owners, the Portland Museum of Art, the Holiday Inn, Portland Pirates, Maine Health, Creative Portland and others to serve in an advisory capacity on this project.

The public process will include 3 Public Advisory Committee meetings to be held at points in the study at which public comment and input are needed. In addition or concurrent with the above committee meetings, one (1) public meeting will be held at which there will be opportunities for public engagement on the report's findings and recommendations.

Key Resources—

Key background resource documents include:

City of Portland Technical Manual...Includes standards for sidewalks and street lights.

City of Portland Land Use Code...B-3 zone

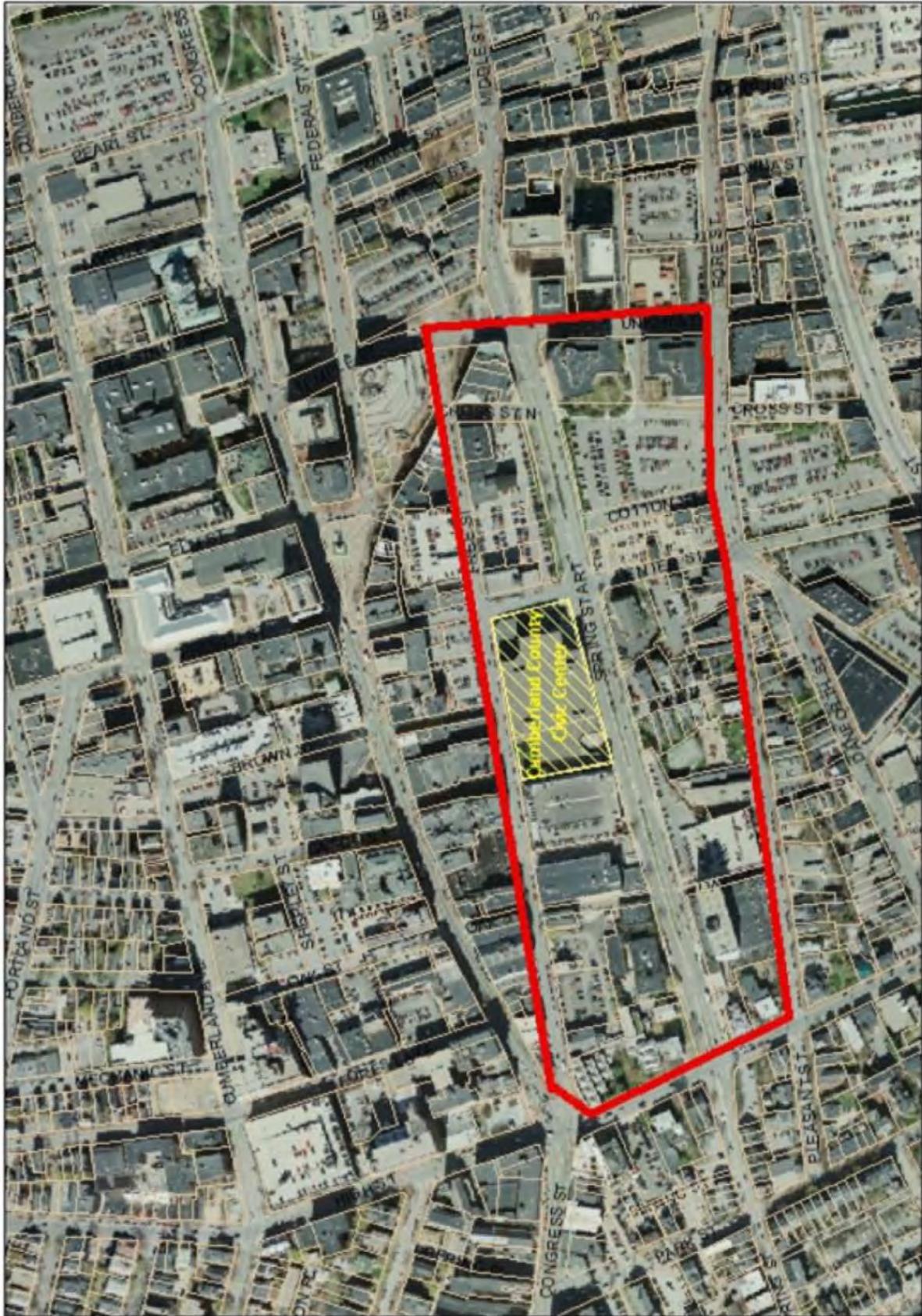
Downtown Vision: A Celebration of Urban Living and A Plan For the City For The Future of Portland- Maine's Center For Commerce and Culture (1991)

Portland Downtown Traffic & Streetscape Study (1999)

Liberate Spring Street: A Portland Society of Architects Design Event (Sept 2011)

Portland Way Finding Study

Draft Bikeway Network Map (April 2012)



**Spring Street Neighborhood Planning
Project Boundary**

Map produced by the City of Portland Planning Division from 2008 GIS
Background Data. Not intended for regulatory purposes. March, 2012.