

FACT SHEET
INDIA STREET NEIGHBORHOOD PILOT – SUSTAIN SOUTHERN MAINE

Location	The India Street Neighborhood is bound by Franklin St., the north side of Congress St., Mountfort/Hancock St., and Commercial/Thames St. India Street itself runs through the center of the neighborhood.
Existing Type of Center	Neighborhood mixed use
Acreage	57 acres
Demographics	
Census geography	Part of CT 5, Part of Block Group 1, in 2010 had: <ul style="list-style-type: none"> • Population – 418 (750 incl blocks bounded by Congress & Cumberland, Franklin to Washington) • Dwellings – 257 (367 incl blocks bounded by Congress & Cumberland, Franklin to Washington)
Properties Profile	
No. parcels	209
• In residential use	82
• In non-res, mixed use	77
• Surface parking lots	28
• Vacant/open space	Open Space = 1 Vacant = 21
Total land area	2,485,706 sf (57.1 ac)
Total land area in parcels	1,660,924 sf (38.1 ac)
• In residential parcels	523,339 sf (12.0 ac)
• In non-res parcels	814,830 sf (18.7 ac)
• Surface Parking Lots	205,790 sf (4.7 ac)
• In vacant parcels	116,965 sf (2.7 ac)
India Street F.A.R.	
Congress to Federal	MEAN = 1.15 MEDIAN = 1.08
Federal to Newbury	MEAN = 0.92 MEDIAN = 0.90
Newbury to Middle	MEAN = 0.80 MEDIAN = 0.94
Middle to Fore	MEAN = 0.34 MEDIAN = 0.00
Fore to Commercial	MEAN = 0.87 MEDIAN = 0.00
Land Use Mix (% of land in developed parcels)	
Commercial/ Non-residential	49% Retail and restaurant commercial uses are focused along Congress and Middle Streets. Industrial uses such as Shipyard Brewery can be directly adjacent residential use. The neighborhood is also home to many religious buildings throughout. Two large hotels
Residential	31.5%

	Primarily multi-family housing with strong concentration within certain blocks. The new Bay House project will increase the residential density of the neighborhood. Residential use not found below Middle Street.
Parking Lot	12% There are many vacant lots adjacent to businesses that have been turned into surface parking lots. In some cases, it is a necessary use for a neighboring business and in other cases, it is accidental and occasional use.
Other	7.5% The Eastern Cemetery comprises a large proportion of the land area in the neighborhood and is the only true open space. There are a number of small, vacant parcels mostly toward the waterfront.
Focal Properties	
Spine of India Street	The 4 blocks of India St from Congress to Commercial are a defining feature of the neighborhood. It was the subject of a height evaluation study in 2012.
Turner Barker Vacant Lot, India and Fore	The River Walk development approved for this site but then canceled was to include 125 luxury condominium units and 61,000 sq. ft. of retail and office space.
Hampton Inn Parking Lot, India St. between Middle and Fore.	This portion of the former Jordan Meats facility was to be Phase II of the development that built Hampton Inn in Phase I. Phase II was to include 18 residential units, 9 retail units with 22,077 sq. ft., and office space totaling 63,856 sq. ft. The property has been sold to others and Planning Board approvals remain valid, but it is not known whether the project will go forward.
Congress Street Plaza (Rite-Aid)	Strip center with low FAR, expansive parking lot
Vacant/parking	Several lots that are vacant or used for parking deserve attention. One set of lots is located at Hancock and Newbury.
Transportation	
Streets	India Street – Local
	Fore Street – Local, AADT = 5,800 (2010)
	Congress Street – Minor/Arterial
	Commercial Street – Minor/Arterial, AADT = 10,000 (2011)
	Middle Street – Local
	Mountfort Street – Local, AADT = 1,400 (2007)
	Franklin Street – Major/Collector, AADT = 5,200 (2011)
Street Interconnection	Link-to-node ratio = 1.48 (40 links, 27 nodes); fairly high intersection density (25 in this 57-ac area). Both correlate with walkability. Blocks are irregular in size but generally small with low-traffic, local streets. The Eastern Cemetery block creates a visual barrier from Federal Street and below due to the slope of the terrain and size of the block. Limited connectivity with Franklin Street and resulting limited connectivity with downtown.
High Crash Locations	None

Transit	<p>METRO Bus Service</p> <ul style="list-style-type: none"> • Route 8 – Peninsula Loop coverage along India, Middle, Commercial, and Congress Streets • On Congress Street – Routes 1 Congress St, 6 Washington Ave, 7 Falmouth, and 8 Peninsula Loop <p>Revival of intercity passenger rail is a topic of discussion.</p>
Bike/Ped	<p>The neighborhood is “downtown adjacent.” Sidewalks on all streets, however, often in poor condition – many brick sidewalks are in need of repair and have been poorly patched. The pedestrian experience especially on Franklin and Commercial is hostile with large intersections and car-oriented design. A high number of surface parking lots creates an undesirable walking environment. The streets are too narrow to allow for dedicated bike lanes.</p>
Parking	<p>There is an abundance of surface parking in this neighborhood associated with local businesses. In some cases, vacant lots have been turned into make-shift parking lots. The high amount of surface parking is contributing to the high percentage of impervious surfaces and the overall underdeveloped feel of the neighborhood. Some uses, such as the religious buildings have high demand for parking at occasional times such as events and services.</p>
<ul style="list-style-type: none"> • Ocean Gateway Parking Garage 	<p>7-story parking garage with 719 parking spaces at the corner of Middle and Hancock Streets. This parking garage was built to service mixed –use Eastern Waterfront development, which was approved but not constructed</p>
<ul style="list-style-type: none"> • Hampton Inn Parking 	<p>Surface parking lot for the Hampton Inn and restaurant with public parking. This site is slated to be developed in the future.</p>
Sewer and Water	
Public Sewer	<p>All sewers are combined system except for Hampshire Street between Congress and Middle Streets. Combined sewer system is quite old, dating back to the early 1900s.</p>
Public Water	<p>Served by city water system. No known wells in use.</p>
Storm Water System	<p>Storm water is currently part of the combined sewer system (except for Hampshire Street).</p>
Natural Resource Constraints	
Wetlands, slopes, etc.	<p>No wetlands within the neighborhood. Topography slopes down to waterfront.</p>
Storm water	<p>A high percentage of the neighborhood is covered by impervious surfaces. Subsurface infrastructure includes both combined sanitary and separated stormwater sewers.</p>
Impervious Surfaces	<p>1,872,033 sf = 75.3% of total land area in the neighborhood</p>
Impervious Surfaces in Parcels only	<p>762,346 sf = 82.2% of total land area within parcels</p>
Sea Level	<p>The neighborhood borders Portland Harbor, and land use decisions at the lower part of the neighborhood needs to consider the potential for sea level rise and storm surge effects.</p>

Other Background	
Historical Context	The India Street neighborhood is the first residential neighborhood in Portland with India Street itself being the first street in the city. 9 parcels fall within the Historical District and there are 5 historic landmarks within the neighborhood.
Historic Landmarks	Abyssinian Meetinghouse, Cathedral of the Immaculate Conception, Eastern Cemetery, North School, St. Paul’s Church and Rectory. Neighborhood is being inventoried for historic resources. The upper part of India Street includes a cluster of historic structures.
Zoning	The neighborhood includes multiple zoning districts that reflect multiple eras of planning in Portland. Most of the neighborhood is in a mixed-use business district of some kind with building height limitations that range from 45 feet in the upper half of the neighborhood to 65 ft – 74 ft. in the lower half. The blocks between Middle and Commercial Street west of India Street are in the downtown zoning district (B3). A small section of India Street is zoned R-6. Allowable residential densities range from approximately 36 units/ac in R-6 zone to approximately 100 units/ac in B2 zone.
Height Evaluation Study	In June 2012, at the request of the India Street Neighborhood Association and city officials, the Planning Board undertook a height evaluation of the India Street corridor. The ISNA expressed concern about the potential for buildings with potential heights along India Street that might be out of scale with a walkable neighborhood. It sought a 45-foot limit at least until a comprehensive neighborhood plan could be prepared. The results of the height evaluation were reported in a memo to the Planning Board dated June 22, 2012.
Franklin Street	Franklin Street is entering Phase II of a feasibility study to redesign the arterial and to re-establish one or more connections between the India Street neighborhood and Downtown.