

1. Legal Ad

Documents: [PB LGL AD 5-13-14.PDF](#)

2. Agenda

2.I. PB Agenda

Documents: [PB AGENDA 5-13-14.PDF](#)

3. 134 Washington Avenue

3.I. PB Report And Attachments

Documents: [WASHINGTON AVE. - 134 \(PB REPORT AND ATTACH.\).PDF](#)

3.II. Submission Narrative

Documents: [WASHINGTON AVE. - 134 \(SUBMISSION NARRATIVE\).PDF](#)

3.III. Plans

Documents: [WASHINGTON AVE. - 134 \(PLANS\).PDF](#)

4. 528 Commercial Street

4.I. PB Memo And Attachments

Documents: [COMMERCIAL ST. - 528 \(PB MEMO AND ATTACH.\).PDF](#)

4.II. Attachment 1

Documents: [COMMERCIAL ST. - 528 \(ATT. 1 - APPLICANTS SUBMITTAL 4-4-14\).PDF](#)

4.III. Attachment 2

Documents: [COMMERCIAL ST. - 528 \(ATT. 2 - SUBMISSION DATED 4-25-14\).PDF](#)

4.IV. Attachment 3

Documents: [COMMERCIAL ST. - 528 \(ATT. 3 - SUBMISSION DATED 5-6-14\).PDF](#)

4.V. Plans

Documents: [COMMERCIAL ST. - 528 \(PLANS\).PDF](#)

5. 1412 Congress Street

5.I. PB Report

Documents: [CONGRESS ST. - 1412 \(PB REPORT\).PDF](#)

5.II. Staff Review Comments

Documents: [CONGRESS ST. - 1412 \(STAFF COMMENTS\).PDF](#)

5.III. Public Comments

Documents: [CONGRESS ST. - 1412 \(PUBLIC COMMENT\).PDF](#)

5.IV. Applicants Submittal

Documents: [CONGRESS ST. - 1412 \(APPLICANTS SUBMITTAL\).PDF](#)

5.V. Plans

Documents: [CONGRESS ST. - 1412 \(PLANS\).PDF](#)

6. 6-44 Commercial Street

6.I. PB Report

Documents: [COMMERCIAL ST. - 44 \(PB REPORT\).PDF](#)

6.II. Staff Attachments

Documents: [COMMERCIAL ST. - 44 \(STAFF ATTACHMENTS\).PDF](#)

6.III. Applicants Submittal

Documents: [COMMERCIAL ST. - 44 \(APPLICANTS SUBMISSION\).PDF](#)

6.IV. Plans

Documents: [COMMERCIAL ST. - 44 \(PLANS\).PDF](#)

7. E. Waterfront Port Zone Amendment

7.I. PB Report And Attachments

Documents: [E. WATERFRONT PORT ZONE \(PB REPORT AND ATTACH.\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on May 13, 2014, City Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at both the workshop and public hearing.** The agenda includes the following items:

Workshop – 4:00 p.m.

- i. Level III Site Plan and Subdivision Review; 134 Washington Avenue; Avesta Housing, Applicant. The Planning Board will consider an application for the development of 18 affordable housing units in a 4-story building. The dwellings are efficiency units and two parking spaces are proposed on-site.
- ii. International Marine Terminal, 528 Commercial Street, Maine Department of Transportation, Applicant. The Planning Board will consider a Level 3: Site Plan application for a proposal to expand the International Marine Terminal (IMT) at 460 Commercial Street. The proposal includes rail improvements (installation of a new track alignment from Cassidy Point to the IMT site; a 750 ft. ramp for intermodal operations; West Commercial Street improvements, including reconfiguration and signalization of Beach Street intersection, bicycle and pedestrian improvements; shipping container and chassis storage yard; site lighting and fencing, and repairs to existing fenders east of Casco Bay Bridge.

Public Hearing – 7:30 p.m.

- i. Westgate Shopping Center; 1412 Congress Street; Conditional Use and Site Plan Application, Charter Westgate LLC. Applicant. The Planning Board will consider a site plan and conditional use application for the reuse of the Tim Horton's restaurant to a Dunkin Donuts at the Westgate Plaza at 1412 Congress Street. The proposal does not include any revisions to the site plan, but modifies the Traffic Movement Permit and Conditional Use Permit granted by the Planning Board in 2008 due to the higher trip generation, particularly at the AM peak, and the increased number of vehicles within the stacking lane.
- ii. Shucks Lobster, 6-44 Commercial Street; Conditional Use and Site Plan Application, Shucks Maine Lobster, LLC Applicant. The Board will consider a site plan and conditional use application for a lobster process facility in the Maine State Pier Building. The proposal is to convert 18,800 square feet with an option to lease an additional 14,900 square feet of the building to this use and to add a loading dock, a deck at the entrance, and a nitrogen tank along the southwesterly edge of the building.
- iii. Eastern Waterfront Port Zone Amendment
The Board will consider an amendment to the Eastern Waterfront Port Zone that would make licensed street vendor operations, including food trucks and push carts, permitted uses. Currently, street vendor operations are deemed a conditional use requiring separate Planning Board approval.

STUART O'BRIEN, CHAIR - PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE

PLANNING BOARD

Stuart G. O'Brien, Chair
Timothy Dean, Vice Chair
Elizabeth Boepple
Sean Dundon
Bill Hall
Carol Morrisette
Jack Soley

AGENDA PORTLAND PLANNING BOARD

The Portland Planning Board will hold a meeting on May 13, 2014, **Room 209**, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at both meetings.**

WORKSHOP – 4:00 p.m.

- i. Level III Site Plan and Subdivision Review; 134 Washington Avenue; Avesta Housing, Applicant. The Planning Board will consider and application for the development of 18 affordable housing units in a 4-story building. The dwellings are efficiency units and two parking spaces are proposed on-site.
- ii. International Marine Terminal, 528 Commercial Street, Maine Department of Transportation, Applicant. The Planning Board will consider a Level 3: Site Plan application for a proposal to expand the International Marine Terminal (IMT) at 460 Commercial Street. The proposal includes rail improvements (installation of a new track alignment from Cassidy Point to the IMT site; a 750 ft. ramp for intermodal operations; West Commercial Street improvements, including reconfiguration and signalization of Beach Street intersection, bicycle and pedestrian improvements; shipping container and chassis storage yard; site lighting and fencing, and repairs to existing fenders east of Casco Bay Bridge.

PUBLIC HEARING – 7:40 p.m.

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATIONS AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON MAY 6, 2014:**

Workshop: All members were present.

Public Hearing: All members were present. Stuart arrived at 6:21 p.m.

4. **REPORT OF DECISIONS AT THE MEETING HELD ON MAY 6, 2014:**

- i. Request for reduction in Shoreland Zone Setback Requirement; 6 Samuel Road; Anthony Napolitano, Applicant. The Board voted unanimously 6-0 (Stuart absent) to approve the reduction in the shoreland setback.
- ii. Amendment to subdivision plat and site plan for telecommunications tower, 636 Riverside Street, New Cingular Wireless PCS, LLC d/b/a, AT&T Mobility LLC, Applicant. The Planning Board voted unanimously 7-0 to approve the amended subdivision plan and site plan.

5. NEW BUSINESS

- i. Westgate Shopping Center; 1412 Congress Street; Conditional Use and Site Plan Application, Charter Westgate LLC. Applicant. The Planning Board will consider a site plan and conditional use application for the reuse of the Tim Horton's restaurant to a Dunkin Donuts at the Westgate Plaza at 1412 Congress Street. The proposal does not include any revisions to the site plan, but modifies the Traffic Movement Permit and Conditional Use Permit granted by the Planning Board in 2008 due to the higher trip generation, particularly at the AM peak, and the increased number of vehicles within the stacking lane.
- ii. Shucks Lobster, 6-44 Commercial Street; Conditional Use and Site Plan Application, Shucks Maine Lobster, LLC Applicant. The Board will consider a site plan and conditional use application for a lobster process facility in the Maine State Pier Building. The proposal is to convert 18,800 square feet with an option to lease an additional 14,900 square feet of the building to this use and to add a loading dock, a deck at the entrance, and a nitrogen tank along the southwesterly edge of the building.
- iii. Eastern Waterfront Port Zone Amendment
The Board will consider an amendment to the Eastern Waterfront Port Zone that would make licensed street vendor operations, including food trucks and push carts, permitted uses. Currently, street vendor operations are deemed a conditional use requiring separate Planning Board approval.

STUART O'BRIEN, CHAIR - PORTLAND PLANNING BOARD

Memorandum

Planning and Urban Development Department

Planning Division



To: Stuart O'Brien, Chair and Members of the Portland Planning Board

From: Christine Grimando, Senior Planner

Date: May 9, 2014

Re: **Washington Avenue Efficiencies; Avesta Washington Avenue, LP c/o Avesta Housing, Applicant**

Project #: 2014-053 **CBL:** 012 E014, 012 E006

Meeting Date: May 13, 2014

I. INTRODUCTION

Avesta Housing has applied for a Level III Site Plan/Subdivision review for the property located at 134 Washington Avenue. The applicant proposes to develop 18 units of affordable rental apartments. The proposed building will consist of 4 stories and a partial basement comprising 13,630 gross square feet and a 3,003 square foot building footprint.

Tuesday's workshop is intended to be an introduction to the site plan and subdivision component of the project, as well as of consideration of public comment and staff comments. As a workshop item there are still some details needed before the final review can occur, and these are all noted below. As an affordable housing project, it is eligible for various incentives, including priority review (Sec. 14-487), which grants such projects expedited review whenever possible, without jeopardizing the thoroughness or quality of the review.

178 notices were sent to area residents. A notice also appeared in the May 5, 2014 and May 6, 2014 editions of the *Portland Press Herald*.

A neighborhood meeting was held on May 7th with 18 attendees. Comments focused on building design, traffic and parking implications, tenancy of the building, among other topics, and are included as Attachment 5.

The following consultants have partnered with Avesta on this application:

Engineer: BH2M, Lester Berry; Surveyor: Owen Haskell Surveyors; Architect: Archetype, David Lloyd; Attorney(s): Curtis Thaxter/Melinda Eldridge; Bennett Engineering; Albert Frick Associates.

II. APPLICABLE REVIEWS

Subdivision (Article IV)	The term subdivision shall also include the division of a new structure into three (3) or more dwelling units within a five-year period, this application is subject to Subdivision Review under Article IV of the Land Use Code, § 14-491—14-520.
Site Plan (Article V)	This application qualifies as a Level III Site Plan (both due to the size of the building, and the multi-family use of the building) which requires the approval of the Planning Board.
Fee-in-Lieu Parking (Division 20, Sec. 14-345)	Any major or minor development subject to site plan review located in a non-residential zone on the Portland Peninsula shall either provide the required parking or pay a fee according to the provisions outlined in Sec. 14-345.
Waiver Requests	None requested, though the traffic review comments point out two from the Technical Manual – for corner clearance between the proposed driveway and Fox Street (Technical Manual 1.7.2.7), and for minimum driveway width (Technical Manual 1.7.2.3) that should be provided by the applicant before Final review. A waiver will also be required from the street tree standards (sec. 14-526.b.2.b.iii.b.).

III. PROJECT DATA

Existing Zoning:	B-2b Community Business Zone/ R-6 Residential Zone
Existing Use:	Single-family residential
Proposed Use:	Multi-family residential (18 efficiency rental units)
Existing number of lots:	1
Proposed number of lots:	1
Lot Area:	0.23 acres (10,096 SF)
Impervious Surface Area:	
Existing:	1,020 sf
Proposed:	2,950 sf
Net Change:	1,930 sf
Total Disturbed Area:	10,096 sf
Building Area:	
Existing Building Area:	1,700 sf (single family home to be demolished)
Proposed Building Area:	13,630 sf
Proposed Building Net Change:	11,930 sf

Existing Building Footprint:	1,700 sf (single family home to be demolished)
Proposed Building Footprint:	3,003 sf
Residential Data:	
Existing Residential Units:	1
Proposed Residential Units:	18
# of Units to be Demolished:	1
Number of Affordable Units:	18
Building Height:	44 feet (maximum)
Parking Spaces:	
Existing:	Unclear
Proposed:	2 spaces onsite, with in-lieu contribution for 16 additional spaces
Handicapped Spaces:	1 of 2
Bicycle Parking Spaces:	
Existing:	0
Proposed:	8
Estimated Cost of Project:	\$1,683,069
Uses in Vicinity:	Commercial office space, multi-family residential, single-family homes, restaurants, studios for artists and craftspeople, retail establishments, personal services, low impact industrial uses.

III. BACKGROUND

134 Washington Avenue consists of two adjacent lots (the application lists this as one lot, city data lists it as two) comprising 10,096 sf. and currently contains a single family residence. The property also contains a one-car garage and paved driveway on the southerly portion, and a gravel parking area on the level, northerly portion. The existing structures will be demolished to accommodate the new building.



Figure 1, 134 Washington Ave., Existing Conditions

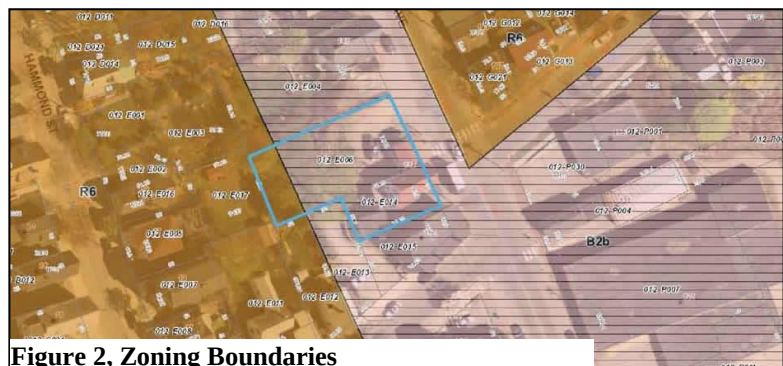


Figure 2, Zoning Boundaries

The property is in the B-2b zone, and abuts a residential neighborhood in the R-6 zone to the rear. The immediately adjacent properties on Washington Avenue are a two family residential building to the north, and a mixed use building occupied by an art gallery on the ground floor. Washington Avenue contains single family and multi-family residential uses and a wide mix of commercial uses, though the block this project resides on is more heavily tilted towards residential than the more intensively commercial mixture of uses on the blocks between Congress Ave. and Fox St. Nearby businesses on Washington Ave. include Portland Pottery, Maine Meade Works, Silly's Restaurant, and a

variety of office space, restaurants, and food markets, as well as two gas stations at the Cumberland and Washington Ave. intersection.

IV. PROPOSED DEVELOPMENT

The proposal seeks to develop the property into a four-story building with 18 affordable rental units. All eighteen units are proposed as efficiency units of approximately 338 square feet of living space, in a cost range of \$525-\$675/month. No residency preferences are proposed as a formal part of this project at this stage, but Avesta has indicated their intention to make particular outreach to low-income veterans.

Two entries are proposed for the apartments – a first floor main entry on Washington Ave., and a side entrance on the southerly side of the building. Included in the building design is first floor community meeting space, offices for building management and resident services, utility rooms, a trash



Figure 3, Aerial view of surrounding neighborhood

room, and a bike room with storage for eight bicycles. The partial basement is accessed from the rear (west) of the building, and will house utilities, a janitor room, and an elevator machine room. The site is level along Washington Ave, where the principal entrance of the proposed new building will face. The rear of the property is undeveloped, and has significant downward slopes in the direction of Hammond St.

The lot coverage will go from a 29% impervious surface ratio to approximately 46% (the applicant has been asked for verification of these percentages for Final Review). The B-2b zone allows for 90% maximum impervious surface ratio. Stormwater runoff from the building roof and paved driveway will be directed towards an infiltration area to the rear of the property.

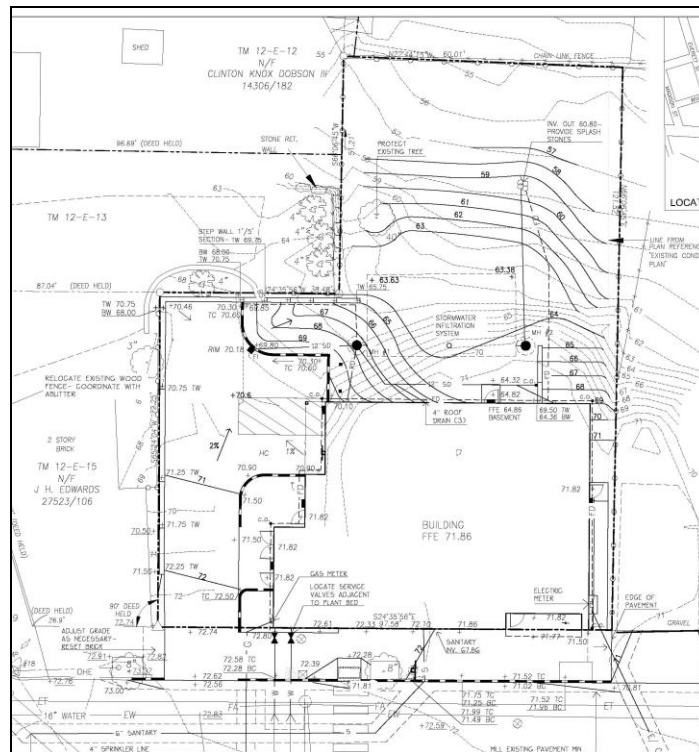


Figure 4, Grading Plan Detail

The project includes plans for two off-street vehicular parking spaces (one a handicapped parking space), and a fee-in-lieu contribution for the remaining required spaces.

V. PUBLIC COMMENT

No public comment received at the time of writing. A neighborhood meeting was held on May 7th, and those comments are included as Attachment 5.

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

The applicant has attached a Warranty Deed, recorded in the Cumberland County Registry of Deeds, Book 30618, Page 111, for the sale of this property from the prior owner to Avesta Housing Development Corporation in May 2013.

In regard to financial capacity, the estimated cost of the project is \$1,683,069 and the application includes a letter of support from Bangor Savings Bank testifying to Avesta's ability to fund the project and their willingness to partner with them in financing the project in the future.

The application addresses Technical Capacity with a statement addressing Avesta's organizational structure and record of success in completing affordable housing projects in Maine, as well as list of the professionals that are consultants to the project.

VII. ZONING ASSESSMENT

The project is in predominantly in the B-2b zone, but a portion of the property is in the R-6 zone, which the application does not yet reflect. Marge Schmuckal, Zoning Administrator points this out in her review comments (Attachment 1), as well as requesting verification of how the project meets certain dimensional

standards: *I would like confirmation that the right side setback is the minimum of 5 feet. The lines on the plan translate into about a foot wide. I would also like to confirm the height is measured from the average grade around the building. There are several points that are much lower than where the measurements are labeled.*

Her additional comments are: *Are the footings underneath City Property in front? ... I would also like confirmation on the parking in lieu numbers that relate to this property.*

VIII. DEVELOPMENT REVIEW

A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527) and SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS (Section 14-496)

A subdivision plat meeting all plat requirements as noted in 14-496 should accompany the final submission. I've noted several items below that should be corrected or added to the final submission.

1. Sec. 14-496, item 16 requires location and designation of any zoning district boundaries affecting the subdivision. This boundary between R-6 and B-2b needs to be shown on the plat.
2. Sec. 14-496, item 24.g. There is a minor error in the Traffic and Parking Assessment: confusing of the left and right sight lines on page 2. The table does not match the explanatory paragraph below it. The sight lines are shown as below the recommended distance exiting left onto Washington Ave. in the table, and the following paragraph describes the sight lines looking left as exceeding Maine DOT requirements.
3. Sec. 14-496, item 24.k. A construction management plan is included as Sheet A in the application report. In an area of heavy foot traffic, in close proximity to the East End Community School and an adjacent bus stop, knowing when and for how long construction impacting the public right of way will be critical. More detail, including anticipated timing of work as it impacts the ROW will be important information to supplement Sheet A for the Final submission.
4. Parking Spaces – the application lists one existing and one handicapped space proposed. I believe the total number proposed is 2, one being a handicapped space; the current number of spaces hasn't been indicated.
5. Similarly, sheet 2 says 13 bicycle parking spaces are proposed – 12 interior/1 interior. Project Data in in the application narrative states there is storage for 8 interior biking spaces.
6. Two on-site parking spaces and fee-in-lieu payments for the remaining required 16 parking spaces are stated in one part of the application, but a proposal for 13 spaces (2/11) is made in the Gorrill-Palmer assessment, as well as on sheet 2 of the plan set. Greg Payne, Development Officer with Avesta Housing, has confirmed the number of spaces they are proposing accounts for eighteen spaces total (2 on site, 16 fee-in-lieu). This should be clarified/made consistent in the next submission.
7. Sheet 2 of the plan set indicates a fee-in-lieu payment of \$5,000 per parking space. 14-345.b. establishes \$5,000 as a base minimum fee, and the next section, 14-345.c. includes an annual adjustment index for this base fee. The final version of Sheet 2 should indicate the number of spaces * the final amount of each space after the annual adjustment to the base fee is calculated, as required by 14-345.c.
8. The Project Data lists the total impervious surface for the site as less than that of the ground floor building area. The Land Use Code defines impervious surface as:....*any surface which does not absorb rain and includes all buildings, roads, sidewalks, parking areas, and any area paved with bricks, concrete or asphalt.* Impervious surface ratio includes *The proportion of a site covered by*

impervious surfaces. Impervious surface calculations have to include the building footprint. Updated calculations of existing and proposed impervious surfaces area, as well as total proposed impervious surface ratio, and what elements were included in those calculations should be included in the next submission.

9. An existing chain link fence appears alongside the newly proposed wooden fence, though it's indicated it will be removed on Sheet 1.

B. SUBDIVISION (Section 14-497)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's Subdivision Ordinance and applicable regulations. Staff comments are listed below.

- (1) **Will not result in undue water or air pollution;** The multi-family use proposed does not have the potential for increasing air pollution as a result of the project. The anticipated number of vehicular trips is very low.
- (2) **Has sufficient water available for the reasonably foreseeable needs of the subdivision;** The Portland Water District has indicated its capacity to serve this project.
- (3) **Will not cause unreasonable burden on an existing water supply;** The Portland Water District has indicated its capacity to serve this project in terms of both volume and water pressure. A letter dated March 11, 2014 (included in the application submission) to the applicant indicates capacity to serve, as well as outlining what changes will be needed to upgrade the existing, undersized domestic service line.
- (4) **Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;** The applicant has included an erosion and sedimentation control plan for the project.
- (5) **Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highway or public roads existing or proposed;** Very little new vehicular traffic is proposed; a review of the traffic assessment is attached.
- (6) **Will provide for adequate sanitary waste and storm water disposal and will not cause an unreasonable burden on municipal services if they are utilized;** The Stormwater Management Report peer review is attached (Attachment 3). One significant aspect of the peer review is the request that the design provide for a better distribution of stormwater flow leaving the infiltration system, since it is in an area of fairly steep slopes, and immediately above an abutting residential property. Included in this request is that additional information be provided on whether the anticipated flow would exceed existing runoff conditions in the area. Alternately the peer review offers the possibility of routing the building roof leaders in to the subsurface infiltration system – DPS has indicated (Attachment 4) that the applicant could connect the site drainage in to the separated storm drain system that crosses Washington Ave. from Walnut St. to Fox St.
- (7) **Will not cause an unreasonable burden on the ability of the city to dispose of solid waste and sewage if municipal services are to be utilized;** A Wastewater Capacity Application has been filed, but no response is in hand as of this writing. Sanitary sewer is

proposed to be supplied from an existing 15 inch public sewer main located in Washington Ave.

- (8) **Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the department of inland fisheries and wildlife or by the city, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline;** The project is proposed for a currently developed, on-peninsula site. Discussion of building design is included below. The property is not in an historic district or adjacent to any historic sites, and has not been identified as an area of sensitive habitat.
- (9) **Is in conformance with the land development plan or its successor;** The project is consistent with the City's Comprehensive Plan, especially the housing component "Housing: Sustaining Portland's Future." The project provides 18 new affordable rental units near downtown amenities, employment, and public transit. As a dense urban infill development, the project reduces environmental impacts associated with new development. The project especially meets the following policies:
Policy #1: Ensure an Adequate and Diverse Supply of Housing for All
Policy #3: Neighborhood Stability and Integrity
Policy #5: Sustainable Development
Policy #6: Freedom of Choice
- (10) **The subdivider has adequate financial and technical capacity to meet the standards of this section;** In regard to financial capacity, the estimated cost of the project is \$1,683,069 and the application includes a letter of support from Bangor Savings Bank testifying to Avesta's ability to fund the project and their willingness to partner with them in financing the project in the future.
- (11) **Whenever situated, in whole or in part, within the watershed of any pond or lake or within two hundred fifty (250) feet of any wetland, great pond or river as defined in Title 38, chapter 3, subchapter I, article 2-B, will not adversely affect the quality of such body of water or unreasonably affect the shoreline of such body of water;** Not applicable.
- (12) **Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;** The peer review of the stormwater management report (Attachment 3) addresses the need for additional information regarding groundwater: *the Applicant should have a professional soil scientist or geotechnical engineer evaluate and comment on the design relative to impacts on groundwater at adjacent, downhill properties (i.e. – Will the stormwater infiltration system have adverse impacts on the groundwater level of down-gradient properties? Will the system result in groundwater break-out on the slope of the downgradient properties?).*
- (13) **Is or is not in a flood-prone area, based on the Federal Emergency Management Agency's Flood Boundary and Floodway Maps and Flood Insurance Rate Maps, and information presented by the applicant;** The project is not located in a flood-prone area.
- (14) **All potential wetlands within the proposed subdivision shall be identified on any maps**

submitted as part of the application, regardless of the size of those wetlands; There are no wetlands on the property.

- (15) **Any river, stream or brook within or abutting the proposed subdivision shall be identified on any maps submitted as part of the application.** Not applicable.

C. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

1. Transportation Standards

- a. **Impact on Surrounding Street Systems.** Traffic review comments are attached (Attachment 2).
- b. **Access and Circulation.** Traffic review comments are attached (Attachment 2).
- c. **Public Transit Access.** This standard applies to projects of 20 or more units or 20,000+ sf of gross floor area. Not applicable.
- d. **Parking.** Fee-in-lieu parking calculations (Sec. 14-345) do not include the annual adjustment outlined in sec. 14-345c.

The application is proposing 2 on-site and a fee-in-lieu payment for the remaining 16 spaces. The Gorrill-Palmer report that accompanies the application, as well as the calculations on plan sheet 2, indicate that the fee-in-lieu number proposed is for 11 spaces, whereas elsewhere in the project narrative the numbers proposed add up to 18. This is a discrepancy within the application that should be made consistent within the application materials.

- e. **Transportation Demand Management (TDM).** This project is not required to design and implement a TDM.

2. Environmental Quality Standards

- a. **Preservation of Significant Natural Features.** Not applicable.
- b. **Landscaping and Landscape Preservation.** There is one existing tree on the lot being protected, and some additional plantings along the rear property line. Review from the City Arborist, Jeff Tarling, is pending, though he has verbally conveyed a few key points – the size standard for coniferous trees is measured by height at time of planting, and the *Abies Koreanas* should be a minimum of 5'-6' minimum, the deciduous *Celtis Occidentalis* should be a minimum of a 2" caliper at time of planting, and, the project does not meet the street tree standards of the Technical Manual (sec. 4.6) for the number of dwelling units proposed.
- c. **Water Quality, Storm Water Management and Erosion Control.** See Attachment 3 for the stormwater management review.

3. Public Infrastructure and Community Safety Standards

- a. **Public Safety and Fire Prevention.** Feedback on public safety is pending.
- b. **Availability and Adequate Capacity of Public Utilities.** The Portland Water District has indicated their capacity to serve the project. As of this writing a

Wastewater Capacity Application has been filed, but the response has not yet been received.

4. Site Design Standards

- a. **Massing, Ventilation and Wind Impact.** There is nothing to suggest the proposed building will present any health or safety problems through reduction in ventilation to abutting structures, or from similar factors (changes to existing wind climate, reduction in neighboring property values, HVAC exhaust directed at public spaces or residential neighbors) listed in this section.
- b. **Shadows.** There is a shadow standard included in this section, cross referenced to the Technical Manual, that applies to shadows from new construction adversely impacting vegetation in publicly accessible open space. This project does not adversely impact public open spaces, and so does not trigger a shadow analysis.
- c. **Snow and Ice Loading.** The applicant has indicated they will contract with a snow plow company to maintain driveway and sidewalk access after snow storms, and will have snow hauled off-site in extreme situations.
- d. **View Corridors.** Not applicable.
- e. **Historic Resources.** Not applicable.
- f. **Exterior Lighting.** Some details on lighting fixtures were included in the initial submission, all of which are building mounted and indicated on the plan sheets. As of yet there is no information on lighting levels for the site – the final submission should affirm the project does not exceed allowed illumination levels as outlines in section 12, Site Lighting Standards, of the Technical Manual.
- g. **Noise and Vibration.** HVAC and mechanicals are to be located inside the building.
- h. **Signage and Wayfinding.** No signage is shown on the plan.
- i. **Zoning Related Design Standards.** This project is reviewed under Appendix 2 of the City of Portland Design Manual. The nine sections of these guidelines are addressed below:
 1. **Building Location and Form.** The front of the building abuts the sidewalk, meeting the intention of this guideline that buildings be located near the street so as to contribute to the creation of an urban street wall. It exceeds the 1:2 building height to street width recommended ratio, and meets the desired condition of having the building frame and enclose the street.
 2. **Building Function.** This section is broadly encouraging of mixed-use buildings, with commercial first floor uses and residential above. It is also encouraging of a variety of uses on an urban street and/or business district. Washington Avenue itself currently includes a wide variety of residential, non-residential and mixed use buildings. Though a residential building, the proposal is for the non-residential accessory needs of the building to fill the ground floor – office space and meeting space are part of the ground floor area closest to the street and primary entrance, meeting the intent of this guideline.
 3. **Orientation of Buildings and their Entrances to the Street.** This standard states that major building entries shall be designed and located to provide the primary building access oriented to the public street and sidewalk. It also contains standards for front doorways to be visually prominent, and be highlighted by details including but not limited to signage, lighting, vestibules, as appropriate. The proposed building design includes a front

entrance on Washington Ave., adjacent to the sidewalk, with recessed lighting, a canopy, and a shallow vestibule. This standard is broadly met, though a double entry front door would increase the front entrance prominence, and also serve a practical purpose for the movement of furniture, etc. into the building.

4. **Windows.** The design meets the standards that windows be located in all building facades visible from a public way, especially on building facades along the major public street. There is a transparency standard of a VT (minimum visible transmittance of .7 or greater) – the application should include information on what the transparency level will be.
5. **Building Character, Detail, Scale, and Graphic Qualities.** This standard includes a requirement for building scale, roof pitch, architectural detail, and fenestration to be designed to complement and be compatible with surrounding residential and commercial buildings. The proposed 4-story building is taller than adjacent buildings and the building it will be replacing, but within the allowable height limit of 45 feet for residential uses. It has a flat roof, and a combination of ceramic tiles, aluminum and cement board siding, with a zero front yard setback and a prominent front façade, with ground floor windows opening on to reception space as well as the office space and accessory functions of the building. Though not similar in style or scale to what immediately surrounds it, the existing building styles on Washington Ave. are varied. There is a range of heights, roof types and eras of building represented there currently, from single story, peaked roof residential buildings to multi-story brick office buildings. It is adjacent to a residential zone on Fox and Hammond streets, as well as residential homes to its north. Varied though Washington Ave. is, the proposed metal siding gives the building industrial connotations not present anywhere in the eclecticism of Washington Ave. or the surrounding neighborhood. With this context in mind, a gesture towards the fabric of the surrounding neighborhood, and the surrounding commercial building stock, would be to utilize clapboard instead of the proposed metal siding. Alternate materials or finishes for the metal siding portion of the building could be discussed with the applicant at the workshop, as well, toward the same goal of greater compatibility with the existing urban fabric. A spec sheet of the material proposed would be helpful to have included in the application materials, so that details of the aluminum cladding such as the dimensions of the horizontal ribbing, shadow effects, and related concerns can be reviewed in greater detail.

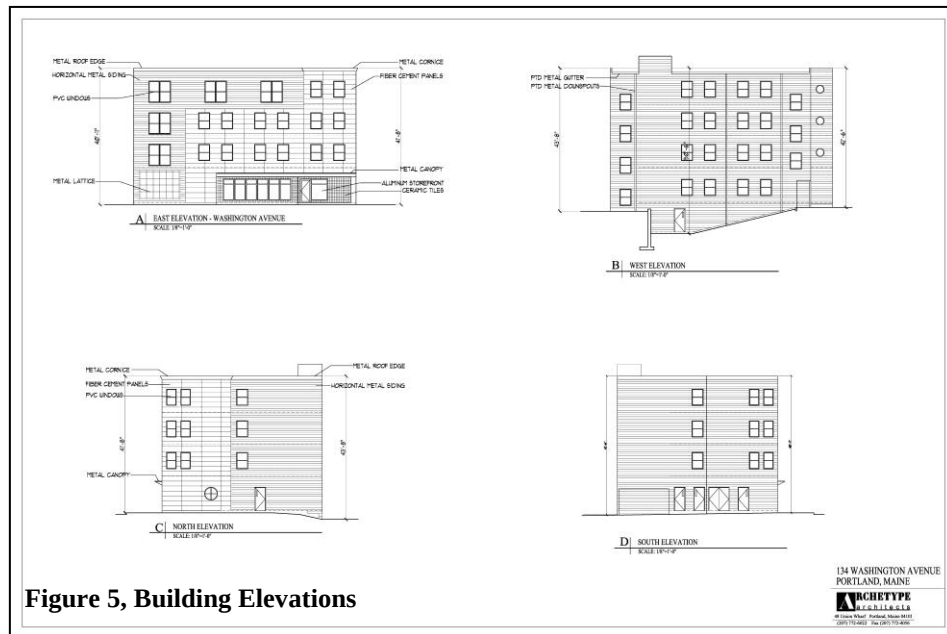


Figure 5, Building Elevations

IX: NEXT STEPS

The applicant will submit final plans which take into consideration the comments from staff, the public, and the Planning Board.

The Planning Board hearing for this project is tentatively scheduled for June 10, 2014 at 7:00pm subject to the Board's guidance.

Attachments:

Planning Board Report Attachments

1. Zoning Administrator review (memos from Marge Schmuckal)
2. Traffic Engineer review (memos from Thomas Errico)
3. Civil Engineer review (memo from David Senus)
4. Department of Public Services review (memo from David Margolis-Pineo)
5. Public Comments (from Neighborhood Meeting)

Written comments from the City Arborist and Fire Prevention are pending.

Applicant's Submittal:

- Plan set containing the following sheets -
 - Sheet 1: Existing Conditions Plan
 - Sheet 2: Layout and Planting Plan
 - Sheet 3: Grading, Drainage & Utilities Plan
 - Sheet 4: Site Details
 - Sheet 5: Site Details
 - Sheet 6: Stormwater Management Plan

Sheet 7: Erosion and Sedimentation Control Plan\

Sheet 8: Predevelopment Drainage Plan

Sheet 9: Post Development Drainage Plan

Building Elevations

Building Floor Plans

Color rendering

- Submission Narrative containing the following sections –
 - A. Cover sheet
 - B. Cover letter
 - C. Table of Contents
 - D. Development Review Application, Project Data and Checklist
 - E. Right, Title or Interest
 - F. Project Description, Project Data and Maps
 - G. Abutting Property Owners
 - H. Existing Soils Condition
 - I. Public Utilities
 - J. Technical Capability, Financial Capability and Letter of Authorization
 - K. Compliance with Applicable Zoning
 - L. Waiver request
 - M. Consistency with City's Master Plan and Conformity with Design Standards
 - N. Fire Department Checklist and HVAC Emissions Requirements
 - O. Traffic and Parking Study
 - P. Stormwater Management Plan
 - Q. Solid Waste Disposal and Storm Removal
 - R. Light Fixtures
 - S. Construction Management Plan

MEMORANDUM

To: FILE
From: Christine Grimand
Subject: Application ID: 2014-053
Date: 5/1/2014

Comments Submitted by: Marge Schmuckal/Zoning on 4/23/2014

this project is in a B-2b zone with an R-6 zone in the rear. I have a few questions. Are the footings underneath City Property in front? I would like confirmation that the right side setback is the minimum of 5 feet. The lines on the plan translate into about a foot wide. I would also like to confirm the height be getting the average grade around the building. There are several point that are much lower than where the measurements are labeled. I would also like confirmation on the parking in lieu numbers that relate to this property.

Marge Schmuckal
Zoning Administrator

From: Tom Errico <thomas.errico@tylin.com>
To: Christine Grimando <CDG@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>
Date: 5/8/2014 9:44 AM
Subject: 134 Washington Avenue

Christine - The following represents my preliminary traffic comments for the project.

* The applicant is proposing a driveway on Washington Avenue in close proximity to Fox Street. The applicant will need to request a waiver from the City's technical standards as it relates to Corner Clearance. Supporting documentation should be provided by the applicant.

* The proposed parking aisle width is 16 feet and does not meet City technical standards. The applicant should provide supporting technical information as part of a formal waiver request.

* DPS will be providing specific comments as it relates to pedestrian/sidewalk facilities along the project frontage.

* A construction management plan should be provided.

* I have reviewed the traffic and parking assessment and I generally find it to be acceptable.

* The traffic assessment identified sight distance non-compliance issues when looking to the north. I will continue to review this issue and will provide direction in the future.

* It is my understanding from reviewing the application materials, the applicant will be paying a parking in-lieu fee for 16 parking spaces. The applicant should calculate the fee amount based upon criteria noted in the ordinance.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International] T.Y. Lin International
12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 (main)
207.347.4354 (direct)
207.400.0719 (mobile)
207.781.4753 (fax)
thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>
Visit us online at www.tylin.com<http://www.tylin.com>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

MEMORANDUM



TO: Christine Grimando, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: May 1, 2014
RE: Washington Avenue Efficiencies, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed Washington Avenue Efficiencies located at 134 Washington Avenue in Portland, Maine. The project consists of creating 18 units of affordable rental apartments in a 3,003 square-foot 4-story building.

Documents Reviewed by W&C

- Level III Site Plan Application and attachments dated April 14, 2014, prepared by Mitchell & Associates on behalf of Avesta Washington Avenue, LP.
- Engineering Plans, Sheets 1-9, dated April 14, 2014, prepared by Mitchell & Associates on behalf of Avesta Washington Avenue, LP.

Comments

- 1) Final plans must be stamped by a professional engineer (Section 14-527, sub-section (e) of the City of Portland Land Use Ordinance). At this time, not all of the plans have not been stamped.
- 2) Per Section 13 of the City of Portland's Technical Manual, the Applicant is required to submit a Boundary Survey that has been stamped by a Maine Licensed Professional Surveyor. At this time, only an existing conditions plan has been received.
- 3) In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
 - a) Basic Standards: The Applicant has provided a plan, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500.
 - b) General Standards: The project will result in an increase in impervious area of approximately 1,930 square feet. As such, the project is required to include stormwater management features for stormwater quality control. The Applicant has proposed to treat stormwater runoff via an infiltration system in the rear of the property. The proposed approach provides an acceptable means of meeting the General Standards, pending response to the remaining comments contained herein.
 - c) Flooding Standards: The project will result in an increase in impervious area of approximately 1,930 square feet. As such, the project is required to include stormwater management features to control the rate of stormwater runoff from the site. The Applicant has proposed to manage the rate of stormwater runoff via an infiltration system in the rear of the property. The proposed approach provides an acceptable means of meeting the Flooding Standard, pending response to the remaining comments contained herein.
- 4) The stormwater inspection and maintenance plan for the proposed stormwater management system should reference the annual inspection and reporting requirements contained in Chapter 32 of the City of Portland Code of Ordinances.
- 5) The Applicant proposes an infiltration BMP to provide stormwater treatment for the site. The Applicant refers to a geotechnical evaluation performed at the site, along with soil test pits and test borings. The data provided in the Application identifies soils with an appropriate infiltration rate for the proposed infiltration BMP; however, the Applicant should have a professional soil scientist or geotechnical engineer evaluate and comment on the design relative to impacts on groundwater at adjacent, downhill properties (i.e. – Will the stormwater infiltration system have adverse impacts on the groundwater level



of down-gradient properties? Will the system result in groundwater break-out on the slope of the down-gradient properties?).

- 6) The Application should include a stamped geotechnical report that identifies building foundation and retaining wall design criteria.
- 7) The overflow from the stormwater infiltration system and the building foundation underdrain are proposed to daylight on a sloped area of the property above an abutting property located on Hammond Street. The design should include provisions to spread this flow (avoid a concentrated discharge). The Applicant should comment on what, if any, flow can be anticipated from these pipes and whether this flow would exceed existing runoff conditions in this area.
- 8) Alternatively to routing the building roof leaders to the subsurface infiltration system, the City DPS Office has noted that the Applicant can connect the site drainage into the separated storm drain system that crosses Washington Avenue from Walnut Street to Fox Street (located in relative close proximity to the project driveway). If the Applicant elects to connect the site drainage into this system, we would support a waiver from the Flooding Standard, but would request some form of treatment (note: The City has accepted in-line roof leader filters as treatment for other, similar projects).
- 9) The Applicant should submit a letter confirming capacity to serve the sanitary sewer needs for the proposed development.

From: David Margolis-Pineo
To: Barbara Barhydt; Christine Grimando
CC: DEVELOPMENT REVIEW GROUP
Date: 5/9/2014 8:55 AM
Subject: Review comment - 134 Washington Ave - Avesta Housing

May 9, 2014

Memo To: Barbara Barhydt
Christine Grimando
From: David Margolis-Pineo
Re: Review comments for 134 Washington Ave – AVESTA Housing

The Department of Public Services have the following comments on the proposed above mentioned project.

1. The proposed canopy and vertical planter extends over and onto the City sidewalk, therefore a City license is required. This Department is not in favor of allowing the planter within the sidewalk area. Also a minimum clearance of eight feet will be required on the canopy.
2. The proposed drainage needs to be reviewed in greater detail. Please provide pipe sizes on Sheet three. The applicant should consider directing roof drains to the stormwater drainage system in Washington Ave. if exempt from stormwater treatment.
3. All plans are required to be stamped by a registered professional and sheet one by a registered land surveyor seal and survey certification.
4. I the legend on Sheet 1, Iron Pipe Set should be 5/8" rebar set with survey cap. Also should Mag Nail Set shall be Survey Disc.
5. Survey plan need to state which Dept. of Public Services control points were used and coordinates.
6. General Note 3 – Should state Bearing are based on Grid North
7. General Note 4 – Provide more detail on what City Datum was used.
8. General Note 7 – The recommended agreement must be made with George M. York with all property corners set prior to plan acceptance.
9. Show State Plane Coordinates on the front two property corners.

This Department has no further comments at this time.

Neighborhood Meeting Notes

134 Washington Street

Wednesday May 7, 2014

Presenters: Greg Payne, Avesta Housing

David Lloyd Architect, Archetype Architects

The following notes generally give an overview of questions and or concerns expressed by neighbors

1. Greg Payne gave an overview of Avesta Housing and described the project as far as future tenants, basically targeting veterans but letting them know that the project is open to all that qualify. Greg also described the income brackets that would be used to qualify for residency.
2. Greg asked everyone in attendance to introduce themselves.
3. Greg described the parking provided and the “fee in lieu of parking” plan.
4. Questions, statements from several people in regard to parking as follow: There is a parking problem in this neighborhood. Where will visitors park? Is city being paid off with this program of not providing parking? There is not enough parking provided.
5. Question: Will this project pay property taxes? Answer: Yes
6. Question: Will the veterans living here be the same ones that are begging on the street? Statement that they know lots of veterans that have full lives and do not need any housing help.
7. Question: How many units and how many people in each unit? Greg answers one, but not believed by neighbor.
8. Question: Will there be a 24 hr. service desk at this building? Answer: This will be independent living.
9. Question: How did you combine the zoning R6 and R7 on two separate lots? Answer: The lot is B2B and it is only one lot. The building is compliant with zoning bylaws in regard to setbacks and height.
10. Question: How long will future residents live here? Answer: Residents will sign an annual lease.
11. Question: Will you monitor after building is in use to see if there is a parking problem? Answer: Property management will monitor.
12. Question: Is this a real design or are you just throwing pasta against the wall? Answer: These are well thought out designs working to integrate building and neighborhood. It is the best possible design for the lot to have a building on it.
13. Comments that traffic is bad in neighborhood and intersection is dangerous, this project will add to this problem.
14. Building looks too big and out of scale with neighborhood. Answer: Building is compliant with zoning bylaws in regard to height and setbacks.
15. Statement that Avesta paid too much for property.

16. Asked if they could see alternative designs. Answer: This is a process in which planning board can review and critique design as it goes through approval process.
17. Abutting neighbors asked about fencing and planting along property boundaries. Neighbor to the rear, west of site said her sunlight would be reduced. Greg will meet individually with abutting neighbors to fully understand their concerns and needs.
18. Can you reduce the height of the building by making it one story less? Answer: Program will not work with reducing number of units.

End of Notes

Washington Avenue Efficiencies

134 Washington Avenue

Site Plan and Subdivision Plan
Application

April 4, 2014

APPLICANT:

AVESTA Washington Avenue, L.P.
307 Cumberland Avenue
Portland, Maine 04101

AGENT:

MITCHELL & ASSOCIATES
70 Center Street
Portland, Maine 04101

Att. B

April 14, 2014

Mr. Alexander Jaegerman,
Director of the Portland Planning Division
and Planning Board Members
City of Portland
389 Congress Street
Portland, Maine 04101

**RE: Avesta Washington Avenue, LP
Proposed 134 Washington Avenue Efficiencies
Site Plan and Subdivision Review**

Dear Alex and Board Members:

On behalf of Avesta Washington Avenue, LP, we are pleased to submit the following Site Plan and Subdivision Application for the proposed "134 Washington Avenue Efficiencies" located at 134 Washington Avenue in Portland. This submission has been prepared in compliance with requirements of the City of Portland Zoning, Site Plan and Subdivision Ordinance. The project is intended to provide affordable rental housing on the peninsula with an emphasis toward providing quality housing for low income veterans.

The Site

The subject parcel has an existing single family residence on a 10,096 square foot lot located along Washington Avenue near the intersections of Fox Street and Walnut Street. The soils are characterized as urban conditions, as described in the geotechnical evaluation completed for the property. The residence is located close to the front property line on a level area of the site. The rear of the property slopes steeply to the west. A small single car garage and paved driveway are located along the southern property line. The property is located within the City's B-2-B District and abuts the residential R-6 District to the rear (west) of the property.

Mr. Alexander Jaegerman
and Board Members
Page 2

Project Description

The proposed project will create 18 units of affordable rental apartments. The gross square footage of the proposed 4 story building is 13,630 square feet with a 3,003 square foot building footprint. A partial daylight basement houses mechanical equipment and provides access to the backyard. The building will cover approximately 29% of the site, with surface parking for two vehicles. The project is further described in the following application.

Submission

This submission includes the following information:

1. Cover letter, dated April 4, 2014
2. Site Plan and Subdivision Application & Checklist
3. Application Fee: \$1,087.50 (Per Sec 14-486 Affordable Housing Reduction)
4. Booklet of required exhibits
5. One set of plans (24" x 36")
6. One set of plans (11"x17")
7. One set of digital files

We trust that the Planning Board will consider this a complete application for a workshop meeting. If you desire any additional information, please do not hesitate to contact us. We look forward to our meeting with the Board at its earliest convenience.

Sincerely,
Mitchell & Associates



Robert B. Metcalf, Principal
Maine Licensed Landscape Architect

Enclosures

cc: Greg Payne
David Lloyd

TABLE OF CONTENTS

EXHIBIT	1	Development Review Application, Project Data and Checklist
EXHIBIT	2	Right, Title or Interest
EXHIBIT	3	Project Description, Project Data and Maps
EXHIBIT	4	Abutting Property Owners
EXHIBIT	5	Existing Soils Condition
EXHIBIT	6	Public Utilities
EXHIBIT	7	Technical Capability, Financial Capability and Letter of Authorization
EXHIBIT	8	Compliance with Applicable Zoning
EXHIBIT	9	Waiver Request
EXHIBIT	10	Consistency with City's Master Plan and Conformity with Design Standards
EXHIBIT	11	Fire Department Checklist and HVAC Emissions Requirements
EXHIBIT	12	Traffic and Parking Study
EXHIBIT	13	Stormwater Management Plan
EXHIBIT	14	Solid Waste Disposal and Snow Removal
EXHIBIT	15	Light Fixtures
EXHIBIT	16	Construction Management Plan

PROJECT NAME: Washington Avenue Efficiencies

PROPOSED DEVELOPMENT ADDRESS:

134 Washington Avenue

PROJECT DESCRIPTION:

Development of 18 affordable housing units in a 4-story buildingCHART/BLOCK/LOT: Map12/E/Lot 6

PRELIMINARY PLAN _____ (date)

FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Avesta Washington Avenue, LP, Greg Payne Business Name, if applicable: Address: 307 Cumberland Avenue City/State : Portland Zip Code: 04101	Applicant Contact Information Work # 207.553.7777 Home# Cell # Fax# e-mail: gpayne@avestahousing.org
Owner – (if different from Applicant) Name: Avesta Washington Avenue, LP Greg Payne Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Mitchell & Associates, Bob Metcalf Address: 70 Center Street City/State : Portland, ME Zip Code: 04101	Agent/Representative Contact information Work # 207.774.4427 Cell # e-mail: rmetcalf@mitchellassociates.biz
Billing Information Name: Avesta Housing Development Corp., Greg Payne Address: 307 Cumberland Avenue City/State : Portland Zip Code: 04101	Billing Information Work # 207.553.7777 Cell # Fax# e-mail: gpayne@avestahousing.org

Engineer Name: BH2M, Lester Berry Address: 28 State Street City/State: Gorham, ME Zip Code:	Engineer Contact Information Work # 207.8392771 Cell # Fax# e-mail: lberry@bh2m.com
Surveyor Owen Haskell Surveyors Name: 390 US Rt 1 Unit 10 Address: City/State: Falmouth, ME Zip Code:	Surveyor Contact Information Work # 207.774.0424 Cell # Fax# e-mail: cad@owenhaskell.com
Architect Name: Archetype, David Lloyd Address: 48 Union Wharf Portland, ME 04101 City/State: Zip Code:	Architect Contact Information Work # (207) 772-6022 Cell # Fax# e-mail: lloyd@archetypepa.com
Attorney Name: Curtis and Thaxter Melinda Eldridge Address: 1 Canal Plaza, suite 1000 Portland, ME 04112 City/State: Zip Code:	Attorney Contact Information Work # 207.774.9000 Cell # Fax# e-mail: www.curtisthaxter.com

APPLICATION FEES:

Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)

Level III Development (check applicable reviews) ☒ Less than 50,000 sq. ft. (\$500.00) ☐ 50,000 - 100,000 sq. ft. (\$1,000) ☐ 100,000 - 200,000 sq. ft. (\$2,000) ☐ 200,000 - 300,000 sq. ft. (\$3,000) ☐ over 300,00 sq. ft. (\$5,000) ☐ Parking lots over 11 spaces (\$1,000) ☐ After-the-fact Review (\$1,000.00 plus applicable application fee) Plan Amendments (check applicable reviews) ☐ Planning Staff Review (\$250) ☐ Planning Board Review (\$500) The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	Other Reviews (check applicable reviews) ☐ Traffic Movement (\$1,000) ☐ Stormwater Quality (\$250) ☒ Subdivisions (\$500 + \$25/lot) # of Lots <u>18</u> x \$25/lot = <u>450</u> ☐ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots <u> </u> x \$200/lot = <u> </u> ☐ Other <u> </u> ☐ Change of Use ☐ Flood Plain ☐ Shoreland ☐ Design Review ☐ Housing Replacement ☐ Historic Preservation
--	--

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or DVD with each plan submitted as separate files, with individual file names (see submittal requirements document attached).
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Planning Division Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist for a detailed list of submission requirements.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site <http://www.portlandmaine.gov/citycode/chapter014.pdf>

APPLICANT SIGNATURE:

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level II Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 
--	---

PROJECT DATA

The following information is required where applicable, in order to complete the application.

Total Area of Site	10,096 sq. ft.
Proposed Total Disturbed Area of the Site	10,096 sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland	
Impervious Surface Area	
Impervious Area (Total Existing)	1,020 sq. ft.
Impervious Area (Total Proposed)	2,950 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	1,700+/- sq. ft.
Building Footprint (Total Proposed)	3,003 sq. ft.
Building Floor Area (Total Existing)	sq. ft.
Building Floor Area (Total Proposed)	13,630 sq. ft.
Zoning	
Existing	B-2-B
Proposed, if applicable	
Land Use	
Existing	Single Family Residence
Proposed	Affordable Apartment Rentals
Residential, If applicable	
# of Residential Units (Total Existing)	1
# of Residential Units (Total Proposed)	18
# of Lots (Total Proposed)	1
# of Affordable Housing Units (Total Proposed)	18
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	18
# of One-Bedroom Units (Total Proposed)	
# of Two-Bedroom Units (Total Proposed)	
# of Three-Bedroom Units (Total Proposed)	
Parking Spaces	
# of Parking Spaces (Total Existing)	1
# of Parking Spaces (Total Proposed)	
# of Handicapped Spaces (Total Proposed)	1
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	8
Estimated Cost of Project	\$1,683,069.00

PRELIMINARY PLAN (Optional) - Level III Site Plan

Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application form
X		1	Application fees
X		1	Written description of project
X		1	Evidence of right, title and interest
N/A		1	Evidence of state and/or federal approvals, if applicable
X		1	Written assessment of proposed project's compliance with applicable zoning requirements
		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
		1	Written requests for waivers from site plan or technical standards, if applicable.
X		1	Evidence of financial and technical capacity
X		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
X		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)
X			Proposed grading and contours;
X			Existing structures with distances from property line;
X			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
X			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
X			Preliminary infrastructure improvements;
X			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
N/A			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
N/A			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
			Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;
			Exterior building elevations.

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		1	* Completed Application form
		1	* Application fees
		1	* Written description of project
		1	* Evidence of right, title and interest
		1	* Evidence of state and/or federal permits
		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
		1	* Evidence of financial and technical capacity
		1	Construction Management Plan
		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
		1	Stormwater management plan and stormwater calculations
		1	Written summary of project's consistency with related city master plans
		1	Evidence of utility capacity to serve
		1	Written summary of solid waste generation and proposed management of solid waste
		1	A code summary referencing NFPA 1 and all Fire Department technical standards
		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Final Site Plans including the following:
			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
			Existing and proposed structures on parcels abutting site;
			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
			Location of all snow storage areas and/or a snow removal plan;
			A traffic control plan as detailed in Section 1 of the Technical Manual;
			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
			Location and proposed alteration to any watercourse;
			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
			Proposed buffers and preservation measures for wetlands;
			Existing soil conditions and location of test pits and test borings;
			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
			Grading plan;
			Ground water protection measures;
			Existing and proposed sewer mains and connections;

- Continued on next page -

		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

RIGHT, TITLE OR INTEREST

Please see attached Warranty Deed recorded in the Cumberland County Registry of Deeds, Book 30618, Page 111.

SHORT FORM WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS, THAT DEBRA L. DIBIASE, of Cumberland County, Maine FOR CONSIDERATION PAID, grants to AVESTA HOUSING DEVELOPMENT CORPORATION, a Maine nonprofit corporation whose mailing address is 307 Cumberland Avenue, Portland, Maine 04101, WITH WARRANTY COVENANTS, the following described real property located at 134 Washington Avenue, Portland, Cumberland County, Maine:

A certain lot or parcel of land, with the buildings thereon, situated in Portland, County of Cumberland, State of Maine, on the westerly side of Washington Avenue a distance northerly of 26.9 feet from the corner formed by the intersection of the westerly side of Washington Avenue with the northerly side of Fox Street; thence from said point of beginning running westerly at right angles to Washington Avenue 72 ¼ feet to a point and other land of Annie Ryan; thence northerly parallel to Washington Avenue 37 feet, more or less, to land now or formerly of the Potter heirs; thence easterly adjoining said Potter heirs' land 72 ¼ feet to the westerly side of said Washington Avenue; thence southerly by the westerly side of Washington Avenue 37 feet, more or less, to the point of the beginning.

Also another lot or parcel of land, in said Portland, County of Cumberland, State of Maine, described as follows:

Land on the west side of Washington Avenue, Nos. 138-140, Portland, Maine, City Assessors' Plan, Plan Book 12, Block E, Lot 6.

Meaning and intending to describe and convey the same premises as conveyed by warranty deed of Michael A. DiBiase, Sr. to Debra L. DiBiase dated October 12, 2007 and recorded in the Cumberland County Registry of Deeds at Book 25541, Page 252

IN WITNESS WHEREOF, Debra L. DiBiase has hereunto set her hand and seal this 6th day of May, 2013.

WITNESS:

M A Selinger

Debra L DiBiase
Debra L. DiBiase

STATE OF MAINE
COUNTY OF CUMBERLAND, SS.

May 6, 2013

Personally appeared the above-named Debra L. DiBiase and acknowledged the foregoing instrument to be her free act and deed.

Before me,

M A Selinger
~~Notary Public~~/Attorney-at-Law
Maurice A. Selinger, III

O:\MAS\99475 Avesta\Washington Ave\Transfer Docs\Warranty Deed-Short.doc

Received
Recorded Register of Deeds
May 06, 2013 11:17:44A
Cumberland County
Pamela E. Lovley

MAINE REAL ESTATE TAX PAID

PROJECT DESCRIPTION

Housing Objectives

Avesta Housing's proposed development plan for 134 Washington Avenue is to construct a four level building with a partial basement to create 18 affordable, efficiency apartments. Avesta considers the deeper income targeting at Washington Avenue Efficiencies to be one of its most important features. Their experience at Oak Street Lofts shows an immense demand for efficiency apartments in the \$525-\$675/month range, which is affordable for many low-income workers but in extremely short supply in the Portland area. There are currently no plans to establish strict preferences for residency, but Avesta will work with many of its partners and the wider community to make a strong outreach to low-income veterans in particular. Based on their ability to fill some or all of the apartments with veterans, they will work with our partners to provide resident services that meet the needs of this population. Office space and common areas on the first floor of the building could be used for the provision of these services, which would be available to residents of Washington Avenue Efficiencies only.

The Site

134 Washington Avenue currently has a single family residence on a 10,096 SF lot. The building sits on a level area along the property line parallel with Washington Avenue and the site slopes off significantly to the rear of the property towards the abutting residential neighborhood. A small one-car garage and paved driveway are on the southerly side of the house and a larger level gravel area is located on the north side of the house. The property is within the Community Business District (B-2-B zone) and abuts the Residential Zone (R-6 zone) to the rear.



Rear of property



Existing single family residence

Building Program

Avesta proposes to demolish the existing single family residence and outbuildings and construct a four level building with a partial basement creating 18 efficiency apartments. The apartments will be accessed from a private side entrance on the southerly side of the building and from the first floor main entry off of Washington Avenue. The first floor will offer community meeting space, offices for management and resident services, utility rooms and small meeting rooms. The first floor façade engages activity along Washington Avenue with large windows. A trash room and bike room with storage for eight (8) bicycles will be located on the first floor with direct access to the driveway. The daylight basement will extend half of the building footprint and be accessible via ground level to the rear (west side) of the building. The partial basement will house mechanical utilities, janitor storage and elevator machine room. A driveway with access off of Washington Avenue offers one parking space and one handicap parking space on site. The upper levels of the building contain 18 efficiency apartments with each unit providing approximately 338 square feet of living space. The gross square footage of the proposed five level building is 13,630 square feet with a 3,003 square foot building footprint.

Stormwater Management

The current site is a single family residence with 29 percent of the lot impervious. The proposed building cover and site improvements will cover approximately 46 percent of the property. Stormwater runoff generated by the site will be treated in a stormwater infiltration area to the rear of the property. The majority of runoff will be from the building roof and paved driveway and will be designed to flow into the infiltration system. More detail on the stormwater system can be found in the included stormwater management plan.

PROJECT DATA

Applicant	Avesta Washington Avenue, LP c/o AVESTA Housing 307 Cumberland Avenue Portland, Maine 04101
Owner	Avesta Washington Avenue, LP c/o AVESTA Housing 307 Cumberland Avenue Portland, Maine 04101
Existing Zone	B2B – Community Business District
Tax Map & Lot Number	Map 12, Block E, Lot 6
Land Area	10,096 SF, or 0.23 Acres
Existing Land Use	Single Family Residence
Proposed Land Use	Affordable Housing Apartment Rental Units
Water	8 inch main in Washington Avenue
Sanitary Sewer	15 inch main in Fox Street
Storm Drainage	15 in storm drain in Fox Street
Natural Gas	4 inch line in Washington Avenue

Electric

Overhead Service on Washington Avenue

New service to be extended underground from east side of Washington Avenue *

Telephone & Cable TV

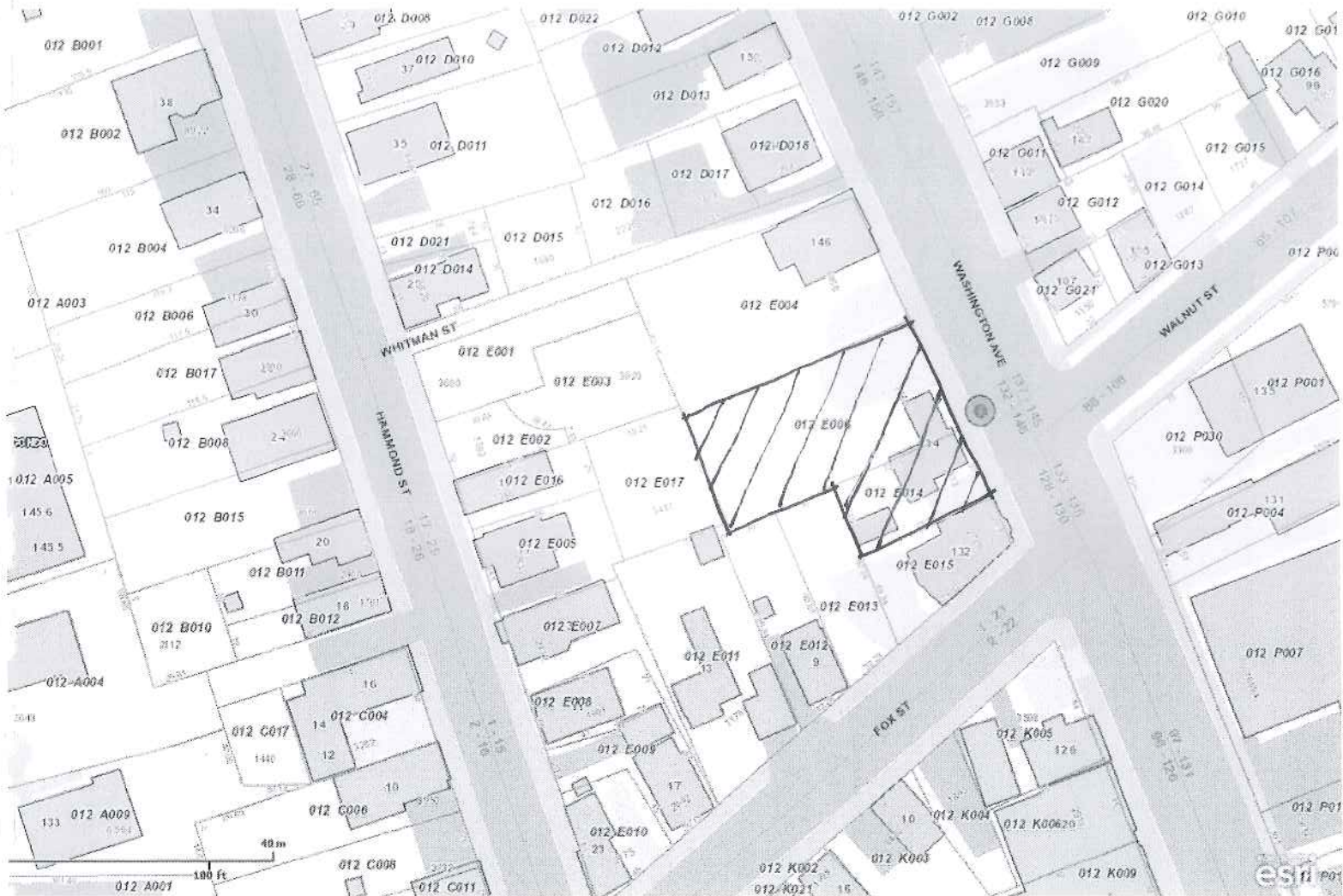
Overhead services on Washington Avenue

To be extended underground with electric line*

Proposed Service Connections *

TAX MAP

Please see Assessor's Plan noting the project site, Map 12, Block E, Lot 6 on Washington Avenue



copyright 2011 Esri. All rights reserved. Tue Feb 18 2014 02:52:44 PM.

134 Washington Avenue

ABUTTING PROPERTY OWNERS

Map 12, Block E, Lot 4
George M. York
136 Washington Avenue
Portland, ME 04101

Map 12, Block E, Lot 13-15
J. H. Edwards
P.O. Box 715
South Freeport ME 04078

Map 12, Block E, Lot 12
Clinton Knox Dobson III
9 Fox Street
Portland, ME 04101

Map 12, Block E, Lot 11
Rzepka Timothy R & Rosalce A Lamm JTS
13 Fox Street
Portland, ME 04101

Map 12, Block E, Lot 17
Cynthia Cochran
17 Hammond Street
Portland, ME 04101

EXISTING SOIL CONDITIONS

Soils on the site are representative of the urban environment.

The following tests results are included in our submission:

- Test borings by Summit Geoengineering Services performed on site in February 2014 revealed fill material, marine near shore, glacial marine & till.
- Soil test pits by Albert Frick Associates, Inc. performed on March 5, 2014.



Albert Frick Associates, Inc

Environmental Consultants

95A County Road Gorham, Maine 04038
(207) 839-5563 FAX (207) 839-5564
www.albertfrick.com info@albertfrick.com

Albert Frick, SS, SE
James Logan, SS, SE
Matthew Logan, SE
Brady Frick, SE
Bryan Jordan, SE
William O'Connor, SE
Noel Dunn, Office Manager

March 7, 2014

Ms. Sashie Misner
Mitchell Associates
70 Center Street
Portland, ME 04101

Re: 134 Washington Avenue, Portland

Dear Ms. Misner:

We visited the above-referenced property on March 5, 2014 to excavate and evaluate two test pits, at locations of your choosing. These are provided to assist with stormwater design for the property.

Enclosed for your review and use are soil profile descriptions for each test pit excavated, along with a general description of soil properties for each soil observed.

Soils on-site at TP1 consist of fill over moderately well drained Croghan soils, which are glacial outwash, generally with no hardpan or restrictive layers. Seasonal high groundwater table was observed at 52" in this excavation. Soils at TP2 are fill over well to excessively well drained Adams, which are similar to Croghan but generally have no water table within 6' of the soil surface.

Both soils are similar in textures, with permeabilities of 6"-20"/hour in the upper part (within 24" +/- of soil surface) to 20"/hour below these depths. I trust you will find this and the enclosed information helpful in stormwater design. Feel free to call should you have further questions or matters for discussion regarding the site.

Sincerely,

James Logan
Certified Soil Scientist #213
Licensed Site Evaluator #237
Wetland Scientist

Town, City, Plantation
PORTLAND

Street, Road, Subdivision
134 WASHINGTON AVENUE

Owner's Name
AVESTA HOUSING

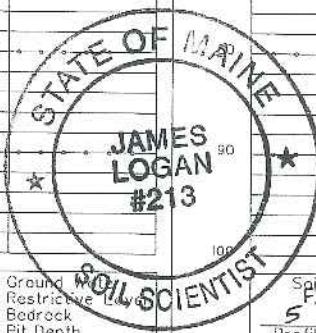
SOIL DESCRIPTION AND CLASSIFICATION (Location of Observation Holes Shown Above)

Observation Hole TP 1 ☒ Test Pit ☐ Boring
" Depth of Organic Horizon Above Mineral Soil

DEPTH BELOW MINERAL SOIL SURFACE (inches)	Texture	Consistency	Color	Mottling
0		FROZEN		
10	SANDY LOAM AND LOAMY SAND (FILL)		DARK BROWN	
20		FRIABLE		
30				
40	MEDIUM SAND		YELLOW BROWN	
50				
60	GRAVELLY COARSE SAND	SLIGHTLY CEMENTED	LIGHT YELLOW BROWN	FEW, FAINT
70		FRIABLE		
80		LIMIT OF EXCAVATION		
90				
100				

Observation Hole TP 2 ☒ Test Pit ☐ Boring
" Depth of Organic Horizon Above Mineral Soil

DEPTH BELOW MINERAL SOIL SURFACE (inches)	Texture	Consistency	Color	Mottling
0		FROZEN		
10	SANDY LOAM AND LOAMY SAND (FILL) WITH BRICKS AND GLASS		DARK BROWN	
20				
30	MEDIUM SAND W/BRICK DEBRIS (FILL)	FRIABLE	LIGHT YELLOW BROWN	
40				
50	GRAVELLY LOAMY SAND AND SAND (ORIGINAL)		DARK YELLOW BROWN	
60			YELLOW BROWN	
70	FINE MEDIUM SAND		LIGHT YELLOW BROWN	
80		LIMIT OF EXCAVATION		
90				
100				



Soil Classification
FILL OVER C
Profile Condition

Slope
%

Limiting Factor
52"

☒ Ground Water
☐ Restrictive Layer
☐ Bedrock
☐ Pit Depth

Soil Series Name:

Drainage Class:

Hydrologic Group:

Soil Classification
FILL OVER B
Profile Condition

Slope
%

Limiting Factor
"

☐ Ground Water
☐ Restrictive Layer
☐ Bedrock
☐ Pit Depth

Soil Series Name:

Drainage Class:

Hydrologic Group:

FILL OVER CROGHAN-LIKE SOILS

FILL OVER ADAMS-LIKE SOILS

James Logan (for AFA)
Soil Scientist Signature

237/ 243

CSS *

3/6/14

Date

CROGHAN
(Aquic Haplorthods)

SETTING

Parent Material:	Derived from outwash or deltaic sand.
Landform:	Occupy outwash terraces and sand plains.
Position in Landscape:	Usually are found in intermediate or upper positions in the landscape.
Slope Gradient Ranges:	(B) 3-8% (C) 8-20%

COMPOSITION AND SOIL CHARACTERISTICS

Drainage Class:	Moderately well-drained, with an apparent water table 1.5 to 2.0 feet below the soil surface from November through May. The water table fluctuates from approximately 1.5 feet during prolonged wet periods to depths greater than 4 feet in dry seasons.	
Typical Profile Description:	Surface layer:	Dark brown sand, 0-7"
	Subsurface layer:	Strong brown/yellowish brown, brown & pale brown sand with mottles below 13", 7-52"
	Substratum:	Grayish brown loose sand, 52-60"
Hydrologic Group:	Group B	
Surface Run Off:	Slow to medium	
Permeability:	Rapid to very rapid in the lower horizons.	
Depth to Bedrock:	Deep, greater than 40".	
Hazard to Flooding:	None	

INCLUSIONS
(Within Mapping Unit)

Similar:	Adams, Duane
Dissimilar:	Nicholville, Naumburg, Lyman, Kinsman

USE AND MANAGEMENT

Development with subsurface wastewater disposal: The limiting factor for building site development is wetness due to the presence of a groundwater table. Proper foundation drainage or site modification is recommended. Croghan soils are suitable for subsurface wastewater disposal in accordance with State of Maine Rules for Subsurface Wastewater Disposal. This soil requires a 24-inch separation distance from the bottom of the disposal area and the seasonal high groundwater table. This soil requires a minimum hydraulic loading rate of 2.6 and 1.3 sq.ft/gpd for disposal beds and chamber area, respectively.

Development with public sewer and water: The limiting factor for building site development is wetness due to the presence of a groundwater table. Proper foundation drainage or site modification is recommended.

Stormwater Design: The Croghan soil is moderately well drained. The groundwater table is typically greater than 15 inches, but less than 40 inches in the spring and/or periods of heavy precipitation.

The expected soil permeability is 6 to 20 inches/hr in the top 0-12 inches, and 20 inches/hr below 12 inches.

ADAMS (Typic Haplorthods)

SETTING

Parent Material:	Derived from outwash, stratified drift material.
Landform:	Occupy outwash terraces and sand plains, deltas, lake plains, moraines, terraces and eskers.
Position in Landscape:	Usually occupies the upper positions of landform.
Slope Gradient Ranges:	(A) 0-3% (B) 3-8% (C) 8-20% (D) 20%+

COMPOSITION AND SOIL CHARACTERISTICS

Drainage Class:	Somewhat excessively to excessively well drained, with no evidence of high groundwater table within 3.5 feet of the soil surface.		
Typical Profile Description:	Surface layer:	Pinkish gray sand, 0-4"	
	Subsurface layer:	Dark brown loamy sand, 4-10"	
	Subsoil layer:	Brown & yellowish brown sand,10-26"	
	Substratum:	Grayish brown sand, 26-70"	
Hydrologic Group:	Group A		
Surface Run Off:	Very slow to medium		
Permeability:	Rapid or very rapid		
Depth to Bedrock:	Very deep, greater than sixty inches		
Hazard to Flooding:	None		

INCLUSIONS (Within Mapping Unit)

Similar:	Soils that are fine sandy loam to very fine sandy loam to a depth of 20 inches, Colton.
Dissimilar:	Croghan soils that are moderately well drained and occur in shallow depressions.

USE AND MANAGEMENT

Development with subsurface wastewater disposal: Adams soil is suitable for subsurface wastewater disposal in accordance with State of Maine Rules for Subsurface Wastewater Disposal. This soil requires a 24-inch separation distance from the bottom of the disposal area and the seasonal high groundwater table. This soil requires a minimum hydraulic loading rate of 2.6 square feet/gpd for disposal system design. Adams soil is suited for building site development.

Development with public sewer and water: Adams soil is suited for building site development. Proper foundation drainage is recommended.

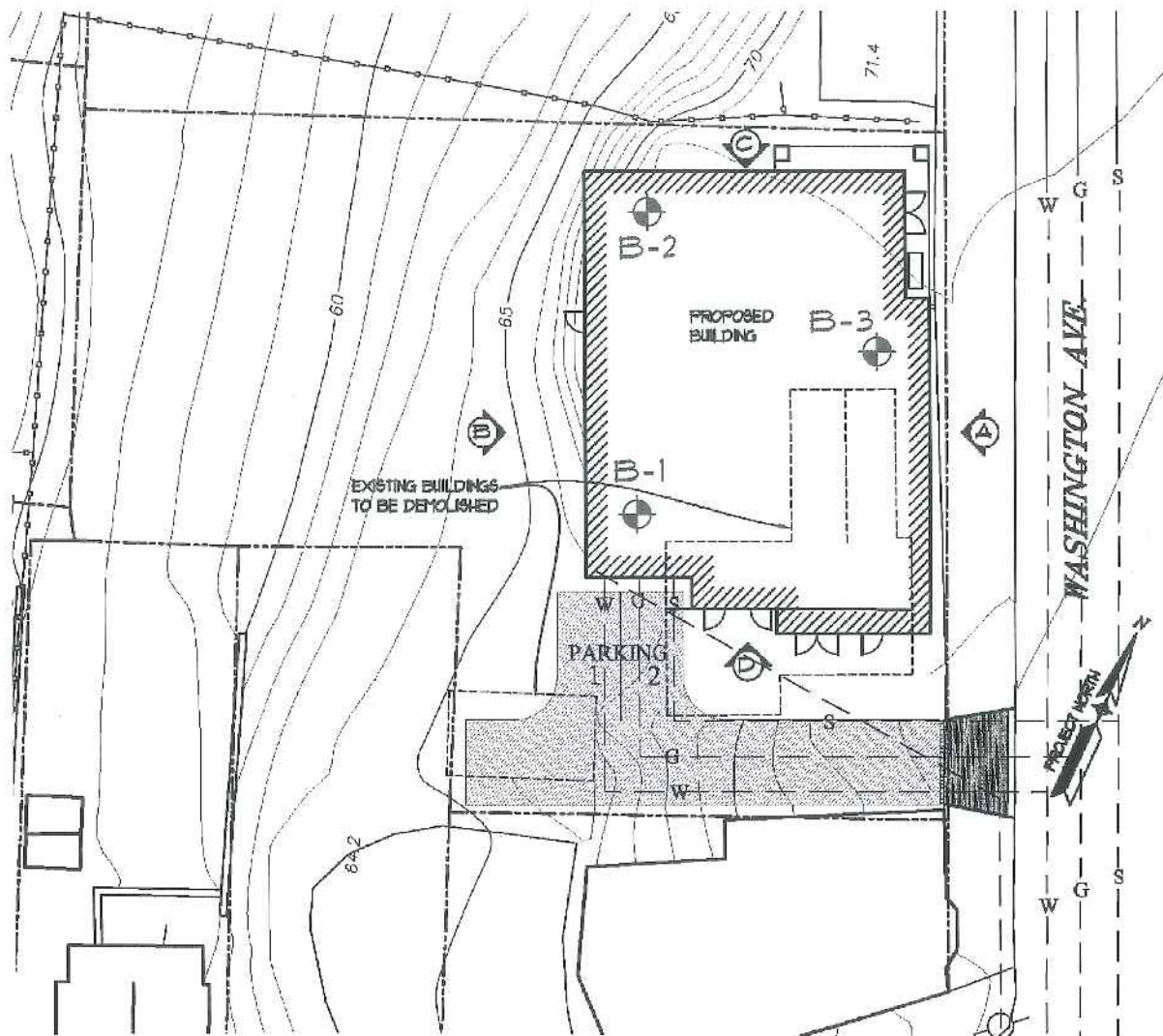
Stormwater Design: The Adams soil is well drained to excessively well drained. The groundwater table is typically below 4.0'. The groundwater table in this particular setting within the study area is greater than 8.0'. This soil is well suited for subsurface stormwater treatments. The expected soil permeability is 6.0 to 20.0 inches/hour in the upper horizon approximately 0-2', and 20.0 inches/hour in the lower horizons.

LEGEND

⊕ B-1 SUMMIT TEST BORING
(FEBRUARY 10, 2014)

PLAN REFERENCE

"134 WASHINGTON AVENUE, PORTLAND, MAINE", PREPARED BY ARCHETYPE ARCHITECTS



TEST BORING LOCATION PLAN PROPOSED BUILDING

134 WASHINGTON AVE. - PORTLAND, MAINE
PREPARED FOR
AVESTA HOUSING

145 LISBON ST. - SUITE 601
LEWISTON, ME 04240
Tel: (207) 576-3313

2002 ATLANTIC HIGHWAY
CAMDEN, ME 04843
Tel: (207) 706-7999

SUMMIT

GEOENGINEERING SERVICES
www.summitgeoeng.com

DATE: FEB. 14, 2011	DRAWN BY: KRF	CHECKED BY: WMP
JOB: 14008	SCALE: 1" = 30'	FILE: 14008 BOR



SOIL BORING LOG

Boring #: **B-1**
 Project #: 14008
 Sheet: 1 of 1
 Chkd by:

Drilling Co: Summit Geoengineering Services
 Driller: C. Coolidge, P.E.
 Summit Staff: B. Peterlein, P.E.

Boring Elevation:
 Reference:
 Date started: 2/10/2014 Date Completed: 2/10/2014

DRILLING METHOD
 Vehicle: Tracked
 Model: AMS Power Probe
 Method: 2-1/2" H.S.A.
 Hammer Style: Auto

SAMPLER
 Length: 24" SS
 Diameter: 2"OD/1.5"ID
 Hammer: 140 lb
 Method: ASTM D1586

ESTIMATED GROUND WATER DEPTH

Date	Depth	Elevation	Reference
2/10/2014			Borrehole caved at 20 ft - dry

Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAMPLE DESCRIPTION	Geological/ Test Data	Geological Stratum		
1	S-1	24/12	0 to 2	13		Brown Gravelly SAND, trace Silt, dry, loose, SP		FILL		
				6						
				3						
2				2						
3										
4						Cobble at 4 ft				
5										
6	S-2	24/12	5 to 7	1		Black Silty SAND mixed with coal ash, dry, very loose, SM				
				2						
				2						
7				2						
8										
9										
10										
	S-3	24/15	10 to 12	2		Brown SAND, little Silt, trace Gravel, moist, loose, SM				
11				11		Brown Gravelly SAND, dry, very dense, SP		MARINE NEAR SHORE		
				22						
12				32						
13										
14										
15										
	S-4	24/12	15 to 17	7		Brown Gravelly SAND, dry, compact, SP				
16				6						
				6						
17				9						
18										
19										
20										
	S-5	24/8	20 to 22	10		Brown SAND, little Gravel, wet, compact, SP				
21				11		Brown Silty SAND, moist, compact, SM		GLACIAL MARINE		
				7						
22				6						
23										
24										
25										
	S-6	24/20	25 to 27	1		Olive-brown Sandy SILT, little Clay, trace Gravel, wet, loose to compact, ML				GLACIAL TILL
26				1						
				4						
27				6						
						End of Boring at 27 ft				

Granular Soils		Cohesive Soils		% Composition	NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index	Soil Moisture Condition
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487		
0-4	V. Loose	<2	V. soft		<u>Bedrock Joints</u>	Dry: S = 0%
5-10	Loose	2-4	Soft	< 5% Trace	Shallow = 0 to 35 degrees	Humid: S = 1 to 25%
11-30	Compact	5-8	Firm	5-15% Little	Dipping = 35 to 55 degrees	Damp: S = 26 to 50%
31-50	Dense	9-15	Stiff	15-30% Some	Steep = 55 to 90 degrees	Moist: S = 51 to 75%
>50	V. Dense	16-30	V. Stiff	> 30% With		Wet: S = 76 to 99%
		>30	Hard			Saturated: S = 100%
Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches						
Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200						

						SOIL BORING LOG		Boring #: B-2	
Project:						Project #:		14008	
Location: 134 Washington Street						Sheet:		1 of 1	
City, State: Portland, Maine						Chkd by:			
Drilling Co: Summit Geoengineering Services						Boring Elevation:			
Driller: C. Coolidge, P.E.						Reference:			
Summit Staff: B. Peterlein, P.E.						Date started: 2/10/2014		Date Completed: 2/10/2014	
DRILLING METHOD		SAMPLER		ESTIMATED GROUND WATER DEPTH					
Vehicle: Tracked		Length: 24" SS		Date	Depth	Elevation	Reference		
Model: AMS Power Probe		Diameter: 2"OD/1.5"ID		2/10/2014			25.5 ft at completion		
Method: 2-1/2" H.S.A.		Hammer: 140 lb							
Hammer Style: Auto		Method: ASTM D1586							
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAMPLE DESCRIPTION		Geological/ Test Data	Geological Stratum
1	S-1	24/12	0 to 2	3		Dark brown Silty SAND, trace Gravel, damp, loose, SM			FILL
2				3					
3				3					
4				3					
5									
6	S-2	24/12	5 to 7	2		Brown to gray fine Sandy SILT, brick pieces, trace coal ash, dry, loose, ML			
7				2					
8				5					
9				3					
10									
11	S-3	24/9	10 to 12	4		Same as above			
12				5					
13				4					
14				3					
15									
16	S-4	24/18	15 to 17	9		Same as above, dry, dense			MARINE NEAR SHORE
17				26					
18				23					
19				17					
20									
21	S-5	24/16	20 to 22	7		Brown SAND, damp, compact, SP			
22				11					
23				10					
24				10					
25									
26	S-6	24/20	25 to 27	WH		Olive-brown mottled Sandy SILT to Silty fine SAND, trace Gravel, wet, loose, SM or ML			GLACIAL TILL
27				2					
				4					
End of Boring at 27 ft									
Granular Soils		Cohesive Soils		% Composition		NOTES:		Soil Moisture Condition	
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487		PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index		Dry: S = 0%	
0-4	V. Loose	<2	V. soft	< 5% Trace		Bedrock Joints		Humid: S = 1 to 25%	
5-10	Loose	2-4	Soft	5-15% Little		Shallow = 0 to 35 degrees		Damp: S = 26 to 50%	
11-30	Compact	5-8	Firm	15-30% Some		Dipping = 35 to 55 degrees		Moist: S = 51 to 75%	
31-50	Dense	9-15	Stiff	> 30% With		Steep = 55 to 90 degrees		Wet: S = 76 to 99%	
>50	V. Dense	16-30	V. Stiff			Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches		Saturated: S = 100%	
		>30	Hard			Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, SiltyClay = < No 200			



SOIL BORING LOG

Boring #: **B-3**
 Project #: 14008
 Sheet: 1 of 1
 Chkd by:

Drilling Co: Summit Geoengineering Services
 Driller: C. Coolidge, P.E.
 Summit Staff: B. Peterlein, P.E.

Boring Elevation:
 Reference:
 Date started: 2/10/2014 Date Completed: 2/10/2014

DRILLING METHOD		SAMPLER		ESTIMATED GROUND WATER DEPTH			
Vehicle: Tracked		Length: 24" SS		Date	Depth	Elevation	Reference
Model: AMS Power Probe		Diameter: 2"OD/1.5"ID		2/10/2014			Dry at 27 ft
Method: 2-1/2" H.S.A.		Hammer: 140 lb					
Hammer Style: Auto		Method: ASTM D1586					

Depth (ft.)	SAMPLE DESCRIPTION					Geological/ Test Data	Geological Stratum
	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀		
1	S-1	24/12	0 to 2	28		Dark brown SAND, little Silt, trace Gravel, trace coal ash, dry, SM	FILL
				41			
				18			
2				9			
3							
4						Brown to dark brown SAND, little Gravel and Silt, dry, loose, SM	
5	S-2	24/8	5 to 7	3			
6				3			
7				4			
8				4			
9						Brown fine to coarse SAND, trace Gravel, clean, compact, SP	MARINE NEAR SHORE
10	S-3	24/12	10 to 12	7			
11				10			
12				9			
13				10			
14						Brown Gravelly SAND, dry, SP	
15	S-4	24/16	15 to 17	14			
16				24			
17				19			
18				16			
19						Olive-brown Sandy SILT, wet, loose, ML	GLACIAL MARINE
20	S-5	24/18	20 to 22	5			
21				3			
22				2			
23				4			
24						Brown medium to fine SAND, little Silt, moist, compact, SM	
25	S-6	24/24	25 to 27	6			
26				9			
27				9			
				12			
End of Boring at 27 ft							

Granular Soils		Cohesive Soils		% Composition	NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index	Soil Moisture Condition
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487		
0-4	V. Loose	<2	V. soft	< 5% Trace	<u>Bedrock Joints</u>	Dry: S = 0%
5-10	Loose	2-4	Soft		Shallow = 0 to 35 degrees	Humid: S = 1 to 25%
11-30	Compact	5-8	Firm	5-15% Little	Dipping = 35 to 55 degrees	Damp: S = 26 to 50%
31-50	Dense	9-15	Stiff	15-30% Some	Steep = 55 to 90 degrees	Moist: S = 51 to 75%
>50	V. Dense	16-30	V. Stiff	> 30% With	Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200	Wet: S = 76 to 99%
		>30	Hard			Saturated: S = 100%

PUBLIC UTILITIES

Washington Avenue Efficiencies will be served by existing utility services located in Washington Avenue. The following public utilities are available:

Water

Water for both fire suppression and domestic service will be supplied from an existing 8 inch water main located in Washington Avenue. Proposed service connections include 4 inch fire service and 2 inch domestic service. Refer to the attached letter from the Portland Water District.

Sanitary Sewer

Sanitary sewer will be supplied from an existing 15 inch public sewer main located in Washington Avenue. Proposed service connection will be a 6 inch line located within the same area as the existing service. A Wastewater Capacity Application has been filed with this Site Plan Application.

Natural Gas

Natural gas will be supplied from an existing 4 inch gas line located in Washington Avenue. A 2 inch service will connect to the building. Refer to the attached letter from Unitil.

Electric

The new service will connect underground from a utility pole located on the opposite (east) side of Washington Avenue. The existing pole will be upgraded to 3-phase service. Refer to the attached letter from Central Maine Power.

Telephone and Cable TV

Telephone and cable TV will be connected along the same route as the proposed electric service.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

March 11, 2014

Mitchell & Associates
The Staples School
70 Center Street
Portland, ME 04101

Attn: Sashie Misner
Re: Washington Avenue Efficiencies; 134 Washington Avenue, Portland
Ability to Serve with PWD Water

Dear Ms. Misner:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on February 19, 2014. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

Please note that this letter does not constitute approval of this project from the District. Please review this letter for any special conditions specified by the District and to determine the appropriate next steps to take to move your project through the submittal and approval process.

Existing Site Service

According to District records, the project site does currently have existing water service. A 3/4-inch diameter copper water service line, located as shown on the attached water service card, provides water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 8-inch diameter cast iron water main on the west side of Washington Avenue and a public fire hydrant located 75-feet from the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location: Washington Avenue opposite East Cove Street
Hydrant Number: POD-HYD00432
Last Tested: 8/22/1991
Static Pressure: 82 psi
Residual Pressure: Not Measured
Flow: 1,266 GPM

Public Fire Protection

It is not anticipated that this project will include the installation of new public hydrants to be accepted into the District water system. The decision to require new hydrants and to determine their locations is solely that of the local fire department. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.



Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of the proposed 18 efficiency units. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

It is anticipated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact the MEANS Division to request a hydrant flow test and we will work with you to get more complete data.

Conditions of Service

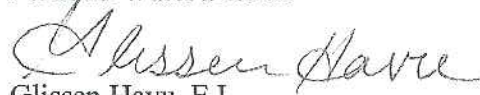
The ability to serve request indicated that the existing single family residence will be replaced with a four story, 18-unit apartment building. The existing 3/4-inch domestic service is undersized to serve the proposed use and will need to be retired by shutting the corporation valve and cutting the pipe from the main. It is the Districts understanding that a new service will be required to provide private fire protection to the site. New fire and domestic services may be installed through the properties frontage on Washington Avenue. Please note that only one meter and one bill will be associated to each domestic service line. This one master meter must be located in a common space that all tenants could gain access to if necessary.

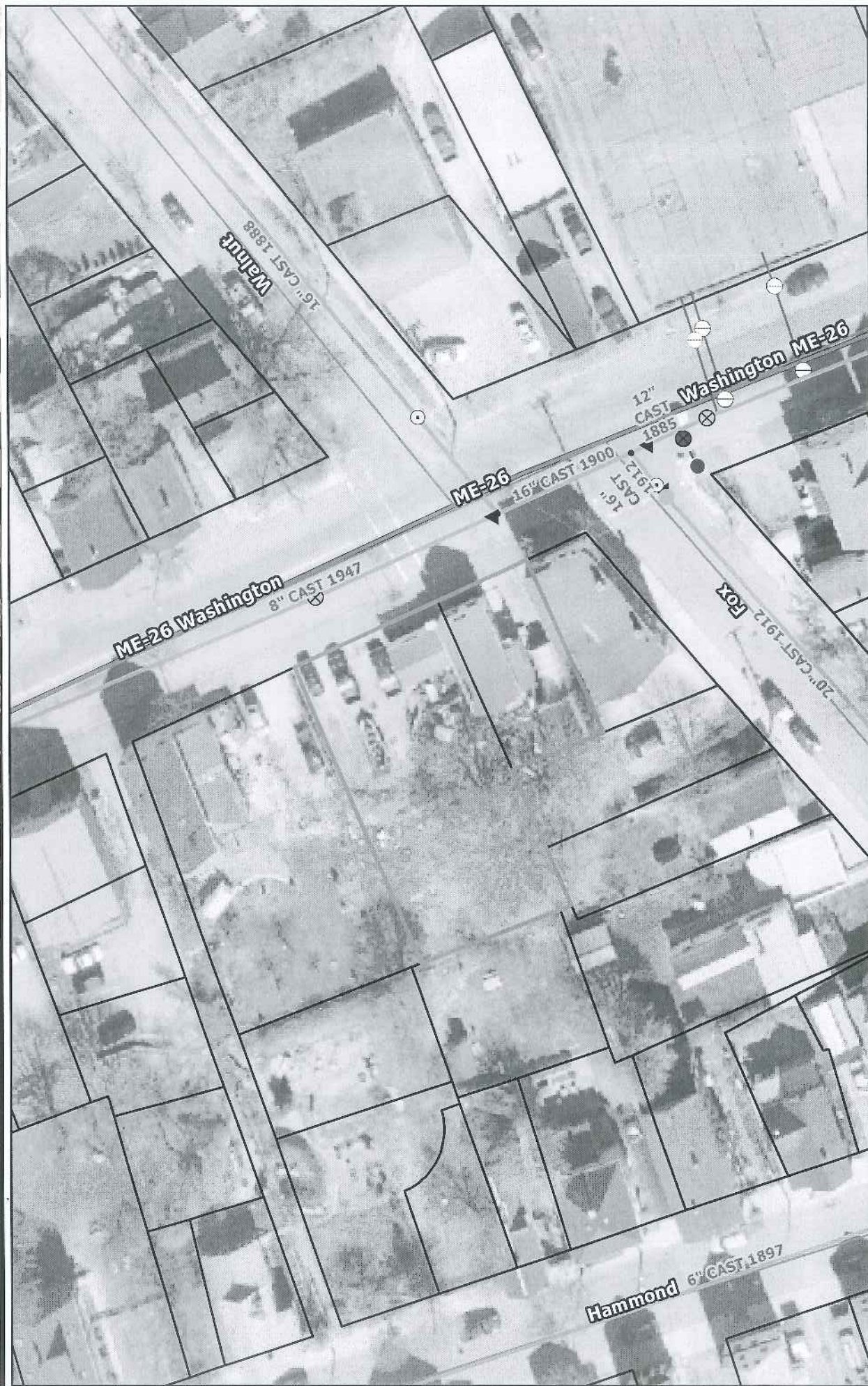
The District has reviewed the Layout Plan dated March 10, 2014 and has the following comments:

- A single service line may be installed all the way to the building as proposed. However, a water meter would need to be located before any branch in the service line. This meter would be sized based on the combined fire and domestic usage necessary as determined by a mechanical engineer. The prices for these meters can be found on our website at <http://www.pwd.org/infrastructure/services/services.php>
- The minimum separation between water service and sewer service is 5-feet. If the sewer service is laid 18-inches below the water service, then an 18-inch horizontal separation is allowable.
- The minimum separation between water service and gas service is 6-feet face to face.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District


Glissen Havu, E.I.
Design Engineer



Disclaimer: This map is suitable for preliminary study and analysis and is based on PWD record information. PWD is not liable for any damages whatsoever resulting from inaccurate data or from errors made in the location and marking of its infrastructure.



Scale 0 12.5 25 50 75 100 Feet
1 inch = 50 feet

Legend

- | | | | | | | | |
|---|--------------|---|-----------------|---|-----------------|---|----------|
| ● | Blow Off | ● | Fire Service | ● | Air Valve | ● | Sleeve |
| ● | By Pass | ● | Hydrant Control | ● | Gate Change | ● | Tee |
| ● | Distribution | ● | Service | ● | Material Change | ● | Hydrants |
| ■ | End of Main | ● | Transmission | ▲ | Reducer | | |

134 Washington Avenue

Portland

PORTLAND WATER DISTRICT
225 Douglass Street
Portland, ME 04104



Prepared For: Archetype, P.A.

Drawn By: G.J.H

Date: September 19, 2011

Scale: As Noted



March 18, 2014

Miss. Sashi Misner
Mitchell Associates

Re: 134 Washington Ave, Portland, ME

Dear Miss Misner:

Thank you for your interest in using natural gas for the above referenced project.

Unitil has natural gas in the vicinity of this project to provide service. The evaluation to complete the design, costs and determining if any customer contribution will be needed is in process and will be completed shortly. Unitil welcomes the opportunity for further discussions regarding this project.

If you have any further questions or require additional information, please contact me directly at (207) 541-2536 or at Mathers@unitil.com.

Sincerely,

Bridget L. Harmon
Business Development Representative
Unitil Corporation
(o) 207-541-2535

ME GAS CUSTOMER ENERGY SOLUTIONS
1075 Forest Avenue
Portland, ME 04103-3586

T 888-486-4845 www.unitil.com



2/20/2014

Sashie Misner
Mitchell & Associates
70 Center Street, Portland, ME 04101
phone: 207-774-4427
Sent via email to: smisner@mitchellassociates.biz

RE: Ability to Serve Letter for Avesta Housing 134 Washington Avenue Project in Portland

Dear Ms. Misner:

CMP has the ability to serve the proposed project located at 134 Washington Avenue in Portland, Maine, in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, please feel free to contact me.

New Service Milestones

- Call 1-800-565-3181 to establish a new account and an SAP work order.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Submit Load information. Please complete this CMP spreadsheet using load information.
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us.
- Preliminary meetings with CMP to determine the details of job
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer delivery, potential substation upgrades, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

162 Canco Road Portland, ME 04103
Tel (800) 750-4000
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

www.cmpco.com



An equal opportunity employer



For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements:

CMP Handbook of Standard Requirements

(<http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf>)

If you have any questions, please contact me.

Regards,

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

162 Canco Road Portland, ME 04103
Tel (800) 750-4000
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

www.cmpco.com



An equal opportunity employer



Att. J

To: Interested Parties

From: Greg Payne, Development Officer

Re: Statement of Technical Capability

Avesta Housing is Maine's largest and most sophisticated non-profit housing developer and manager. Incorporated in 1972, Avesta is driven by the vision that decent, affordable housing should be available to all Mainers, without exception. Avesta owns and manages 75 properties containing over 1,900 affordable apartments. These apartments serve low-income seniors and families, as well as persons with special needs, primarily in York and Cumberland Counties. Avesta Housing is chartered as a nonprofit corporation in the state of Maine and is tax exempt under Section 501(c)(3) of the federal Internal Revenue Code. Avesta is governed by a 14-member board of directors representing a variety of banking, business, public, community, social service and housing organizations. Its administrative headquarters is in Portland, Maine. It has a staff of 95 full-time and part-time employees.



You matter more.

Avesta Housing
307 Cumberland Avenue
Portland, ME

City of Portland
389 Congress Street
Portland, ME 04101

February 3, 2014

RE: City of Portland – Avesta Washington Ave LP financial capability support letter

Gentlemen:

On behalf of Bangor Savings Bank I am pleased to provide this letter in support of Avesta Housing for the above referenced project. Based on our prior experience with Avesta Housing for similar affordable housing development projects and a review of the financial elements of the proposal for the Washington Ave LP project, we believe that the applicant has the ability to finance projected costs and develop a project of similar type and scale from a fiscal perspective.

Bangor Savings Bank has helped Avesta Housing complete successful affordable housing projects including Avesta Oak Street in Portland and Avesta Brickhill Cottages and Avesta Brickhill Heights in South Portland. The Bank has successfully sponsored Maine Housing and Federal Home Loan Bank applications for equity grants for Avesta Housing and the Bank has the capability to provide construction and tax increment financing credit financing. Avesta Housing has demonstrated the ability to secure development capital through the low income housing tax credit program and other public and private sector sources and could, we believe, secure the approximately \$3 million needed to complete this project.

While this letter of support is not a commitment to lend, Bangor Savings bank would welcome the opportunity to be a resource to Avesta Housing for financing and sponsorship any equity awards necessary in connection with this project. Our experience is that Avesta Housing is, in many ways, the premier affordable housing development organization in Maine with a solid record of supporting healthy and inclusive neighborhoods and helping to build strong and sustainable communities.

Yours truly,

A handwritten signature in dark ink, appearing to read "Diane Donaldson", written in a cursive style.

Diane H. Donaldson
Vice President

TECHNICAL CAPABILITY

The following firms and individuals have provided technical information contained in this application:

Mitchell & Associates

Landscape Architects and Site Planners

70 Center Street

Portland, Maine 04101

Telephone: (207) 774-4427

Contacts: Robert Metcalf, Maine licensed landscape architect #1815

Sashie Misner, Maine licensed landscape architect #3657

Archetype

Architects

48 Union Wharf

Portland, Maine 04101

Telephone: (207) 772-6022

Contacts: David Lloyd

Bennett Engineering

Mechanical and Electrical Engineers

7 Bennett Road

P.O. Box 297

Freeport, Maine 04032

Telephone: (207) 865-9475

Contact: Will Bennett, PE, Maine #2919

BH2M Engineers

Civil Engineers

28 State Street

Gorham, Maine 04038

Telephone: (207) 839-2771

Contacts: Lester Berry, PE, Maine #3341

Owen Haskell

Land Surveyors

390 U.S. Route One, Suite 10

Falmouth, Maine 04105

Telephone: (207) 774-0424

Contact: John Swan, Maine #1314

Albert Frick Associates

Environmental Consultants

95A County Road

Gorham, Maine 04038

Telephone: (207) 839-5563

Summit Geoengineering Services

145 Lisbon Street

Lewiston, Maine 04240

Telephone: (207) 576-3313

Geotechnical Engineers

Gorrill-Palmer Consulting Engineers

15 Shaker Rd, Gray, ME 04039

(207) 657-6910

Transportation Engineers



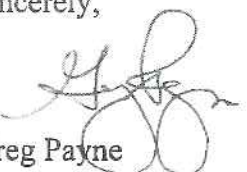
LETTER OF AUTHORIZATION

February 3, 2014

To: City of Portland Planning Department

This letter authorizes Robert Metcalf and/or Sashie Misner of Mitchell & Associates and David Lloyd of Archetype Architects to act as agents on behalf of Avesta Housing Development Corporation in the submission of any and all application materials and public meeting that relate to our proposed development of Washington Avenue Efficiencies on Washington Avenue in Portland.

Sincerely,



Greg Payne
Development Officer

COMPLIANCE WITH APPLICABLE ZONING REQUIREMENTS

The proposed development will be located within the Community Business District (B-2-B zone). A wonderful mix of business, multi-family and single family residences exists along this engaging section of Washington Avenue. The proposed affordable efficiency units will offer high quality housing options for a population that struggles to afford housing on the peninsula. The proposed development intends to complement the neighborhood and be a dynamic addition to the surrounding services provided.

The B-2-B zone encourages new buildings to be oriented to and constructed close to the street. Washington Avenue Efficiencies will be constructed along the front property line with the main building entrance facing Washington Avenue. Large first floor windows facing the street will offer a street presence. Four floors of the building will be visible along Washington Avenue. The height of the proposed building is 44' while 45' is the maximum allowable within the B-2-B zone. The intent of the development is to provide much needed housing within the peninsula and create a welcome street presence on a currently underutilized property. The building will maintain five foot setbacks along the side property lines. A portion of the rear property line is adjacent to a residential zone requiring a twenty foot setback. The building will be constructed close to Washington Avenue and not approach the rear setback. Onsite parking consists of one parking space and one handicap parking space. Marketing for the apartment units will be targeted to a low income population; this population does not as frequently have personal vehicles. Avesta intends to pay the fee in lieu for the 16 parking spaces they are unable to accommodate on site.

The proposed development is in compliance with the applicable zoning requirements set-forth the Portland Land Use Ordinance conforming to provisions of the Site Plan and Subdivision Regulations and the zoning provisions of the B-2-B designated district.

WAIVER REQUEST

The applicant is not requesting any waivers for this project.

**CONSISTANCY WITH CITY'S MASTER PLAN &
CONFORMITY WITH DESIGN STANDARDS**

Development in the B-2b

1. Building Location and Form

The proposed 4-story apartment building will be situated on the parcel such that the front face of the building is located along the Washington Avenue property line. The effect of this upon the neighborhood will be accentuating the urban street wall that is established by the buildings to the south of the property. The 44 foot height of the proposed building is in proportion to the width of the adjacent street. The Washington Avenue right-of-way is 66 feet and the proposed building will help to define the street.

2. Building Function

While the primary function of the building is residential units, the first floor will offer services to residents including office space and common areas and the 18 apartment units will be on the upper three floors.

3. Orientation of Buildings and their Entrances to the Street

The main building entrance will be along Washington Avenue.

4. Windows The first floor will have storefront type windows along the sidewalk which will relate to the existing businesses along Washington Ave.

5. Building Character, Detail Scale and Graphic Qualities

The building is a four story 18 unit building with a flat roof. The exterior consists of a combination cement board siding as manufactured by Nichiha, a high end cement panel and metal siding. The building will have an aluminum store front at its base and an entry canopy.

6. Signage and Building Entrances

The main entrance and signage is designed for pedestrian access and therefore at pedestrian scale.

7. Development Relationship to Street

The building is located along the property line facing Washington Avenue.

8. Parking Lots

A small (2 space) parking area will be located along the side of the building. The owner anticipates that less than half of the residents will own vehicles and therefore has not provided a large parking lot. Avesta intends to pay the fee in lieu for the 16 parking spaces they are unable to accommodate on site.

9. Transit Connections

A public bus stop is located in front of this property.

FIRE DEPARTMENT CHECKLIST

1. Name, address, telephone number of applicant

Avesta 134 Washington Avenue, LP
 307 Cumberland Avenue
 Portland, Maine 04101
 Contact: Greg Payne
 Phone: 207.553.7777

2. Name, address, telephone number of architect

Archetype
 48 Union Wharf
 Portland, Maine 04101
 Contact: David Lloyd
 Phone: 207.772.6022

3. Proposed uses of any structures [NFPA and IBC classification]

IBC: R-2 Apartments

NFPA: Residential – New Apartment Building

4. Square footage of all structures [total and per story]

Basement	1,237 SF
First Floor:	3,003 SF
Second Floor:	3,130 SF
Third Floor:	3,130 SF
<u>Fourth Floor:</u>	<u>3,130 SF</u>
Total:	13,630 SF

5. Elevation of all structures

Building Height is 44.0 feet as measured by IBC definitions

6. Proposed fire protection of all structures

NFPA 13R system throughout. Standpipes at both stairs

7. Hydrant locations:

There is a hydrant within a 100 feet of the site, located on the corner of Fox Street and Washington Avenue.

8. An 8 inch water main is located within Washington Avenue. Two water services are proposed for the building, one 4 inch service for fire and one 2 inch service for domestic.

9. Access to all structures [min. 2 sides]

The proposed structure is accessible from the full length of Washington Avenue and a driveway along the south side of the building. The abutting lots to the northwest of the structure are currently low rise residential structures.

10. A code summary shall be included referencing NFPA 1 and all fire department Technical standards.

Preliminary Code Summary provided to PFD under separate cover (Archetype to review details with Portland Fire Department).

11. The elevator shall be sized to fit an 80" x 24" stretcher and two personnel

Elevator Cab Size to meet PFD Requirements (Archetype to review details with Portland Fire Department).

12. Some structures may require Fire flows using annex H of NFPA 1

Fire Flows to meet PFD Requirements (Archetype to review details with Portland Fire Department).

134 WASHINGTON AVENUE

RELEVANT CODES

IBC-2009

USE GROUP R-2 (RESIDENTIAL)

CONSTRUCTION TYPE 5-A

OCCUPANT LOAD = 16 PEOPLE

R-2 Sprinkled w/NFPA 13R

24,000sf. ALLOWED WITH SPRINKLER INCREASE

3,130sf. PROPOSED

ALLOWABLE HGT. WITH SPRINKLER 4 STORIES, 70 FT.

4 STORIES, 44 FT. PROPOSED

BASEMENT IS NOT A STORY ABOVE GRADE PLANE BECAUSE 1ST FLOOR IS ONLY 3 FT ABOVE GRADE PLANE AND ONLY 9 FT MAX ABOVE FINISHED GROUND AT ANY POINT

FIRE RESISTANCE FOR TYPE 5-A

STRUCTURAL FRAME - 1 HOUR
BEARING WALLS - EXTERIOR - 1 HOUR
BEARING WALLS - INTERIOR - 1 HOUR
NON-BEARING WALLS - EXTERIOR - 1 HOUR
NON-BEARING WALLS - INTERIOR - 0 HOUR
FLOOR CONSTRUCTION - 1 HOUR
ROOF CONSTRUCTION - 1 HOUR
ROOF CLASSIFICATION - TYPE B

CODE REFERENCE

310

T-503

T-1004.1.1

903.2.8 & 903.3.1.2

506.3

504.2

202

T-601

T-601

T-601

T-602

T-601

T-601

1505.1

FIRE PARTITIONS

CORRIDOR FIRE PARTITION (NONBEARING) - 1/2 HR

DWELLING UNIT SEPARATION - 1 HR

CORRIDOR DOORS .33 HOURS IN 1 HOUR WALL

CORRIDOR DOORS TO HAVE SMOKE CONTROL

4-STORY SHAFT - 2 HOURS

DRAFTSTOPPING - EVERY (2) UNITS

STANDPIPE REQUIRED EACH STAIRWELL

FIRE DEPT. CONNECTION REQUIRED

MANUAL FIRE ALARM NOT REQUIRED

SMOKE DETECTORS AND ALARMS REQUIRED

3' ELEVATOR VENT REQUIRED

CODE REFERENCE

T-1018.1

709.3

T-715.4

715.4.3

708.4

717.3.2

905.3.1

(AS DIRECTED BY FIRE)

907.2.9.1 exception 2

907.2.9.2 & 907.2.11.2

3004.1

MEANS OF EGRESS

MINIMUM REQUIRED CORRIDOR WIDTH IS 44"

ELEVATOR LOBBY NOT REQ'D WITH SPRINKLER

ELEVATOR BACKUP GENERATOR IS REQUIRED

1018.2

708.14.1 EX. 4

1007.2.1

NFPA 101 LIFE SAFETY - 2009

BASEMENT - MECHANICAL ROOM (1 HR SEPARATION)

1ST, 2ND, 3RD & 4TH - RESIDENTIAL

OCCUPANT LOAD = 16 PEOPLE

BUILDING SPRINKLED WITH NFPA 13R

CONSTRUCTION TYPE V (III)

STAIR ENCLOSURE MATERIALS TO BE NON COMBUSTIBLE

EXIT ENCLOSURE 1 HR RATED FOR 4 STORY STAIR

EXIT ENCLOSURE 2 HR RATED FOR 5 STORY STAIR

MEANS OF EGRESS CAPACITY - 36" CORRIDORS MIN

2 MEANS OF EGRESS REQUIRED

COMMON PATH OF TRAVEL 50 FT MAX

DEAD END CORRIDORS 50 FT MAX

TRAVEL DISTANCE FROM UNIT TO EXIT 125 FT MAX

TRAVEL DISTANCE FROM UNIT TO EXIT 200 FT MAX

EMERGENCY LIGHTING REQUIRED

ILLUMINATED EXIT SIGNS REQUIRED

FIRE ALARM SYSTEM REQUIRED

FIRE ALARM INIATION BY MANUAL MEANS

AUTOMATIC FIRE ALARM NOTIFICATION REQUIRED

SMOKE ALARMS REQUIRED

AUTOMATIC SPRINKLER SYSTEM REQUIRED

PORTABLE FIRE EXTINGUISHERS ARE REQUIRED BY NFPA 1

CODE REFERENCE

NFPA T-30.3.2.1.1

NFPA T-7.3.1.2

NFPA 30.3.5.2

NFPA 7.1.3.2.1

NFPA 30.2.2.1.2

NFPA 7.1.3.2.1

NFPA 30.2.3.4

NFPA 30.2.4.1

NFPA 30.2.5.3.2

NFPA 30.2.5.4.2

NFPA 30.2.6.2

NFPA 30.2.9

NFPA 30.2.10

NFPA 30.3.4.1.1

NFPA 30.3.4.2.1

NFPA 30.3.4.3.1

NFPA 30.3.4.5

NFPA 30.3.5.1



PO Box 1237
15 Shaker Rd.
Gray, ME 04039

207-657-6910
FAX: 207-657-6912
E-Mail: mailbox@gorrillpalmer.com

April 1, 2014

Mr. Robert Metcalf
Mitchell & Associates Inc.
70 Center Street
Portland, ME 04101

Re: Traffic and Parking Assessment
Washington Avenue Efficiencies
134 Washington Ave, Portland, Maine

Dear Bob:

As requested by your office, our office has completed a parking and traffic assessment for the proposed 18 units of affordable housing. The proposed project is planned to be located at the northwest corner of the intersection of Fox Street and Washington Avenue.

Traffic Assessment

Trip Generation

Gorrill-Palmer Consulting Engineers, Inc. used the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 9th Edition to estimate the potential trip generation for the proposed apartment building. Based on Land Use Code (LUC) 220, Apartment, with 18 units, the proposed site is anticipated to generate the following trips:

AM Peak Hour	9 trip ends
PM Peak Hour	11 trip ends

ITE trip rates are based on surveys of predominantly suburban locations rather than urban so our office reviewed a trip generation count we had on file for Pearl Place which was taken on Tuesday, October 5, 2010 from 3:30 to 5:30. Based upon the counts, the actual trip generation was low; only twenty peak hour trips were recorded at the site driveway for the 60 units in place when the count was done, and no on-street parking associated with the facility was observed during the count. A significant number of pedestrian trips to and from the site were observed. This results in a PM peak hour trip rate of 0.33 per unit for this existing facility. Applying this rate to the proposed 18 units yields 6 trip ends during the PM peak hour.

Given these results and that the project is in an urban area and not all residents are anticipated to have cars, our office has estimated that the proposed project will generate 6 trip ends (ins and outs combined, thus a round trip is equal to 2 trip ends) during both the AM and PM peak hours respectively. The majority of these trips will be parking off site as discussed in the parking section later in this letter.

Mr. Robert Metcalf
 March 26, 2014
 Page 2 of 4

Sight Line Evaluation

The Maine Department of Transportation requires a safe entering sight distances at driveways within urban compacts of 200 feet for a posted speed limit of 25 mph. Gorrill-Palmer Consulting Engineers, Inc. has evaluated the available sight lines at the proposed 134 Washington Avenue Efficiencies driveway in accordance with Maine DOT standards.

The Maine DOT standards are as follows:

Driveway observation point:	10 feet off major street travelway
Height of eye at driveway:	3 ½ feet above ground
Height of approaching vehicle:	4 ¼ feet above road surface

The posted speed on Washington Avenue in the vicinity of the site driveway is 25 mph. The results of this sight line analysis exiting the site drive is summarized in the following tables:

134 Washington Avenue Efficiencies Driveway Sight Line Evaluation

Direction	Posted Speed (mph)	Recommended Sight Line (ft)	Actual Sight Line (ft)
Exiting onto Washington Ave Looking			
Left	25	200	165
Right	25	200	310

As shown, the sight lines exiting the driveway looking to the left exceed Maine DOT requirements. The sightlines to the right are obstructed by a parking space approximately 100 feet to the north of the driveway, which is not uncommon in an urban area. Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings, which will be located within the right of way, not exceed 3 feet in height and be maintained at or below that height. Signage should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

Collision History

In order to evaluate whether a location has a crash problem, Maine DOT uses two criteria to define High Crash Locations (HCL). Both criteria must be met in order to be classified as an HCL.

- A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor {CRF} compares the actual accident rate to the rate for similar intersections in the State. A CRF of less than 1.00 indicates a rate less than average) and:
- A minimum of 8 crashes over a three-year period.

Our office reviewed the 2010-2012 crash data in this area and found that the intersection of Fox Street and Washington Ave has had 7 collisions over this three year period with a CRF of 1.52, just shy of meeting the definition of an HCL. The proposed project should not have a significant impact

Mr. Robert Metcalf
March 26, 2014
Page 3 of 4

on the safety of this intersection due to its low trip generation and the majority of the traffic will park off site.

Parking Assessment

The City ordinance suggests one parking space per housing unit which would result in the Applicant needing to provide a total of 18 spaces. Providing more parking than needed results in loss of open space and increases stormwater impacts, and underutilization of valuable urban land. At the same time, providing too little parking would have adverse impacts on residents and the surrounding neighborhood. The applicant's goal through the parking demand analysis process is to find the appropriate ratio of parking spaces. Our office has data suggesting actual parking demand will be well below one space per unit for affordable housing. To estimate the parking demand for the proposed project, Gorrill-Palmer Consulting Engineers, Inc. reviewed our files for relevant parking studies we have completed and determined that two were relevant to this project and are summarized below:

- Island View Apartments in Portland: This inventory was performed on July 12, 2004 from 6:00 to 9:00 PM. Island View Apartments is a 70-unit apartment building on the corner of Walnut and North Streets in Portland. It contains a total of 84 parking spaces, 29 of which are designated visitor parking only, and 2 of which are handicap. In the peak half-hour period, a maximum of 49 parking spaces were occupied. This translates to a demand of 0.70 parking spaces per dwelling unit.
- As part of studies for similar projects in the past, our office examined the parking occupancy of apartment buildings in downtown Portland with dedicated parking lots, either behind or within the building as part of another application. Our office completed parking occupancy counts from 10-11 PM (within the peak period, based on ITE and ULI data) at 53 Danforth Street, 645 Congress Street, and Walker Terrace (at the corner of Congress and Walker Street) on Tuesday, October 26, 2010. See summary below.
- In addition, we referenced the parking supply for Franklin Towers and Oak Street Lofts. Franklin Towers has 200 units, and based upon aerial data, a parking supply of 56 spaces. Oak Street Lofts has 37 units, and 16 parking spaces, although it should be noted that half of these spaces (eight) are for motorcycles. For the purposes of this letter, it is assumed that peak demand at both of these facilities is at 100 percent occupancy.

Based on the occupancy counts, the following parking demand was determined:

53 Danforth:	43 units, 29 spaces occupied	=	0.67 spaces/unit
645 Congress:	56 units, 28 spaces occupied	=	0.50 spaces/unit
Walker Terrace:	40 units, 20 spaces occupied	=	0.50 spaces/unit
Oak Street Lofts:	37 units, 16 spaces occupied*	=	0.43 spaces/unit
Franklin Towers:	200 units, 58 spaces occupied**	=	0.29 spaces/unit
AVERAGE:			0.48spaces/unit

*Assumes 100% occupancy at Oak Street.

Gorrill-Palmer Consulting Engineers, Inc.

Mr. Robert Metcalf
March 26, 2014
Page 4 of 4

**** Assumes 58 spaces based upon aerial imagery, and 100% occupancy at Franklin Towers.**

This information indicates an average need for 0.48 spaces per apartment within the Portland Peninsula.

Based on the level of demand at the above referenced studies, it is the opinion of Gorrill Palmer that appropriate parking demand for the proposed 134 Washington Avenue Efficiencies is 0.70 spaces per unit, translating to a demand for 13 spaces. Of these 13 spaces, 2 would be provided on site and 11 off site through the City's in lieu fee process.

Our office completed an on street parking assessment within a 360 foot radius of the project on Monday March 24, 2014 at 11:30 PM. This radius is within a 2 minute walk to the site. This information showed there are 73 spaces available and 24 were occupied at that time, presumably by residents.

Closing

Please contact this office with any questions.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L Gorrill, PE, PTOE
Principal



Berry, Huff, McDonald, Milligan Inc.
Engineers, Surveyors

LESTER S. BERRY
WILLIAM A. THOMPSON
ROBERT C. LIBBY, Jr.
WALTER E. PELKEY

Att. P

March 18, 2014

Bob Metcalf
70 Center Street
Portland, Me. 04101

Re: Stormwater Management
Avesta Housing
134 Washington Avenue
Portland, ME

Dear Bob:

Based on the Project Plans prepared by Mitchell & Associates and our review we have prepared the following Stormwater Management Report. The location within the City of Portland requires the compliance with the Chapter 500 Standards in the State Stormwater Law.

EXISTING CONDITIONS

The existing site has been surveyed and can be found on the Existing Conditions Plan and the Pre-development Plan. The site is located at 134 Washington Avenue which is on the west side opposite Walnut Street. A USGS Location Map is attached. The site is a small [10,096 sf] lot with an existing 2 story wood frame house, garage, paved driveway and gravel parking area.

PROPOSED PROJECT

Avesta proposes to demolish the existing structures and paving [approximately 2,983 sf of impervious area] and construct a 3 story – 18 housing unit building with a small driveway and 2 parking spaces [approximately 4,707 sf of impervious area]. This results is a minor increase of 1,724 sf. Typically 1,724 sf of impervious area is insignificant but in this case with the steep grades and abutters, it was determined that measures were needed to reduce peak flow rates and treat runoff. Therefore, an infiltration bed is proposed.

SOILS

The soils are shown on the Cumberland County Medium Intensive Soils Maps [attached] as Hinckley soils [HSG A]. Test pits by James Logan, CSS, Albert Frick Associates,

indicate that soils are Adams like [HSG A] and Croghan like [HSG B]. For calculations we are using Hydrologic Soils Group A soils. Soils report and test pit logs are attached.

PRE-DEVELOPMENT CONDITIONS

The Pre-development Plan and calculations are attached.

The site has a significant slope from the Washington Avenue side to the rear. Grades fall from elevation 72 to elevation 55 at the rear line which is only 120+/- feet [14% grade]. None of the Washington Avenue runoff appears to enter the site so only runoff generated from the site flows downhill or westerly. It appears that runoff generally stays in a sheet flow manner before crossing the property lines to the abutting lots located on Hammond Street. Hence, the Analysis Point [AP 1] is actually the boundary line which is approximately 98 feet long. There appears to be no issues with the existing drainage flow conditions but it is difficult during winter conditions to fully assess the situation.

The site has 2,383 sf of disconnected impervious, 600 sf of gravel, and 7,113 sf of grass. Peak flow rates were calculated as follows:

2 year storm =	0.00 cfs
10 year storm =	0.08 cfs
25 year storm =	0.18 cfs

The flow rates support the conclusion that downstream impacts from this site are non-existent to minimal.

POST DEVELOPMENT CONDITIONS

The Post development Plan and calculations are attached [same model as pre].

The goal was to limit post development peak flow rates to no greater than the above pre-development rates and treat as much flow as possible. The issue appears to be that we do not want to create a concentrated discharge to any of the downstream abutters.

Based upon the medium intensive soils maps [attached] it seemed that infiltration is an option. Therefore, the site has been designed to discharge all the roof and driveway runoff into Catchbasin 1 and then into an infiltration bed consisting of 12 Stormtech SC-740 chambers embedded in crushed stone. Pretreatment will be from a sump in the catchbasin and an Isolator row. The Isolator Row's capacity is much larger than DEP minimum sizing.

The infiltration bed was designed using the HydroCad "Chamber Wizard" [see calculations] with an infiltration rate of 2.41 inches per hour. The soils report indicates that actual infiltration is in the 6-20 inches per hour rate. The bed was sized to handle the 25 year storm with a bypass above this for any storm that may exceed the capacity. The bottom of the stone is at elevation 59.5 which is 4 feet above the seasonal ground water

table in TP1. TP2 did not find the seasonal ground water table. The chambers are at elevation 60.0 with a top of stone at elevation 63.0. The peak storage elevation for each design storm is as follows:

2 year storm =	60.51
10 year storm =	61.44
25 year storm =	61.99

The bypass was set at elevation 62.5.

The peak discharge rate from the project consists only of runoff from Subarea 3 which is the same grassed rear yard as exists now. Peak flow rates are as follows:

2 year storm =	0.00 cfs (0.00 cfs)
10 year storm =	0.00 cfs (0.08 cfs)
25 year storm =	0.01 cfs (0.18 cfs)

The peak flow rates to the downhill abutters have been reduced from the minor predevelopment rates to almost nothing.

O & M

An infiltration bed is a stormwater structure that needs to be monitored as it ages and needs protection from abuse. Abuse would be defined as discharging fines into the bed that could eventually clog the bed. An O & M is attached that the Owners should incorporate into their standard maintenance for the project. In addition a silt trap should be kept and maintained at the catchbasin until the site is stabilized.

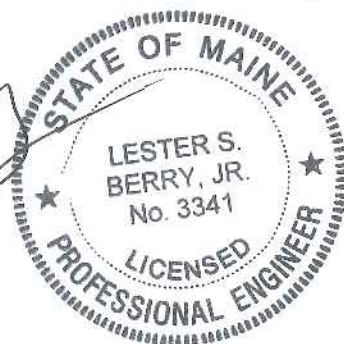
SUMMARY

The parcel is fortunate to have soils that are able to infiltrate stormwater in that this is an easy method to manage peak flow rates and provide stormwater treatment.

Please review and let me know if you or the City have any questions.

Sincerely,

Lester S. Berry, PE





Albert Frick Associates, Inc

Environmental Consultants

95A County Road Gorham, Maine 04038
(207) 839-5563 FAX (207) 839-5564
www.albertfrick.com info@albertfrick.com

Albert Frick, SS, SE
James Logan, SS, SE
Matthew Logan, SE
Brady Frick, SE
Bryan Jordan, SE
William O'Connor, SE
Noel Dunn, Office Manager

March 7, 2014

Ms. Sashie Misner
Mitchell Associates
70 Center Street
Portland, ME 04101

Re: 134 Washington Avenue, Portland

Dear Ms. Misner:

We visited the above-referenced property on March 5, 2014 to excavate and evaluate two test pits, at locations of your choosing. These are provided to assist with stormwater design for the property.

Enclosed for your review and use are soil profile descriptions for each test pit excavated, along with a general description of soil properties for each soil observed.

Soils on-site at TP1 consist of fill over moderately well drained Croghan soils, which are glacial outwash, generally with no hardpan or restrictive layers. Seasonal high groundwater table was observed at 52" in this excavation. Soils at TP2 are fill over well to excessively well drained Adams, which are similar to Croghan but generally have no water table within 6' of the soil surface.

Both soils are similar in textures, with permeabilities of 6"-20"/hour in the upper part (within 24" +/- of soil surface) to 20"/hour below these depths. I trust you will find this and the enclosed information helpful in stormwater design. Feel free to call should you have further questions or matters for discussion regarding the site.

Sincerely,

James Logan
Certified Soil Scientist #213
Licensed Site Evaluator #237
Wetland Scientist

Town, City, Plantation
PORTLAND

Street, Road Subdivision
134 WASHINGTON AVENUE

Owner's Name
AVESTA HOUSING

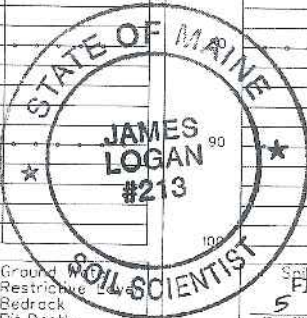
SOIL DESCRIPTION AND CLASSIFICATION (Location of Observation Holes Shown Above)

Observation Hole **TP 1** ☒ Test Pit ☐ Boring
" Depth of Organic Horizon Above Mineral Soil

DEPTH BELOW MINERAL SOIL SURFACE (inches)	Texture	Consistency	Color	Mottling
0		FROZEN		
10	SANDY LOAM AND LOAMY SAND (FILL)		DARK BROWN	
20		FRIABLE		
30				
40	MEDIUM SAND		YELLOW BROWN	
50				
60	GRAVELLY COARSE SAND	SLIGHTLY CEMENTED	LIGHT YELLOW BROWN	FEW, FAINT
70		FRIABLE		
80		LIMIT OF EXCAVATION		
90				
100				

Observation Hole **TP 2** ☒ Test Pit ☐ Boring
" Depth of Organic Horizon Above Mineral Soil

DEPTH BELOW MINERAL SOIL SURFACE (inches)	Texture	Consistency	Color	Mottling
0		FROZEN		
10	SANDY LOAM AND LOAMY SAND (FILL) WITH BRICKS AND GLASS		DARK BROWN	
20				
30	MEDIUM SAND W/BRICK DEBRIS (FILL)	FRIABLE	LIGHT YELLOW BROWN	
40				
50	GRAVELLY LOAMY SAND AND SAND (ORIGINAL)		DARK YELLOW BROWN	
60			YELLOW BROWN	
70	FINE MEDIUM SAND		LIGHT YELLOW BROWN	
80				
90				
100				



Soil Classification
FILL OVER
5 Profile C Condition

Slope
%
Limiting Factor
52

☒ Ground Water
☐ Restrictive Layer
☐ Bedrock
☐ Pit Depth

Soil Series Name:

Drainage Class:

Hydrologic Group:

Soil Classification
FILL OVER
5 Profile B Condition

Slope
%
Limiting Factor
"

☐ Ground Water
☐ Restrictive Layer
☐ Bedrock
☐ Pit Depth

Soil Series Name:

Drainage Class:

Hydrologic Group:

FILL OVER CROGHAN-LIKE SOILS

FILL OVER ADAMS-LIKE SOILS

James Logan (for AFA)
Soil Scientist Signature

237/ 213
CSS #

3/6/14
Date

CROGHAN
(Aquic Haplorthods)

SETTING

Parent Material:	Derived from outwash or deltaic sand.
Landform:	Occupy outwash terraces and sand plains.
Position in Landscape:	Usually are found in intermediate or upper positions in the landscape.
Slope Gradient Ranges:	(B) 3-8% (C) 8-20%

COMPOSITION AND SOIL CHARACTERISTICS

Drainage Class:	Moderately well-drained, with an apparent water table 1.5 to 2.0 feet below the soil surface from November through May. The water table fluctuates from approximately 1.5 feet during prolonged wet periods to depths greater than 4 feet in dry seasons.	
Typical Profile Description:	Surface layer:	Dark brown sand, 0-7"
	Subsurface layer:	Strong brown/yellowish brown, brown & pale brown sand with mottles below 13", 7-52"
	Substratum:	Grayish brown loose sand, 52-60"
Hydrologic Group:	Group B	
Surface Run Off:	Slow to medium	
Permeability:	Rapid to very rapid in the lower horizons.	
Depth to Bedrock:	Deep, greater than 40".	
Hazard to Flooding:	None	

INCLUSIONS
(Within Mapping Unit)

Similar:	Adams, Duane
Dissimilar:	Nicholville, Naumburg, Lyman, Kinsman

USE AND MANAGEMENT

Development with subsurface wastewater disposal: The limiting factor for building site development is wetness due to the presence of a groundwater table. Proper foundation drainage or site modification is recommended. Croghan soils are suitable for subsurface wastewater disposal in accordance with State of Maine Rules for Subsurface Wastewater Disposal. This soil requires a 24-inch separation distance from the bottom of the disposal area and the seasonal high groundwater table. This soil requires a minimum hydraulic loading rate of 2.6 and 1.3 sq.ft/gpd for disposal beds and chamber area, respectively.

Development with public sewer and water: The limiting factor for building site development is wetness due to the presence of a groundwater table. Proper foundation drainage or site modification is recommended.

Stormwater Design: The Croghan soil is moderately well drained. The groundwater table is typically greater than 15 inches, but less than 40 inches in the spring and/or periods of heavy precipitation.

The expected soil permeability is 6 to 20 inches/hr in the top 0-12 inches, and 20 inches/hr below 12 inches.

ADAMS (Typic Haplorthods)

SETTING

Parent Material:	Derived from outwash, stratified drift material.
Landform:	Occupy outwash terraces and sand plains, deltas, lake plains, moraines, terraces and eskers.
Position in Landscape:	Usually occupies the upper positions of landform.
Slope Gradient Ranges:	(A) 0-3% (B) 3-8% (C) 8-20% (D) 20%+

COMPOSITION AND SOIL CHARACTERISTICS

Drainage Class:	Somewhat excessively to excessively well drained, with no evidence of high groundwater table within 3.5 feet of the soil surface.	
Typical Profile Description:	Surface layer:	Pinkish gray sand, 0-4"
	Subsurface layer:	Dark brown loamy sand, 4-10"
	Subsoil layer:	Brown & yellowish brown sand, 10-26"
	Substratum:	Grayish brown sand, 26-70"
Hydrologic Group:	Group A	
Surface Run Off:	Very slow to medium	
Permeability:	Rapid or very rapid	
Depth to Bedrock:	Very deep, greater than sixty inches	
Hazard to Flooding:	None	

INCLUSIONS (Within Mapping Unit)

Similar:	Soils that are fine sandy loam to very fine sandy loam to a depth of 20 inches, Colton.
Dissimilar:	Croghan soils that are moderately well drained and occur in shallow depressions.

USE AND MANAGEMENT

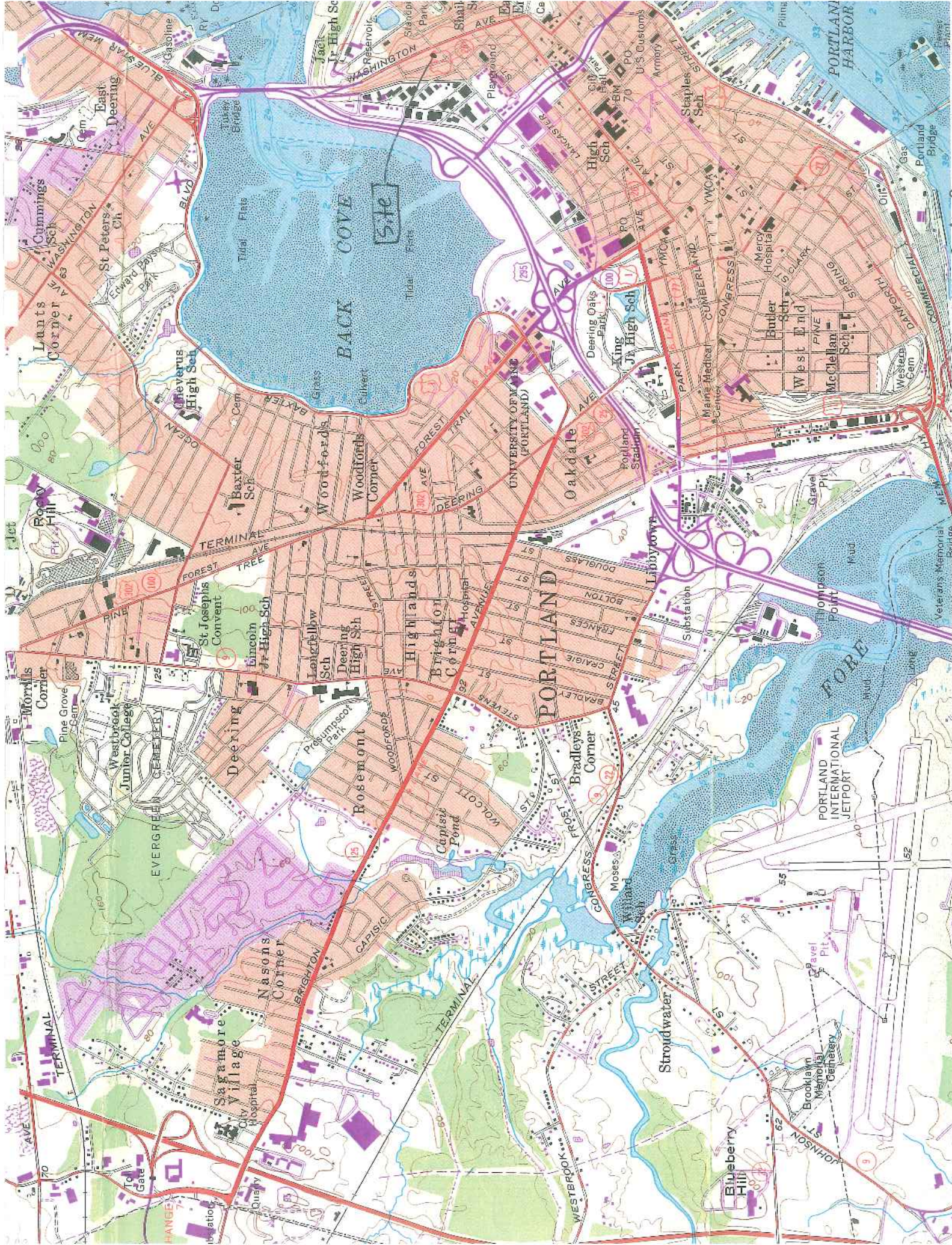
Development with subsurface wastewater disposal: Adams soil is suitable for subsurface wastewater disposal in accordance with State of Maine Rules for Subsurface Wastewater Disposal. This soil requires a 24-inch separation distance from the bottom of the disposal area and the seasonal high groundwater table. This soil requires a minimum hydraulic loading rate of 2.6 square feet/gpd for disposal system design. Adams soil is suited for building site development.

Development with public sewer and water: Adams soil is suited for building site development. Proper foundation drainage is recommended.

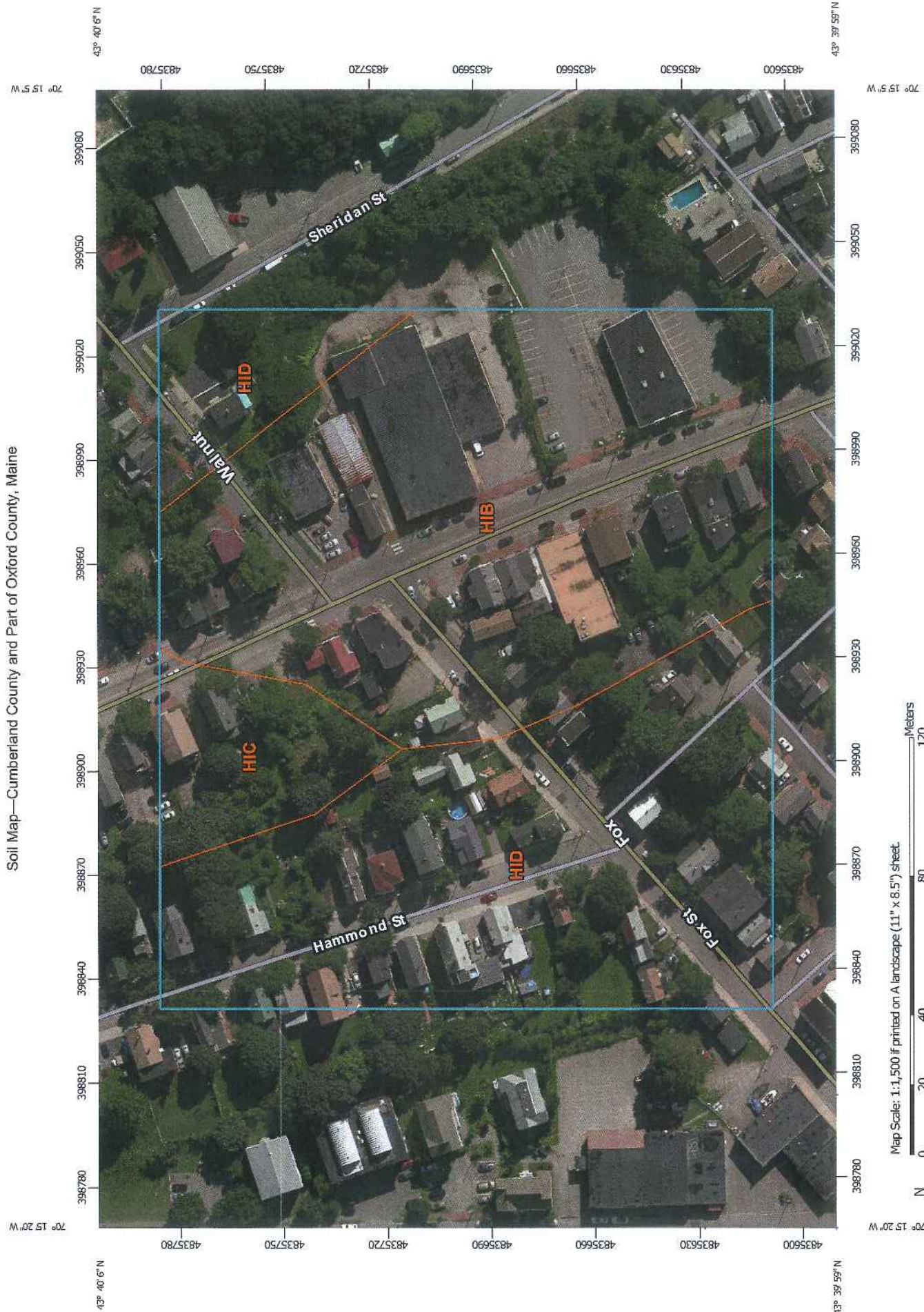
Stormwater Design: The Adams soil is well drained to excessively well drained. The groundwater table is typically below 4.0'. The groundwater table in this particular setting within the study area is greater than 8.0'. This soil is well suited for subsurface stormwater treatments. The expected soil permeability is 6.0 to 20.0 inches/hour in the upper horizon approximately 0-2', and 20.0 inches/hour in the lower horizons.

[illegible][illegible][illegible]

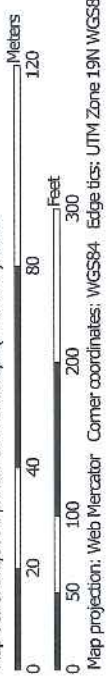
TM 12-E-4
N/P
GEORGE M. YORK
20750/247



Soil Map—Cumberland County and Part of Oxford County, Maine



Map Scale: 1:1,500 if printed on A landscape (11" x 8.5") sheet.



Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

MAP LEGEND

	Area of Interest (AOI)		Spot Area
	Soils		Stony Spot
	Soil Map Unit Polygons		Very Stony Spot
	Soil Map Unit Lines		Wet Spot
	Soil Map Unit Points		Other
	Special Point Features		Special Line Features
	Blowout		Water Features
	Borrow Pit		Streams and Canals
	Clay Spot		Transportation
	Closed Depression		Rails
	Gravel Pit		Interstate Highways
	Gravelly Spot		US Routes
	Landfill		Major Roads
	Lava Flow		Local Roads
	Marsh or swamp		Background
	Mine or Quarry		Aerial Photography
	Miscellaneous Water		
	Perennial Water		
	Rock Outcrop		
	Saline Spot		
	Sandy Spot		
	Severely Eroded Spot		
	Sinkhole		
	Slide or Slip		
	Sodic Spot		

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
Survey Area Data: Version 8, Nov 27, 2013

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 20, 2010—Aug 11, 2013

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Cumberland County and Part of Oxford County, Maine (ME005)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
HIB	Hinckley gravelly sandy loam, 3 to 8 percent slopes	4.3	48.3%
HIC	Hinckley gravelly sandy loam, 8 to 15 percent slopes	0.7	7.4%
HID	Hinckley gravelly sandy loam, 15 to 25 percent slopes	3.9	44.4%
Totals for Area of Interest		8.9	100.0%



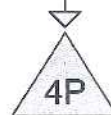
SA1 PRE/AP1



SA2 TO INFILTRATION



SA3 POST/AP1



INFILTRATION BED



Routing Diagram for 134 Washington Avenue Pre and Post
Prepared by BH2M ENGINEERS, Printed 4/2/2014
HydroCAD® 10.00 s/n 00619 © 2011 HydroCAD Software Solutions LLC

134 Washington Avenue Pre and Post*Type III 24-hr 2 YEAR STORM Rainfall=3.00"*

Prepared by BH2M ENGINEERS

Printed 4/2/2014

HydroCAD® 10.00 s/n 00619 © 2011 HydroCAD Software Solutions LLC

Page 2

Summary for Subcatchment 1S: SA1 PRE/AP1

Runoff = 0.00 cfs @ 13.77 hrs, Volume= 0.001 af, Depth> 0.07"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR STORM Rainfall=3.00"

Area (sf)	CN	Description
2,383	98	Unconnected roofs, HSG A
600	96	Gravel surface, HSG A
7,113	39	>75% Grass cover, Good, HSG A
10,096	56	Weighted Average, UI Adjusted CN = 50
7,713		76.40% Pervious Area
2,383		23.60% Impervious Area
2,383		100.00% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, MINIMUM

Summary for Subcatchment 2S: SA2 TO INFILTRATION

Runoff = 0.29 cfs @ 12.09 hrs, Volume= 0.020 af, Depth> 2.04"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Type III 24-hr 2 YEAR STORM Rainfall=3.00"

Area (sf)	CN	Description
4,707	98	Unconnected pavement, HSG A
520	39	>75% Grass cover, Good, HSG A
5,227	92	Weighted Average
520		9.95% Pervious Area
4,707		90.05% Impervious Area
4,707		100.00% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, MINIMUM

134 Washington Avenue Pre and Post*Type III 24-hr 2 YEAR STORM Rainfall=3.00"*

Prepared by BH2M ENGINEERS

Printed 4/2/2014

HydroCAD® 10.00 s/n 00619 © 2011 HydroCAD Software Solutions LLC

Page 4

Summary for Subcatchment 3S: SA3 POST/AP1

[45] Hint: Runoff=Zero

Runoff = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af, Depth= 0.00"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Type III 24-hr 2 YEAR STORM Rainfall=3.00"

Area (sf)	CN	Description
4,869	39	>75% Grass cover, Good, HSG A
4,869		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, MINIMUM

Summary for Pond 4P: INFILTRATION BED

Inflow Area = 0.120 ac, 90.05% Impervious, Inflow Depth > 2.04" for 2 YEAR STORM event
 Inflow = 0.29 cfs @ 12.09 hrs, Volume= 0.020 af
 Outflow = 0.03 cfs @ 12.81 hrs, Volume= 0.020 af, Atten= 89%, Lag= 43.1 min
 Discarded = 0.03 cfs @ 12.81 hrs, Volume= 0.020 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 60.51' @ 12.81 hrs Surf.Area= 0.013 ac Storage= 0.008 af

Plug-Flow detention time= 81.0 min calculated for 0.020 af (100% of inflow)
 Center-of-Mass det. time= 80.2 min (849.0 - 768.7)

Volume	Invert	Avail.Storage	Storage Description
#1A	59.50'	0.014 af	17.75'W x 31.92'L x 3.50'H Field A Z=0.2 0.048 af Overall - 0.013 af Embedded = 0.036 af x 40.0% Voids
#2A	60.00'	0.013 af	StormTech SC-740 x 12 Inside #1 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap Row Length Adjustment= +0.44' x 6.45 sf x 3 rows
		0.027 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Discarded	59.50'	2.410 in/hr Exfiltration over Surface area

Discarded OutFlow Max=0.03 cfs @ 12.81 hrs HW=60.51' (Free Discharge)

↑ **1=Exfiltration** (Exfiltration Controls 0.03 cfs)

Pond 4P: INFILTRATION BED - Chamber Wizard Field A**Chamber Model = StormTech SC-740**

Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf

Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

Row Length Adjustment= +0.44' x 6.45 sf x 3 rows

51.0" Wide + 12.0" Spacing = 63.0" C-C Row Spacing

4 Chambers/Row x 7.12' Long +0.44' Row Adjustment = 28.92' Row Length +18.0" End Stone x 2 = 31.92' Base Length

3 Rows x 51.0" Wide + 12.0" Spacing x 2 + 18.0" Side Stone x 2 = 17.75' Base Width

6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

0.2 ' Side-Z x Height = 8.4" Flare/Side

Base Length + Flare x 2 = 33.32' Top Length

Base Width + Flare x 2 = 19.15' Top Length

12 Chambers x 45.9 cf +0.44' Row Adjustment x 6.45 sf x 3 Rows = 559.8 cf Chamber Storage

2,107.0 cf Field - 559.8 cf Chambers = 1,547.2 cf Stone x 40.0% Voids = 618.9 cf Stone Storage

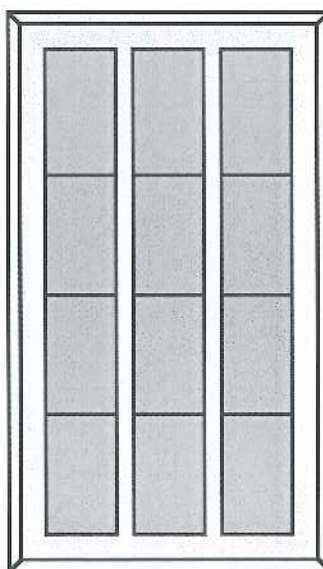
Stone + Chamber Storage = 1,178.7 cf = 0.027 af

Overall Storage Efficiency = 55.9%

12 Chambers

78.0 cy Field

57.3 cy Stone



Summary for Subcatchment 1S: SA1 PRE/AP1

Runoff = 0.08 cfs @ 12.15 hrs, Volume= 0.010 af, Depth> 0.50"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR STORM Rainfall=4.70"

Area (sf)	CN	Description
2,383	98	Unconnected roofs, HSG A
600	96	Gravel surface, HSG A
7,113	39	>75% Grass cover, Good, HSG A
10,096	56	Weighted Average, UI Adjusted CN = 50
7,713		76.40% Pervious Area
2,383		23.60% Impervious Area
2,383		100.00% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, MINIMUM

Summary for Subcatchment 2S: SA2 TO INFILTRATION

Runoff = 0.50 cfs @ 12.09 hrs, Volume= 0.036 af, Depth> 3.59"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Type III 24-hr 10 YEAR STORM Rainfall=4.70"

Area (sf)	CN	Description
4,707	98	Unconnected pavement, HSG A
520	39	>75% Grass cover, Good, HSG A
5,227	92	Weighted Average
520		9.95% Pervious Area
4,707		90.05% Impervious Area
4,707		100.00% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, MINIMUM

134 Washington Avenue Pre and Post*Type III 24-hr 10 YEAR STORM Rainfall=4.70"*

Prepared by BH2M ENGINEERS

Printed 4/2/2014

HydroCAD® 10.00 s/n 00619 © 2011 HydroCAD Software Solutions LLC

Page 9

Summary for Subcatchment 3S: SA3 POST/AP1

Runoff = 0.00 cfs @ 13.76 hrs, Volume= 0.001 af, Depth> 0.11"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR STORM Rainfall=4.70"

Area (sf)	CN	Description
4,869	39	>75% Grass cover, Good, HSG A
4,869		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, MINIMUM

Summary for Pond 4P: INFILTRATION BED

[82] Warning: Early inflow requires earlier time span

Inflow Area = 0.120 ac, 90.05% Impervious, Inflow Depth > 3.59" for 10 YEAR STORM event
 Inflow = 0.50 cfs @ 12.09 hrs, Volume= 0.036 af
 Outflow = 0.03 cfs @ 13.56 hrs, Volume= 0.030 af, Atten= 93%, Lag= 88.1 min
 Discarded = 0.03 cfs @ 13.56 hrs, Volume= 0.030 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 61.44' @ 13.56 hrs Surf.Area= 0.014 ac Storage= 0.016 af

Plug-Flow detention time= 162.9 min calculated for 0.030 af (83% of inflow)
 Center-of-Mass det. time= 113.6 min (869.7 - 756.1)

Volume	Invert	Avail.Storage	Storage Description
#1A	59.50'	0.014 af	17.75'W x 31.92'L x 3.50'H Field A Z=0.2 0.048 af Overall - 0.013 af Embedded = 0.036 af x 40.0% Voids
#2A	60.00'	0.013 af	StormTech SC-740 x 12 Inside #1 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap Row Length Adjustment= +0.44' x 6.45 sf x 3 rows
		0.027 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Discarded	59.50'	2.410 in/hr Exfiltration over Surface area

Discarded OutFlow Max=0.03 cfs @ 13.56 hrs HW=61.44' (Free Discharge)
 1=Exfiltration (Exfiltration Controls 0.03 cfs)

Pond 4P: INFILTRATION BED - Chamber Wizard Field A**Chamber Model = StormTech SC-740**

Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf

Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

Row Length Adjustment= +0.44' x 6.45 sf x 3 rows

51.0" Wide + 12.0" Spacing = 63.0" C-C Row Spacing

4 Chambers/Row x 7.12' Long +0.44' Row Adjustment = 28.92' Row Length +18.0" End Stone x 2 = 31.92' Base Length

3 Rows x 51.0" Wide + 12.0" Spacing x 2 + 18.0" Side Stone x 2 = 17.75' Base Width

6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

0.2 ' Side-Z x Height = 8.4" Flare/Side

Base Length + Flare x 2 = 33.32' Top Length

Base Width + Flare x 2 = 19.15' Top Length

12 Chambers x 45.9 cf +0.44' Row Adjustment x 6.45 sf x 3 Rows = 559.8 cf Chamber Storage

2,107.0 cf Field - 559.8 cf Chambers = 1,547.2 cf Stone x 40.0% Voids = 618.9 cf Stone Storage

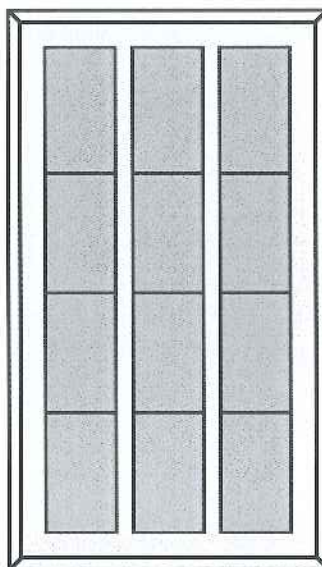
Stone + Chamber Storage = 1,178.7 cf = 0.027 af

Overall Storage Efficiency = 55.9%

12 Chambers

78.0 cy Field

57.3 cy Stone



134 Washington Avenue Pre and Post

Type III 24-hr 25YEAR STORM Rainfall=5.50"

Prepared by BH2M ENGINEERS

Printed 4/2/2014

HydroCAD® 10.00 s/n 00619 © 2011 HydroCAD Software Solutions LLC

Page 12

Summary for Subcatchment 1S: SA1 PRE/AP1

Runoff = 0.18 cfs @ 12.12 hrs, Volume= 0.015 af, Depth> 0.80"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25YEAR STORM Rainfall=5.50"

Area (sf)	CN	Description
2,383	98	Unconnected roofs, HSG A
600	96	Gravel surface, HSG A
7,113	39	>75% Grass cover, Good, HSG A
10,096	56	Weighted Average, UI Adjusted CN = 50
7,713		76.40% Pervious Area
2,383		23.60% Impervious Area
2,383		100.00% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, MINIMUM

Summary for Subcatchment 2S: SA2 TO INFILTRATION

Runoff = 0.59 cfs @ 12.09 hrs, Volume= 0.043 af, Depth> 4.33"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Type III 24-hr 25YEAR STORM Rainfall=5.50"

Area (sf)	CN	Description
4,707	98	Unconnected pavement, HSG A
520	39	>75% Grass cover, Good, HSG A
5,227	92	Weighted Average
520		9.95% Pervious Area
4,707		90.05% Impervious Area
4,707		100.00% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, MINIMUM

Summary for Subcatchment 3S: SA3 POST/AP1

Runoff = 0.01 cfs @ 12.40 hrs, Volume= 0.002 af, Depth> 0.26"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Type III 24-hr 25YEAR STORM Rainfall=5.50"

Area (sf)	CN	Description
4,869	39	>75% Grass cover, Good, HSG A
4,869		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, MINIMUM

Summary for Pond 4P: INFILTRATION BED

[82] Warning: Early inflow requires earlier time span

Inflow Area = 0.120 ac, 90.05% Impervious, Inflow Depth > 4.33" for 25YEAR STORM event
 Inflow = 0.59 cfs @ 12.09 hrs, Volume= 0.043 af
 Outflow = 0.03 cfs @ 13.91 hrs, Volume= 0.031 af, Atten= 94%, Lag= 109.6 min
 Discarded = 0.03 cfs @ 13.91 hrs, Volume= 0.031 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 61.99' @ 13.91 hrs Surf.Area= 0.014 ac Storage= 0.021 af

Plug-Flow detention time= 167.2 min calculated for 0.031 af (72% of inflow)
 Center-of-Mass det. time= 104.1 min (856.6 - 752.5)

Volume	Invert	Avail.Storage	Storage Description
#1A	59.50'	0.014 af	17.75'W x 31.92'L x 3.50'H Field A Z=0.2 0.048 af Overall - 0.013 af Embedded = 0.036 af x 40.0% Voids
#2A	60.00'	0.013 af	StormTech SC-740 x 12 Inside #1 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap Row Length Adjustment= +0.44' x 6.45 sf x 3 rows
		0.027 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Discarded	59.50'	2.410 in/hr Exfiltration over Surface area

Discarded OutFlow Max=0.03 cfs @ 13.91 hrs HW=61.99' (Free Discharge)↑ **1=Exfiltration** (Exfiltration Controls 0.03 cfs)

Pond 4P: INFILTRATION BED - Chamber Wizard Field A**Chamber Model = StormTech SC-740**

Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf

Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

Row Length Adjustment= +0.44' x 6.45 sf x 3 rows

51.0" Wide + 12.0" Spacing = 63.0" C-C Row Spacing

4 Chambers/Row x 7.12' Long +0.44' Row Adjustment = 28.92' Row Length +18.0" End Stone x 2 = 31.92' Base Length

3 Rows x 51.0" Wide + 12.0" Spacing x 2 + 18.0" Side Stone x 2 = 17.75' Base Width

6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

0.2 ' Side-Z x Height = 8.4" Flare/Side

Base Length + Flare x 2 = 33.32' Top Length

Base Width + Flare x 2 = 19.15' Top Length

12 Chambers x 45.9 cf +0.44' Row Adjustment x 6.45 sf x 3 Rows = 559.8 cf Chamber Storage

2,107.0 cf Field - 559.8 cf Chambers = 1,547.2 cf Stone x 40.0% Voids = 618.9 cf Stone Storage

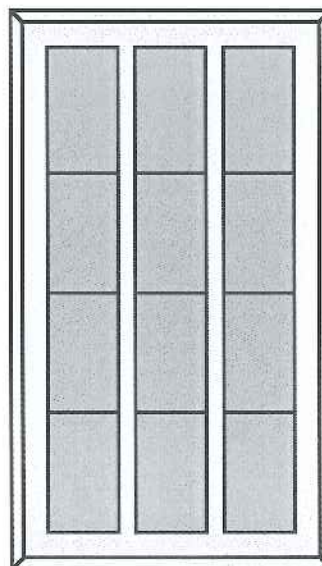
Stone + Chamber Storage = 1,178.7 cf = 0.027 af

Overall Storage Efficiency = 55.9%

12 Chambers

78.0 cy Field

57.3 cy Stone



OPERATIONS & MAINTENANCE PLAN
FOR STORMWATER FACILITIES

For: Washington Avenue Efficiencies
134 Washington Avenue
Portland, Maine

The applicant, Avesta Washington Ave. LP, will be responsible for all operation and maintenance of the entire site.

Site Description

Washington Avenue Efficiencies is an 18 unit apartment project located at 134 Washington Avenue, Portland, Maine.

Stormwater Overview and Objectives

With the highly permeable sandy soils the project was designed to infiltrate runoff into the ground. That is how the site is currently discharging most runoff. Therefore, continuing with infiltration will have no impacts to abutters or the groundwater table.

The stormwater system consists of one infiltration bed, a catchbasin and 2 manholes.

Contacts:

Design Engineer: BH2M
28 State Street
Gorham, Me. 04038
(207) 839-2771

Developer: Avesta Washington Ave. LP
307 Cumberland Avenue
Portland, Me. 04101

Inspector: _____

- b) Measure and record silt accumulation, if any. Sumps shall be cleaned at least on a yearly basis in the spring.
3. Check pipelines on an annual basis to determine silt accumulation, if any. Remove excess silt if found.

Housekeeping

1. Use "Inspection & Maintenance Log" and keep records in three-ring binder.
2. See attached Appendix B "Inspection and Maintenance" from Maine DEP Stormwater Regulations.
3. See attached "Appendix C" from Maine DEP Stormwater Regulations for Performance Standards.

Contractors:

Contractor 1 _____

Contractor 2 _____

Purpose

The following O&M Plan provides guidance and schedules for the O&M of the stormwater facility.

Infiltration Basin

1. Inlet Inspections: The inlet of the basin shall be checked periodically to ensure that flows are not blocked by debris. Inspections shall be conducted monthly during wet weather conditions from March to November.
2. Erosion & Instability: The infiltration basin should be inspected annually for erosion, destabilization of side slopes, embankment settling and other signs of structural failure, and loss of storage volume due to sediment accumulation. Corrective action should be taken immediately upon identification of problems.
4. Sediment Removal: Sediment shall be removed from the pretreatment structure at least annually and from the basin when necessary.
5. Measurement of Sediment Accumulation: Inspect for sediment accumulation. If sediment reaches 2" in depth, the sediment shall be removed.
6. Check Inspection port to check for accumulated silt. If silt is found clean per manufacturer's instructions.

Storm Drain System Includes Catch Basins & Manholes

1. Inspect catch basin inlets on a monthly basis for debris or conditions which could inhibit flow entry. Remove debris and properly dispose.
2. Inspect the catch basin structures on an annual basis.
 - a) Check that rims are securely attached and properly set to optimize flow entry.

INSPECTION SUMMARY
WASHINGTON AVENUE EFFICIENCIES

<u>Inspection of</u>	<u>Schedule *</u>
-----------------------------	--------------------------

- | | |
|-----------------------------|---------|
| • Infiltration Basin | |
| Inspect | Monthly |
| Remove Sediment | Yearly |
| • Storm Draining & Drywells | |
| Inspect | Monthly |
| Measure Silt & Remove | Yearly |

* After significant rainstorm in addition to regular inspections. Inspections shall be within 3 days of significant rainfall.

INSPECTION LOG
Washington Avenue Efficiencies
Stormwater Management
Inspection & Maintenance Log

Date of Inspection: _____

Inspection by: _____

Purpose of Inspection: Monthly, Yearly, Significant Rainfall (circle one)

- Infiltration Basin

Description of Conditions:

Maintenance & Date of Repairs:

Sediment Inspection & Removal:

- Catchbasins

Description of Conditions:

Maintenance & Date of Repairs:

Sediment Inspection & Removal:

Inspector Signature

SOLID WASTE DISPOSAL

Washington Avenue Efficiencies will contract with a private hauler for removal of solid waste generated within the building. A waste management room is located on the first floor of the building and accessible from an exterior door along the south side of the building. The trash hauler will either back into the driveway off of Washington Avenue or park on the street. The hauler will wheel container units to the truck. These units will provide recycling and solid waste disposal. Pickup will occur twice each week.

Please refer to the trash demand analysis for estimated needs.

SNOW REMOVAL

Washington Avenue Efficiencies will contract with a snow plow company to maintain driveway and sidewalk access after snow storms. Snow can be piled near the catchbasin in the driveway, pushed over the wall ~~into the backyard~~ or, in extreme situations, hauled off site.

Steps

Washington Ave TRASH ANALYSIS

The following analysis is based on MaineHousing guideline of 0.25 cubic yards per week per bedroom. Recycling based on experience of PineTree Waste and Avesta.

NEEDED TRASH CAPACITY

	Cubic Yards
# Bedrooms	18
times 0.25 cu. yd. per BR	4.5
TOTAL NEEDED (rounded up) without recycling program	5

NEEDED RECYCLE CAPACITY

Max 45% of trash volume	2.25
Max Recycling Capacity	2
Min 30% of trash volume	1.5
Minimum Recycling Capacity	2
Total Yards Trash with recycling	3

PROPOSED DUMPSTER CAPACITY

Weekly Collection

TRASH	4 yards
RECYCLING	2 yards
TOTAL CAPACITY	6 yards

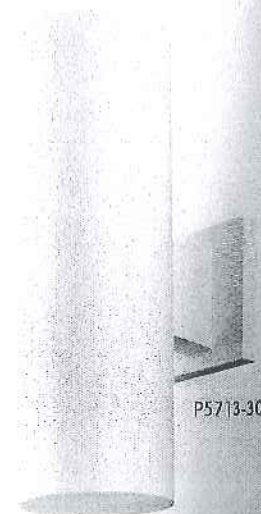
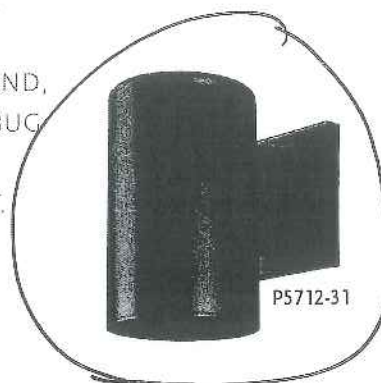
LIGHT FIXTURES

Building mounted lighting locations are identified on Sheet 2, Layout Plan. Fixture cut sheets are included in this submission. Recessed light fixtures are proposed within the canopy at the main entrance.

★ Polymeric Cylinders

SLEEK, CYLINDRICAL FORMS ESPECIALLY IDEAL FOR COASTAL LOCATIONS. UP OR DOWN CONFIGURATION OPTIONS. NON-CORROSIVE COMPONENTS WITHSTAND SALT, WIND, SAND, WATER AND SUN, DOWN VERSION SHIELDS PAR LAMP AND BUG LIGHTS TO MINIMIZE GLARE ONTO BEACH FOR TURTLE LAW COMPLIANCE. WET LOCATION LISTED. DARK SKY COMPLIANT.

Product No.	Finish	Description	Size	Lamp(s)
P5712-30	Textured White	One-light	5" W, 7-1/4" ht.	1 75w PAR-30
P5712-31	Black	polymeric cylinder	Extends 7-3/4".	or 65w BR-30
P5713-30	Textured White	Two-light	5" W, 14" ht.	2 75w PAR-30
P5713-31	Black	polymeric cylinder	Extends 7-3/4".	or 65w BR-30
P8712-30	Textured White	Turtle-friendly	5" dia., 4" ht.	n/a
P8712-31	Black	accessory		

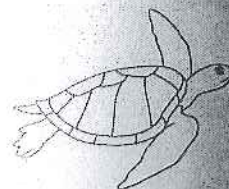
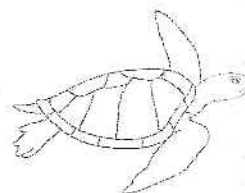
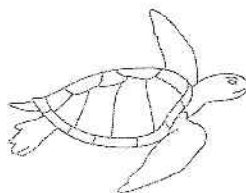
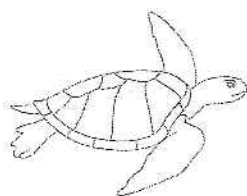
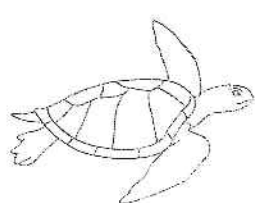
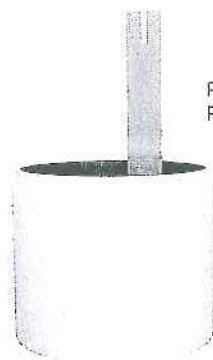


★ Sea Turtle Friendly

P8712-30 White
P8712-31 Black
Size: 5" dia., 4" ht.

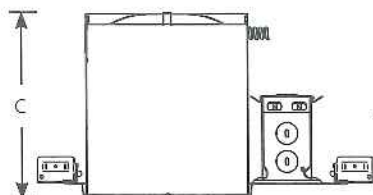
Accessory provides additional shielding of the light source to achieve "turtle-friendly" illumination. Check with your local turtle enforcement official.

P8712-30
P8712-31

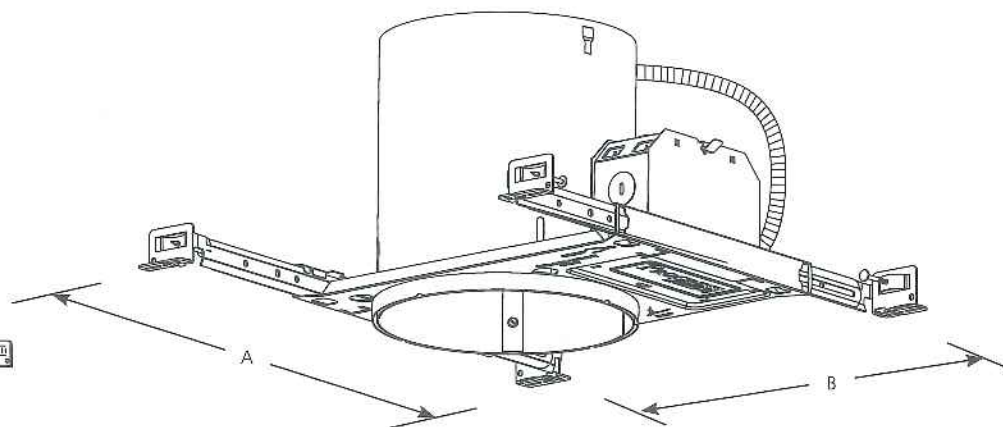


Type _____
P87-LED ☐

Catalog No.	Lamping	Dimensions (Inches)		
		A	B	C
P87-LED	See Trim Specifications	7-7/8	10-3/4	7-1/4
		Ceiling Opening 6-7/8		

Side view



Title 24 Lighting

The P87-LED IC rated, new construction recessed can is designed specifically for use with P8071 Series LED trims (purchased separately). The integral quick link connector provides electrical connection to the trim in place of a traditional Edison base socket. The P87-LED in conjunction with the P8071 series LED trims is a high efficacy luminaire compliant with California Title 24 requirements for recessed lighting. Marked for 15W maximum input power, the P87-LED is also a great option where lighting power densities limit allowable W/ft².

Specifications:

Wiring

- Universal junction box with snap-out sides
- Removable housing for field inspection of wiring
- Grounding pigtail
- Knockout free Romex clamps
- 1/2" & 3/4" Knock outs for rigid or BX fittings
- Pre-Installed wire quick connects
- Thru-branch wiring for #12 90° conductors (4 in/4 out)

Construction

- Housing adjusts for ceiling thickness from 1/2" to 1-1/2" thick
- Full wrap-around plaster frame
- Removable K.O. for remodel use (P8607-01 plaster frame clips also required)
- Galvanized steel construction
- Notched housing for chalkline alignment
- Quick connector allows easy electrical connection with trim

Bar Hangers

- Integral nail for wood joist construction
- Integral T-bar mounting clip
- Spans 24" T-bar for suspended ceilings
- Lock to secure housing
- Captive with joist adjustment tabs
- 90-degree mounting for tight spaces

Labeling/Compliance

- IC and Non-IC rated
- Performance tested to ASTM E283 Air Tight requirements, including IECC, CA Title 24 and Washington State Energy Codes
- UL-CUL listed for damp location and through branch wiring
- Approved for use in New York City per calendar #40330.
- Complies with California Title 24
- Labeled as 15w maximum input

Trim

- Trim-Lok® action forces trim to fit snugly against the ceiling
- P87-LED is designed for use with P8071 Series LED Trims (purchased separately)

Progress Lighting
701 Millennium Blvd.
Greenville, South Carolina
29607



LED

6" Open Trim

New Construction and Remodel
Wet Location

Recessed

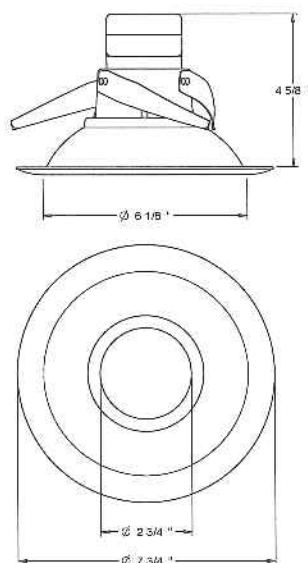
Type _____

-28/30KSTR2

P8071 ☐

Finish

Catalog No	Finish				3000K LED	LED
	Antique Bronze	White	Black	Metalic Gray	Color Temp	Generation
P8071	-20	-28	-31	-82	30K	STR2



Lamp Wattage Housing

	IC	Non-IC
P86-TG	13.5w	13.5w
P87-AT	13.5w	13.5w
P87-ATQC	13.5w	13.5w
P87-LED	13.5w	13.5w
P186-TG	13.5w	13.5w
P187-TG	13.5w	13.5w
P821-FB	13.5w	13.5w
Competitive Housings*	13.5w	13.5w

*See Trim Compatibility Guide

The P8071 is ideal for use in both new construction as well as remodel/retrofit applications. Light output is comparable to that of typical downlight lamps providing up to 75% energy savings. The P8071 is equipped with both an Edison base adapter and quick link allowing easy installation in many standard incandescent cans, and also affording compliance to California title 24 and IECC lighting power density (w/ft²) requirements when used with the P87-LED housing (purchased separately).

Specifications:Trim Assembly

- Frosted polycarbonate lens controls direct glare from the LEDs
- Easy "Push and Twist" installation with (3) friction spring clips.
- In addition to the Progress P87-AT, P87-ATQC, P87-LED, P187-TG, the P8071 is also UL classified for use with 6" housings made by Capri, Commercial Electric, Halo, Intense, Juno, Lithonia, Nora and WAC. See ProgressLED trim compatibility guide for a complete list of classified housings.

Lamping

- 5 LED (Light Emitting Diode) lamps included
- 13.5-watt input power
- Lumen output: 691 lumens. Absolute photometry conducted per LM-79 for solid state luminaires
- Lumen output and distribution comparable to a 65w BR30 incandescent lamp
- CRI is 80+ rivaling CFL
- 60,000 hours life based on 70% lumen maintenance (TM-21)

- Lamp contains no mercury
- Suitable for use in IC or NON-IC Applications with 25°C (77°F) continuous room side ambient temperature.

Electrical

- Class 2 driver, compliant to FCC 47CFR part 15 Class B, Class A noise rating, >0.90 Power Factor
- Trim comes with attached quick link for use with E26 Edison Base adapter whip (provided) or P87-LED housing (purchased separately)
- Flicker-free dimming to 15% with most standard incandescent dimmers (See Dimming Notes)

- 120VAC input, 50/60Hz

Labels

- cULus classified for wet locations

PROGRESS LED

**lighting facts**
LED Product Partner

Progress Lighting
701 Millennium Blvd.
Greenville, South Carolina
29607

www.progresslighting.com

Rev. 04/13

ELECTRICAL DATA P8071-28/30KSTR2

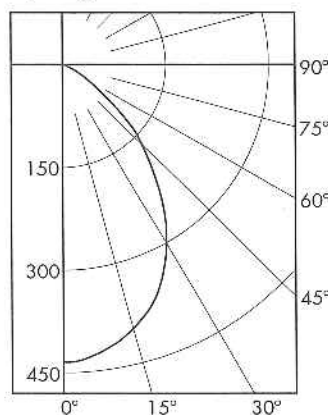
Input Voltage	120V
Input Frequency	43-63 Hz
Input Current	0.12A
Input Power	13.5W
Constant Current Output	700mA
Power Factor	>0.90
THD	<20%
EMI Filtering	FCC 47CFR
	Part 15, Class B
Operating Temperature	-30°C to 60°C
Dimming	Yes*
Over-voltage, over-current, short-circuit protected	
*See Dimming Notes for more information	

PERFORMANCE DATACHART

Single Unit, Initial Footcandles, 30" Work Plane							Ceiling to Floor Height (ft)	Multiple Units, Initial Footcandles, 30" Work Plane			
Nadir								Spacing is Maximum Over Work Plane, SMH = 1.1			
FC	FC	Dia (ft)	FC	Dia (ft)	FC	Dia (ft)		Fixture Spacing (ft)	RCR 2	RCR 5	RCR 7
35	33	1	25	3	16	4	6	4.0	46	34	29
14	13	2	10	4	6	6	8	6.0	19	14	12
7	6	3	5	6	3	9	10.5	9.0	9	7	6
5	4	3	3	7	2	11	12	10.0	6	5	4

P8071-28/30KSTR2

LED Light Engine: 3000K 84 CRI
System Wattage: 13.5
Fixture delivered lumens: 691
Fixture Efficacy: 51.1
Spacing Criteria: 1.1



CANDELA DISTRIBUTION	
DEG	CANDELA
0	434
5	429
15	398
25	339
35	250
45	162
55	72
65	24
75	6
85	3
90	1

ZONAL LUMEN SUMMARY

ZONE	LUMENS	%LUMINAIRE
0-30	309	44.6%
0-40	467	67.5%
0-60	659	95.3%
0-90	691	100.0%

COEFFICIENTS OF UTILIZATION

Zonal Cavity Method

Room Cavity Ratio	% Effective Ceiling Cavity Reflectance									
	80%		70%		50%		30%			
	20% Effective Floor Cavity Reflectance									
	% Wall Reflectance									
	70	50	30	10	70	10	50	10	50	10
1	112	108	105	102	109	101	102	98	98	95
3	97	89	83	78	95	77	85	76	82	74
5	84	74	67	61	83	61	71	60	69	60
7	74	62	55	50	72	50	60	49	59	49
9	65	53	46	41	64	41	52	41	51	41

P8071-28/30KSTR2

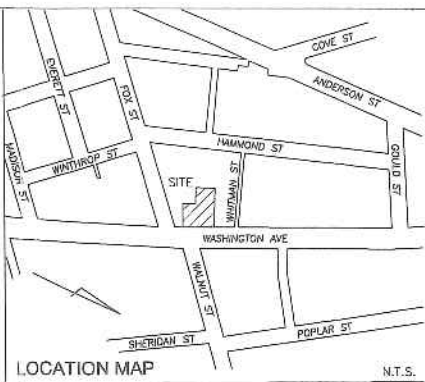
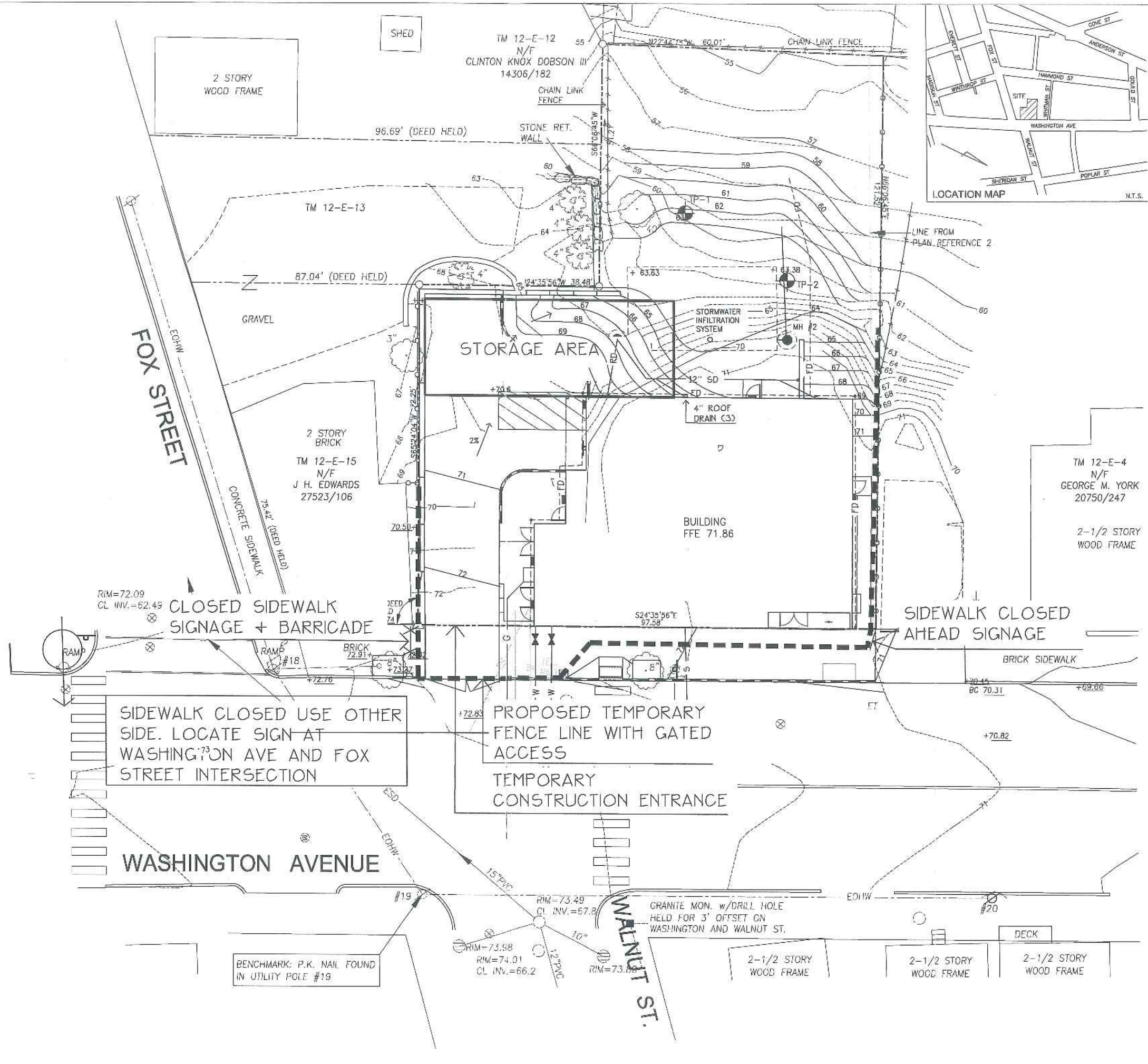
Test No. 4659

Test No. 4659

Tested at 25°C Ambient in accordance to IESNA LM-79-2008

Tested in P87-AT housing

1. Operation in ambient temperatures higher than those specified will shorten life.
2. Warranty is limited to repair and replacement of defective parts of the LED system and does not include labor or installation. 5 year warranty requires product registration. Contact Technical Support for details.



Prepared For: Att. S
Owner:
AVESTA Washington Ave, LP
307 Cumberland Avenue
Portland, Maine
Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

WASHINGTON AVENUE EFFICIENCIES
134 Washington Avenue
Portland, Maine

LEGEND	EXISTING	PROPOSED
PROPERTY LINE	---	---
IRON PIPE/MAG NAIL	O I.R.P./I.P.F.	●
GRANITE MONUMENT	□	□
CATCHBASIN	⊞	⊞
MANHOLE	⊞	⊞
HYDRANT	⊞	⊞
UTILITY POLE	⊞	⊞
CONTOUR	--- 80 ---	--- 23 ---
FENCE	--- * ---	--- * ---
DEC. TREE	⊞	⊞
EVERGREEN TREE	⊞	⊞
LIGHT POLE	⊞	⊞
CURB	---	---
OVERHEAD WIRES	--- EOHW ---	--- OHW ---
WALL MOUNTED LIGHT	---	---
SOL BORINGS	⊞	⊞
WATER VALVE	⊞	⊞
GAS VALVE	⊞	⊞
SANITARY SEWER	--- ES ---	--- S ---
STORM DRAIN	--- ESD ---	--- SD ---
WATER	--- EW ---	--- W ---
GAS	--- EG ---	--- G ---
FIRE ALARM	--- FA ---	---
TELEPHONE LINE	--- T ---	---
SIGN	---	---

Date: APRIL 4, 2014
Issued For: SITE PLAN AND SUBDIVISION PLAN REVIEW
Revisions:
Reproduction or reuse of this document without the expressed written consent of Mitchell & Associates is prohibited.
Title: CONSTRUCTION MANAGEMENT PLAN
Scale: NOT TO SCALE
North:
Sheet No: A

GENERAL NOTES

1. OWNER OF RECORD: AVESTA HOUSING DEVELOPMENT CORPORATION, C.C.R.D. BOOK 30618 PAGE 111.
2. PARCEL IS SHOWN AS LOT 6 BLOCK E ON CITY OF PORTLAND'S ASSESSORS MAP 12.
3. BEARINGS ARE BASED ON CITY DATUM.
4. ELEVATIONS ARE BASED ON CITY DATUM PER BENCHMARK SHOWN ON PLAN REFERENCE 4.
5. LINE OF WASHINGTON STREET IS BASED ON THE BUILDING TIE AND MONUMENT AS SHOWN HEREON, FOX STREET AND HAMMOND STREET ARE BASED ON BUILDING TIES AS SHOWN ON PLAN REFERENCE 3 AND 5.
6. SOUTHERLY LINES OF PREMISES BASED ON DEED DIMENSIONS OF ABUTTING LOTS TO THE SOUTH. BY DEED, THE WESTERLY AND NORTHERLY LINES ARE THE SAME AS LOT 2 ON PLAN REFERENCE 1, WHICH PLAN HAS NO DIMENSIONS, ANGLES OR MONUMENTS SHOWN. THE WEST LINE IS HELD AS PER THE DIMENSIONS IN THE ABUTTING DEED TO THE WEST. THE NORTH LINE IS HELD PARALLEL TO THE WESTERLY PORTION OF THE SOUTH LINE AND WITH A FRONTAGE OF 60 FEET ON WASHINGTON AVENUE.
7. DUE TO THE LACK OF DIMENSIONS ON PLAN REFERENCE 1 AND THE DISCREPANCY WITH THE LINE SHOWN ON PLAN REFERENCE 2, A BOUNDARY AGREEMENT IS RECOMMENDED WITH GEORGE M. YORK. IRONS WILL BE SET AFTER AN AGREEMENT IS MADE.
8. THE OWNERSHIP OF THE FENCES IS NOT KNOWN. THE PROPERTY LINES SHOWN HEREON ARE BASED ON DEED DIMENSIONS. FENCE LINES OF LONG STANDING OCCUPATION MAY HAVE BECOME THE LINES OF OWNERSHIP. A REAL ESTATE ATTORNEY SHOULD BE CONSULTED ABOUT THIS.

PLAN REFERENCES

1. PLAN OF DIVISION BETWEEN PAUL LITTLE, LEMUEL WEEKS AND NATHANIEL MOODY DATED FEBRUARY 17, 1802 RECORDED IN DEED BOOK 36 PAGE 247.
2. "BOUNDARY SURVEY / EXISTING CONDITIONS PLAN OF 142-146 WASHINGTON AVE. PORTLAND, MAINE FOR: GEORGE M. YORK 07-02-2003 PREPARED BY: BACK BAY BOUNDARY, INC."
3. PORTLAND ENGINEERING DEPARTMENT RIGHT OF WAY WORKING PLANS OF STREETS IN THIS AREA.
4. "PLAN AND PROFILE OF WASHINGTON AVE. AND FOX ST. PORTLAND, MAINE MADE FOR THE CITY OF PORTLAND" BY OWEN HASKELL, INC. DATED JULY 2000.
5. H.I. & E.C. JORDAN FILES AND WORKING DRAWINGS IN THIS AREA.

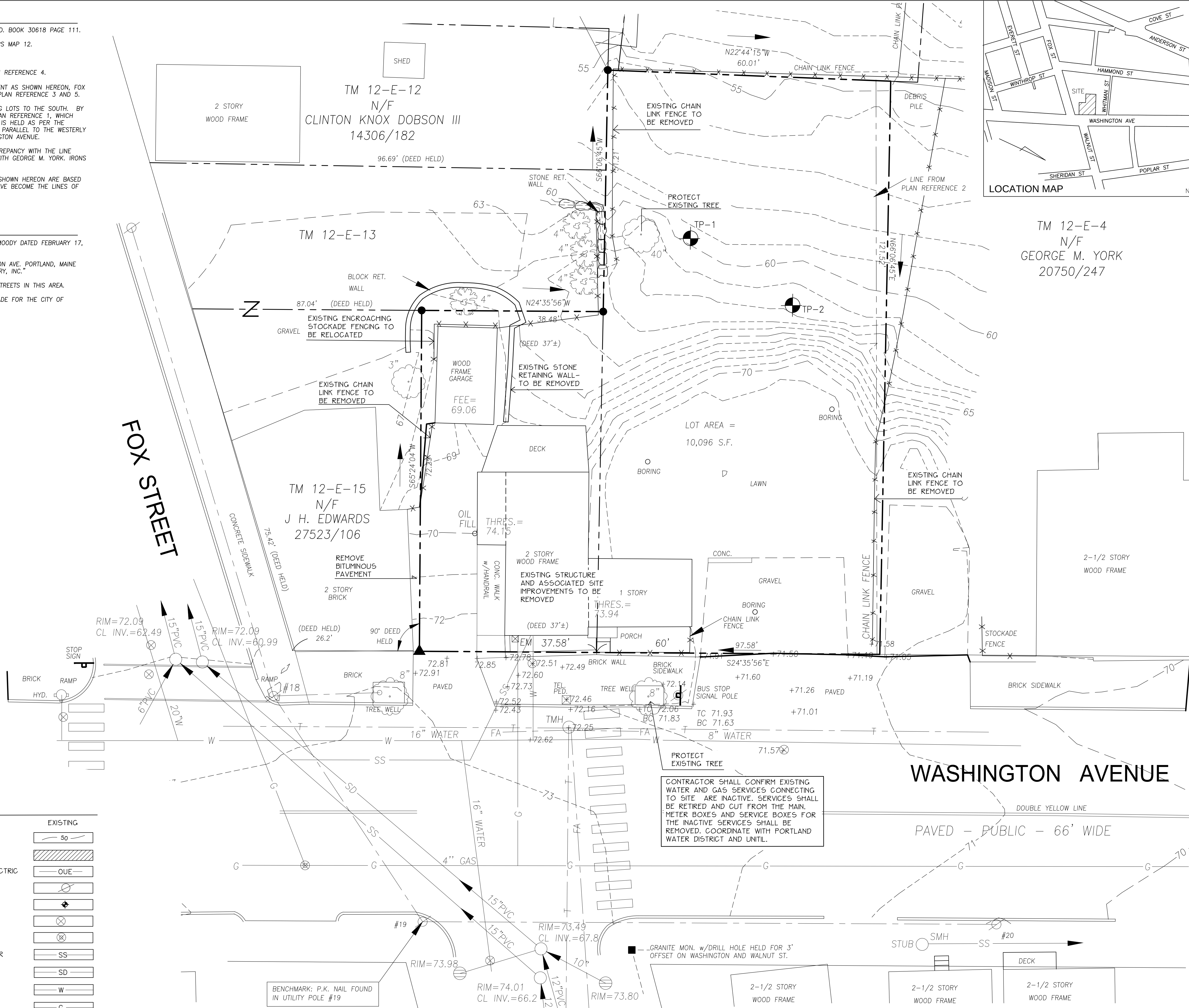
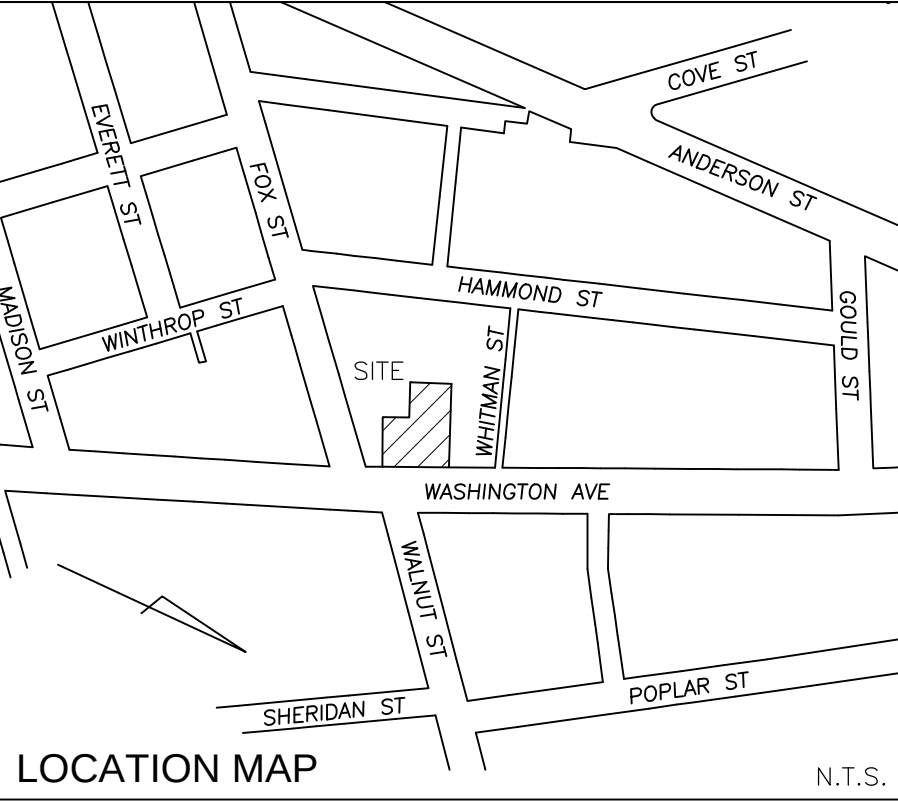
Prepared For:

Applicant:

AVESTA HOUSING
307 Cumberland Avenue
Portland, Maine

Prepared By:

MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427



LEGEND

EXISTING		EXISTING	
PROPERTY LINE		CONTOUR	
IRON PIPE		WETLAND	
IRON PIPE SET		OVERHEAD ELECTRIC	
GRANITE MONUMENT		UTILITY POLE	
MAG NAIL SET		SOIL BORINGS	
CATCHBASIN		WATER VALVE	
MANHOLE		GAS VALVE	
HYDRANT		SANITARY SEWER	
UTILITY POLE		STORM DRAIN	
WOOD FENCE		WATER	
DEC. TREE		GAS	
EVERGREEN TREE		FIRE ALARM	
LIGHT POLE		SIGN	

WASHINGTON AVENUE EFFICIENCIES

134 Washington Avenue

Portland, Maine

Date:
APRIL 14, 2014

Issued For:
SITE PLAN AND SUBDIVISION
PLAN REVIEW

Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:
EXISTING CONDITIONS
PLAN

Scale: 1"=10'

0 5 10 20 ft.

North:

Sheet No.:
1

GENERAL NOTES:

1. SITE AREA:

10.096 SF OR 0.23 ACRES
2. APPLICANT:

AVESTA 134 WASHINGTON LP
307 CUMBERLAND AVENUE
PORTLAND, MAINE 04101
3. OWNER:

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, MAINE 04101
4. ZONING DISTRICT:

B-2-B COMMUNITY BUSINESS DISTRICT
5. PARCEL IS SHOWN AS LOT 6 BLOCK E ON CITY OF PORTLAND ASSESSORS MAP 12.
6. DEED RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 30618, PAGE 111.
7. SPACE AND BULK STANDARDS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE:	NONE	10,096 SF
MINIMUM STREET FRONTAGE:	NONE	97+/- FEET
FRONT YARD SETBACK:	NONE	NONE
REAR YARD SETBACK (ADJ. TO RES. ZONE):	20 FEET	20 FEET
REAR YARD SETBACK (ADJ. TO BUS. ZONE):	10 FEET	10 FEET
SIDE YARD SETBACK:	5 FEET	5 FEET
MAXIMUM IMPERVIOUS SURFACE RATIO:	90%	46%
MAXIMUM HEIGHT OF STRUCTURES:	45 FEET	44 FEET
MAXIMUM RESIDENTIAL DENSITY:	435 SF/UNIT	560 SF/UNIT
8. EXISTING CONDITIONS AND BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED 'BOUNDARY + TOPOGRAPHIC SURVEY AT 134 WASHINGTON AVENUE, PORTLAND, MAINE' PREPARED BY OWEN HASKELL, INC. DATED FEBRUARY 13, 2014.
9. ELEVATIONS ARE BASED ON CITY OF PORTLAND DATUM PER BENCHMARK SHOWN ON 'PLAN AND PROFILE OF WASHINGTON AVE. AND FOX ST. PORTLAND, MAINE MADE FOR THE CITY OF PORTLAND' BY OWEN HASKELL, INC. DATED JULY 2000.
10. PROPOSED DWELLING UNITS:

18 EFFICIENCY APARTMENT UNITS
11. OFF-STREET PARKING REQUIREMENTS:

REQUIRED:	18 PARKING SPACES
PER TDM:	13 PARKING SPACES
PROPOSED:	1 VEHICLE PARKING SPACES 1 HANDICAP PARKING SPACE
ON-PENINSULA FEE IN LIEU:	11 SPACES X \$5,000=\$55,000
12. BICYCLE PARKING:

REQUIRED:	2 SPACES/5 DWELLING UNITS 8 SPACES (18 NEW DWELLING UNITS)
PROPOSED:	13 SPACES (12 INTERIOR/ 1 EXTERIOR)
13. EXISTING IMPERVIOUS:

2,921 SF (29% OF SITE)

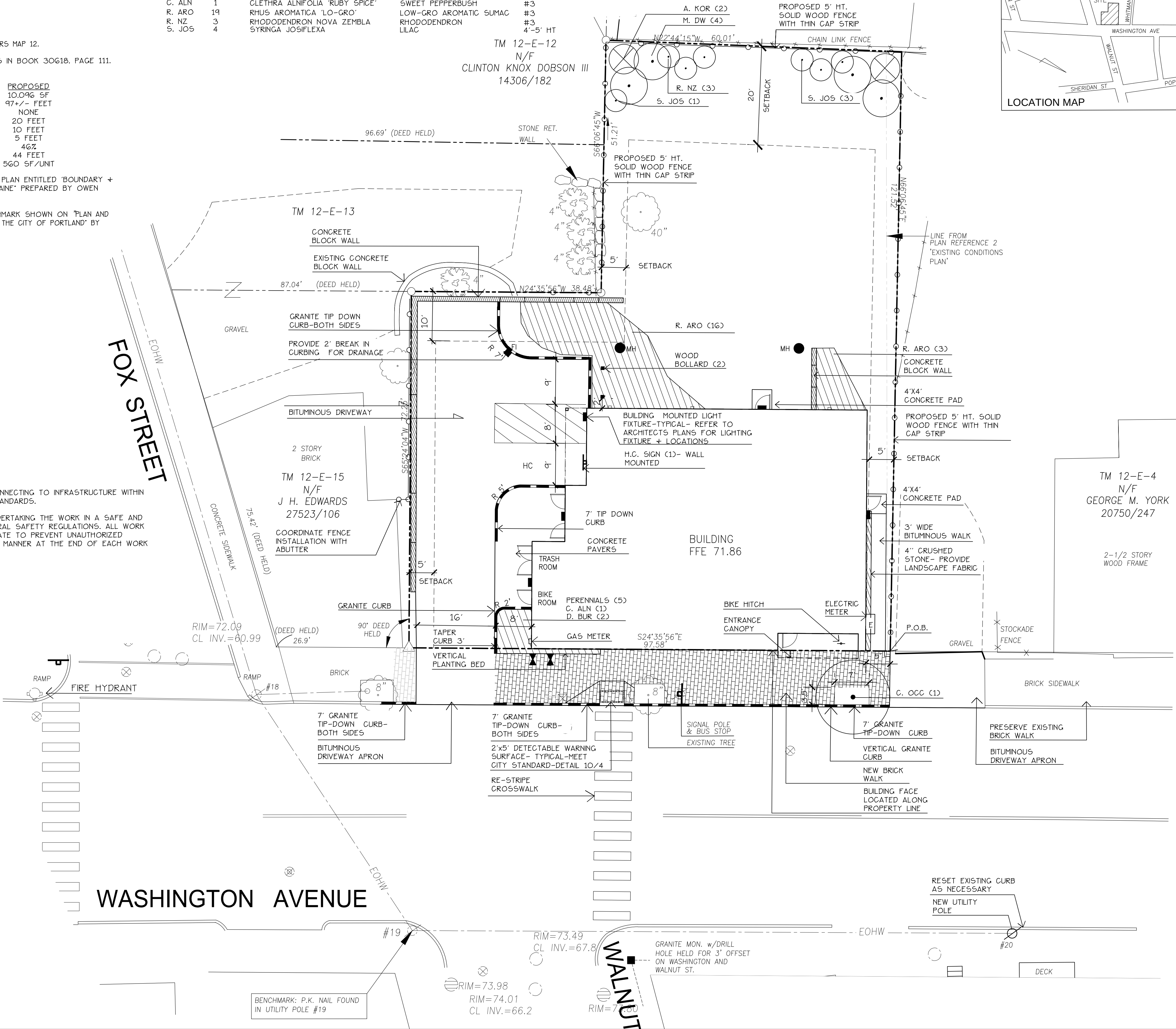
PROPOSED IMPERVIOUS:

4,707+/- SF (46% OF SITE)
14. FLOOR AREA CALCULATIONS

BASEMENT:	1,237 SF
FIRST FLOOR:	3,003 SF
SECOND FLOOR:	3,130 SF
THIRD FLOOR:	3,130 SF
FOURTH FLOOR:	3,130 SF
TOTAL:	13,630 SF
15. ALL WORK WITHIN THE ROAD RIGHT-OF-WAY AND ALL UTILITIES CONNECTING TO INFRASTRUCTURE WITHIN THE ROAD SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
16. THE CONTRACTOR SHALL BE HELD SOLELY RESPONSIBLE FOR UNDERTAKING THE WORK IN A SAFE AND EFFICIENT MANNER, IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL SAFETY REGULATIONS. ALL WORK AREAS SHALL BE DELINEATED CLEARLY AND FENCED AS APPROPRIATE TO PREVENT UNAUTHORIZED ACCESS. THE SITE SHALL BE LEFT IN A SAFE, ORDERLY AND TIDY MANNER AT THE END OF EACH WORK DAY.

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
A. KOR	2	ABIES KOREANA	KOREAN FIR	1.5" CAL
C. OCC	1	CELTIS OCCIDENTALIS	HACKBERRY	1.5" CAL
SHRUBS				
D. BUR	2	DAPHNE BURKWOODII 'CAROL MACKIE'	CAROL MACKIE, DAPHNE	#3
C. ALN	1	CLETHRA ALNIFOLIA 'RUBY SPICE'	SWEET PEPPERBUSH	#3
R. ARO	19	RHUS AROMATICA 'LO-GRO'	LOW-GRO AROMATIC SUMAC	#3
R. NZ	3	RHODODENDRON NOVA ZEMBLA	RHODODENDRON	#3
S. JOS	4	SYRINGA JOSIFLEXA	LILAC	4"-5" HT



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE	---	---
IRON PIPE/MAG NAIL	O I.R.F./I.P.F.	● ▲
GRANITE MONUMENT	□	□
CATCHBASIN	■	■
MANHOLE	○	○
HYDRANT	⊕	⊕
UTILITY POLE	⊗	⊗
FENCE	—*—	—*—
DEC. TREE	⊙	⊙
EVERGREEN TREE	⊗	⊗
LIGHT POLE	⊙	⊙
CURB	—	—
OVERHEAD WIRES	—EOHW—	—OHW—
WALL MOUNTED LIGHT	—	—
SOIL BORINGS	⊕	⊕
SIGN	—	—

Prepared For:

Applicant:

AVESTA Washington Ave, LP
307 Cumberland Avenue
Portland, Maine



Prepared By:

MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

WASHINGTON AVENUE EFFICIENCIES

134 Washington Avenue

Portland, Maine

Date:

APRIL 14, 2014

Issued For:

SITE PLAN AND SUBDIVISION
PLAN REVIEW

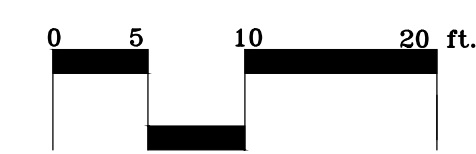
Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

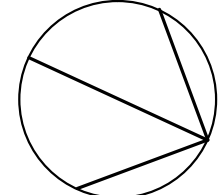
Title:

LAYOUT AND PLANTING
PLAN

Scale: 1"=10'



North:



Sheet No.:

2

GRADING AND DRAINAGE NOTES:

- DO NOT SCALE THESE DRAWINGS. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES AND SPECIFICATIONS SHALL BE IMMEDIATELY REPORTED TO THE LANDSCAPE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ADDITIONAL WORK PROCEEDS.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES ON THE GROUND. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT FOR DIRECTION AND RESOLUTION PRIOR TO ANY FURTHER WORK.
- CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WITH THE APPROPRIATE UTILITY COMPANIES PRIOR TO EXCAVATION OF OR INSTALLATION OF ANY PART OF THIS WORK.
- CONTRACTOR SHALL AVOID ALL AREAS NOT REQUIRING GRADING. CONTRACTOR SHALL NOT DISTURB THESE AREAS.
- THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL DIGSAFE (1-888-344-7233) AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION.
- CONTRACTOR SHALL CONDUCT TEST PIT EXCAVATION TO CONFIRM LOCATION OF EXISTING UTILITIES WHERE NEW BUILDING SANITARY SERVICE AND WATER SERVICE ARE PROPOSED.
- WHERE STORM DRAINS OR SEWER MAINS HAVE LESS THAN FOUR (4) FEET OF COVER BETWEEN TOP OF PIPE AND FINISH GRADE, INSULATE PIPE USING TWO (2) INCH THICK STYROFOAM INSULATION BOARD OVER AND ALONG SIDES OF THE PIPE.
- EXISTING DRAINAGE MANHOLES SHALL BE CORED TO ACCEPT NEW DRAINAGE PIPES AS NOTED.
- PIPE LENGTH EQUALS THE CENTER TO CENTER DISTANCES BETWEEN CATCH BASINS AND/OR MANHOLES MINUS ONE-HALF OF THE DIAMETER OF EACH CATCH BASIN OR MANHOLE.
- ROOF DRAIN CONNECTIONS SHALL BE CONFIRMED WITH FINAL BUILDING PLANS.
- ALL UTILITIES SHALL BE INSTALLED IN CONFORMANCE WITH INDIVIDUAL UTILITY DISTRICT REQUIREMENTS; CONTRACTOR SHALL COORDINATE INSTALLATION WITH APPROPRIATE UTILITY DISTRICT BEFORE INSTALLATION.
- ALL WORK WITHIN THE ROAD RIGHT-OF-WAY AND ALL UTILITIES CONNECTING TO INFRASTRUCTURE WITHIN THE ROAD SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
- DISCONTINUED UTILITY SERVICES INCLUDING WATER, GAS AND SANITARY SEWER SHALL BE PERMANENTLY CAPPED CONFORMING TO UTILITY COMPANY AND CITY OF PORTLAND STANDARDS. CONTRACTOR SHALL COORDINATE WITH PUBLIC SERVICES AND/OR UTILITY COMPANY.
- THE PROJECT BENCH MARK IS P.K. NAIL IN UTILITY POLE #19 AT THE CORNER OF WASHINGTON AVENUE AND WALNUT STREET.

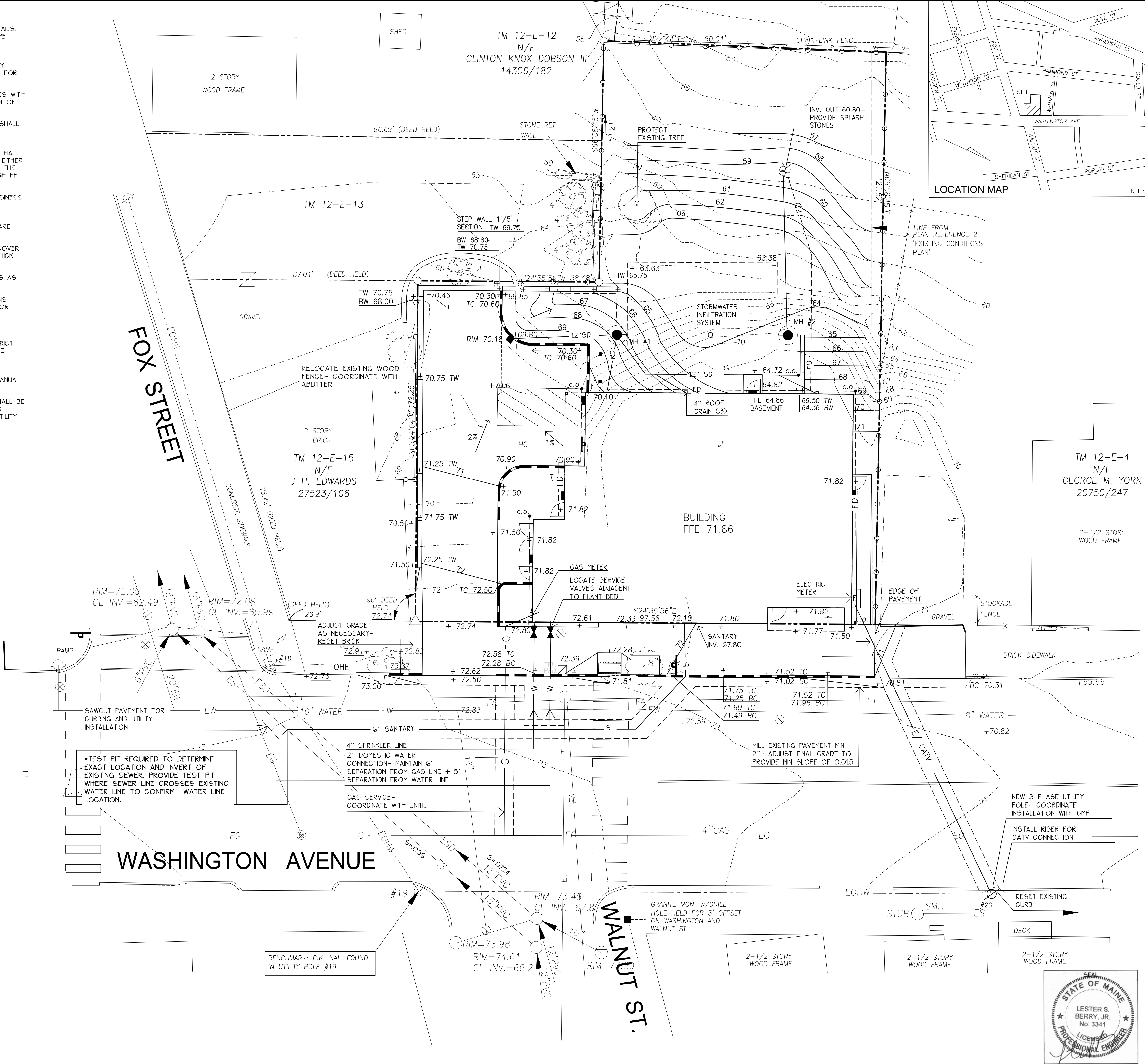
DRAINAGE STRUCTURE LEGEND

- ALL PROPOSED STORMWATER PIPING SHALL BE SDR 35

FI	70.18	MH #1		MH #2	
RIM	70.18	RIM	67.75	RIM	64.20
INV. OUT	66.18	INV. IN	60.10	INV. IN	59.90
		INV. OUT	60.00	BYPASS	62.50

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE	---	---
IRON PIPE/MAG NAIL	O I.R.F./A.P.	● ▲
GRANITE MONUMENT	□	□
CATCHBASIN	■	■
FIELD INLET	FI	FI
MANHOLE	○	● MH
HYDRANT	⊕	⊕
UTILITY POLE	⊗	⊗
CONTOUR	50 -	23
SPOT GRADE	+72.76	+72.89
FENCE	---	---
DEC. TREE	⊙	⊙
EVERGREEN TREE	⊗	⊗
LIGHT POLE	⊙	⊙
CURB	---	---
OVERHEAD WIRES	EOHW	OHW
WALL MOUNTED LIGHT	---	---
SOIL BORINGS	⊕	⊕
WATER VALVE	⊗	⊗
GAS VALVE	⊗	⊗
SANITARY SEWER	ES	S
STORM DRAIN	ESD	SD
WATER	EW	W
GAS	EG	G
ELECTRIC	---	E
FIRE ALARM	FA	---
TELEPHONE LINE	ET	---
SIGN	---	---



Prepared For:

Applicant:

AVESTA Washington Ave, LP
307 Cumberland Avenue
Portland, Maine



Prepared By:

MITCHELL & ASSOCIATES

Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

Date:

APRIL 14, 2014

Issued For:

SITE PLAN AND SUBDIVISION
PLAN REVIEW

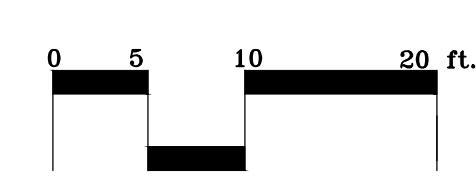
Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

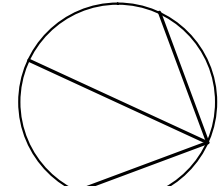
Title:

GRADING, DRAINAGE &
UTILITIES PLAN

Scale: 1"=10'

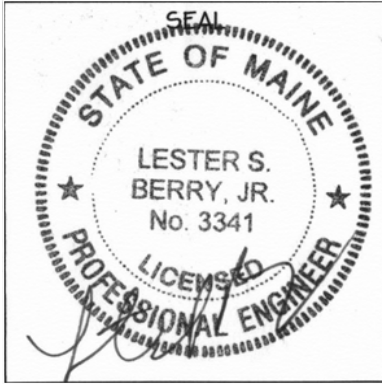


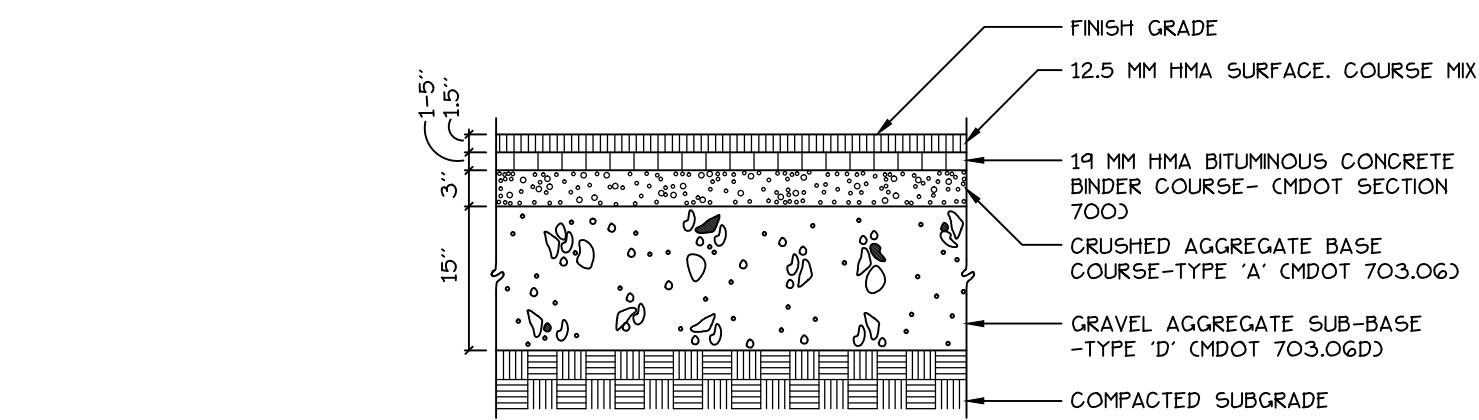
North:



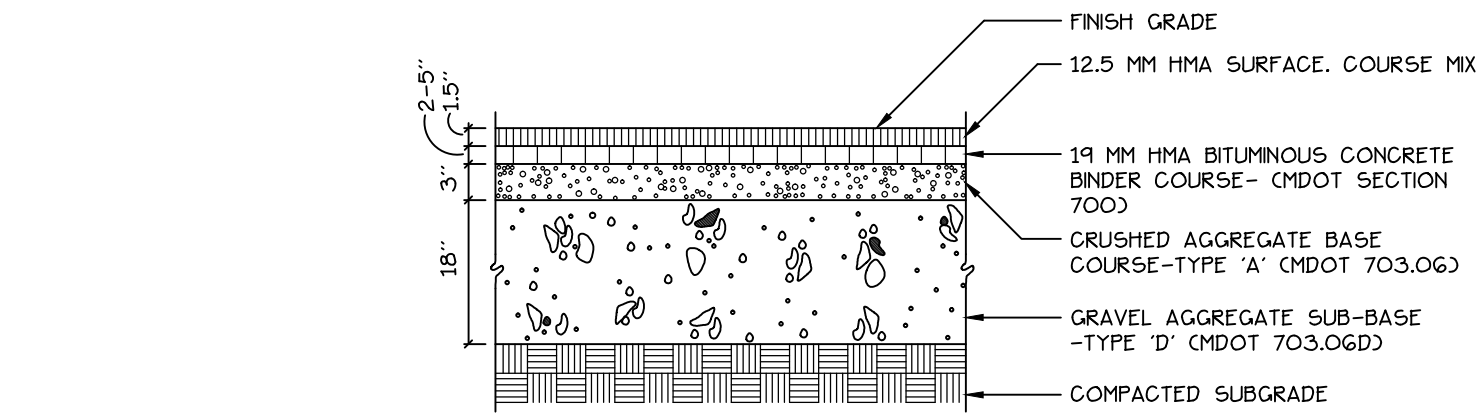
Sheet No.:

3

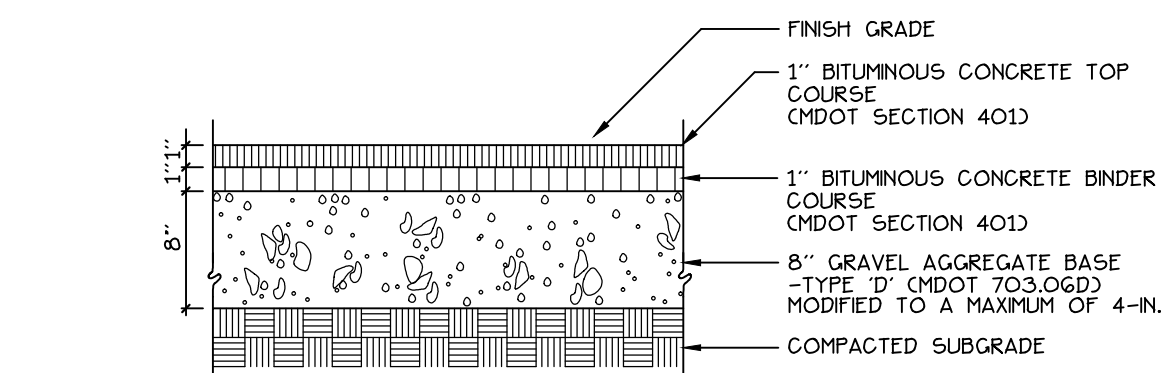




1 BITUMINOUS PAVEMENT-DRIVEWAY
4 NOT TO SCALE

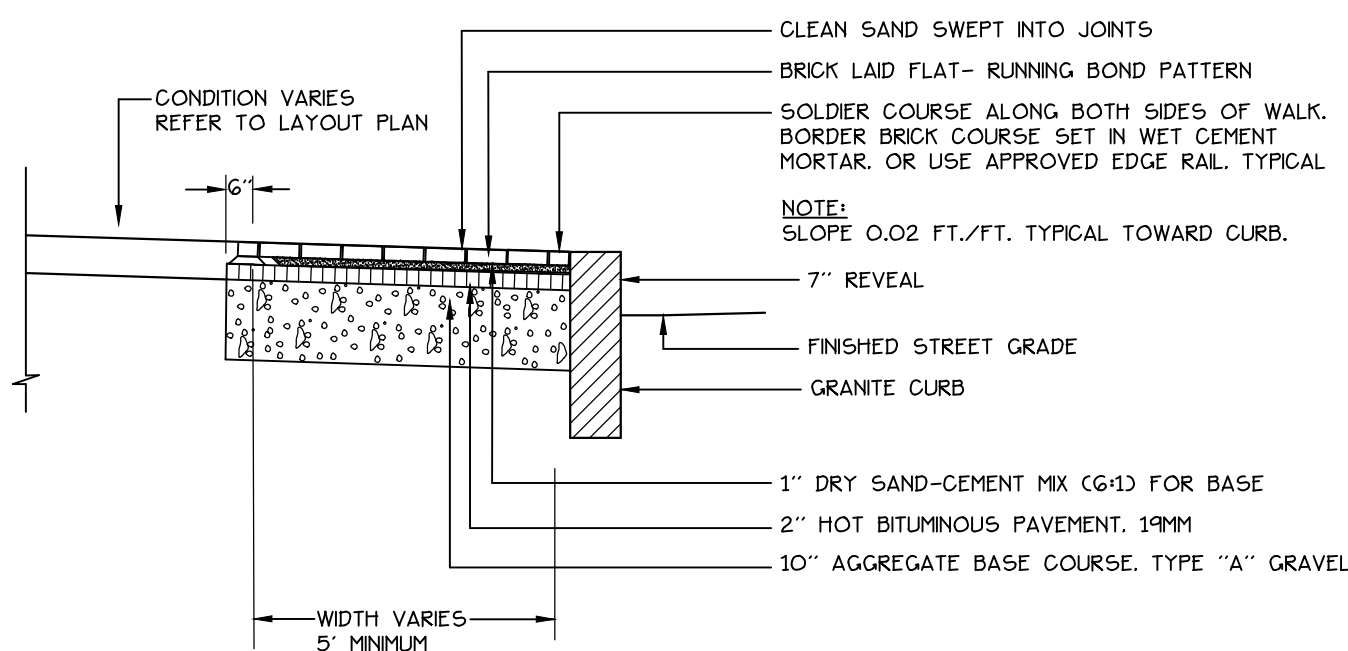


2 BITUMINOUS PAVEMENT- ROAD
4 NOT TO SCALE

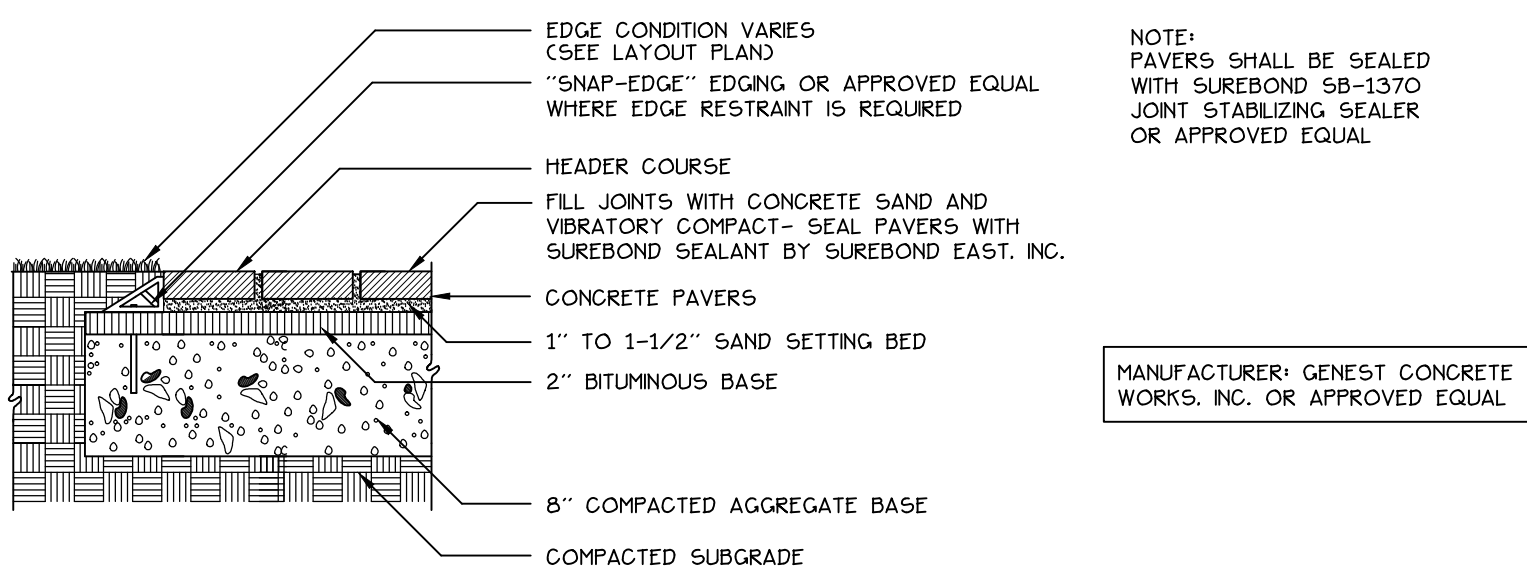


3 BITUMINOUS SIDEWALK
4 NOT TO SCALE

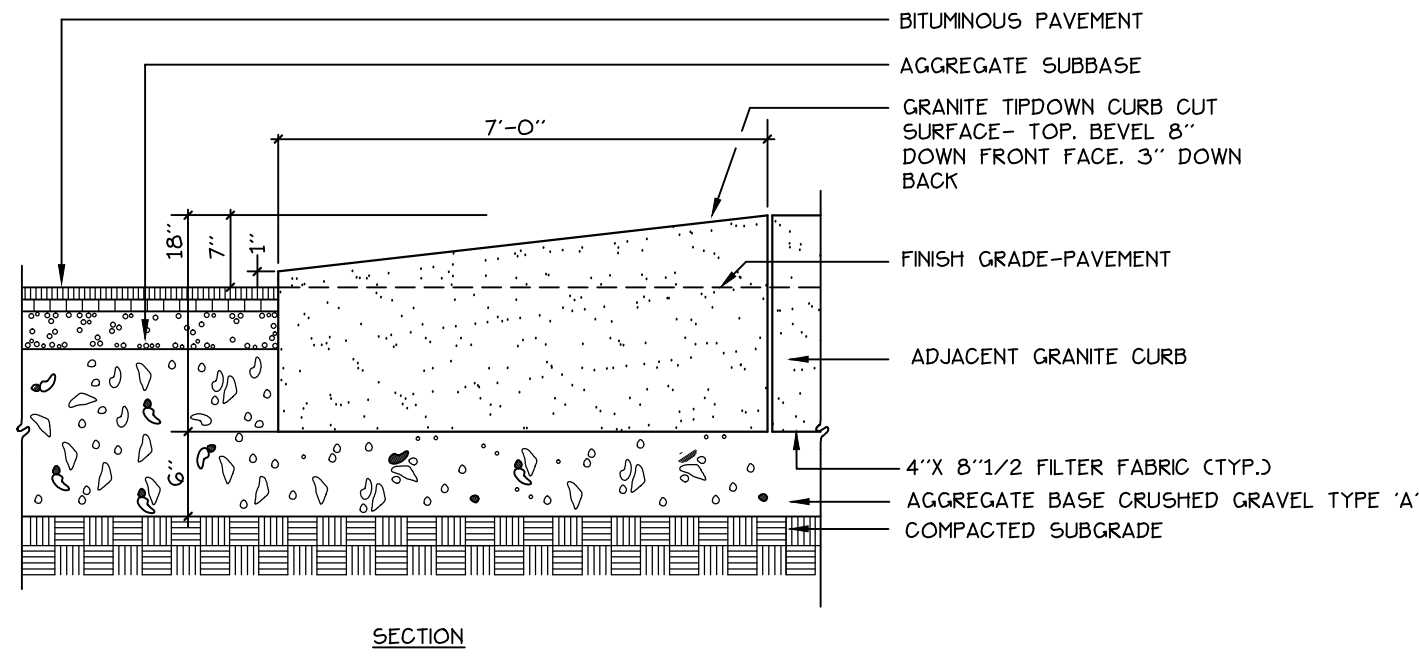
BRICKS TO BE USED:
NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK, MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM #193G23. PINE HALL PATHWAY PAVER BRICK.
REPAIR/MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVER, SUPPLIED BY GAGNE AND SONS, SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM #VBBB



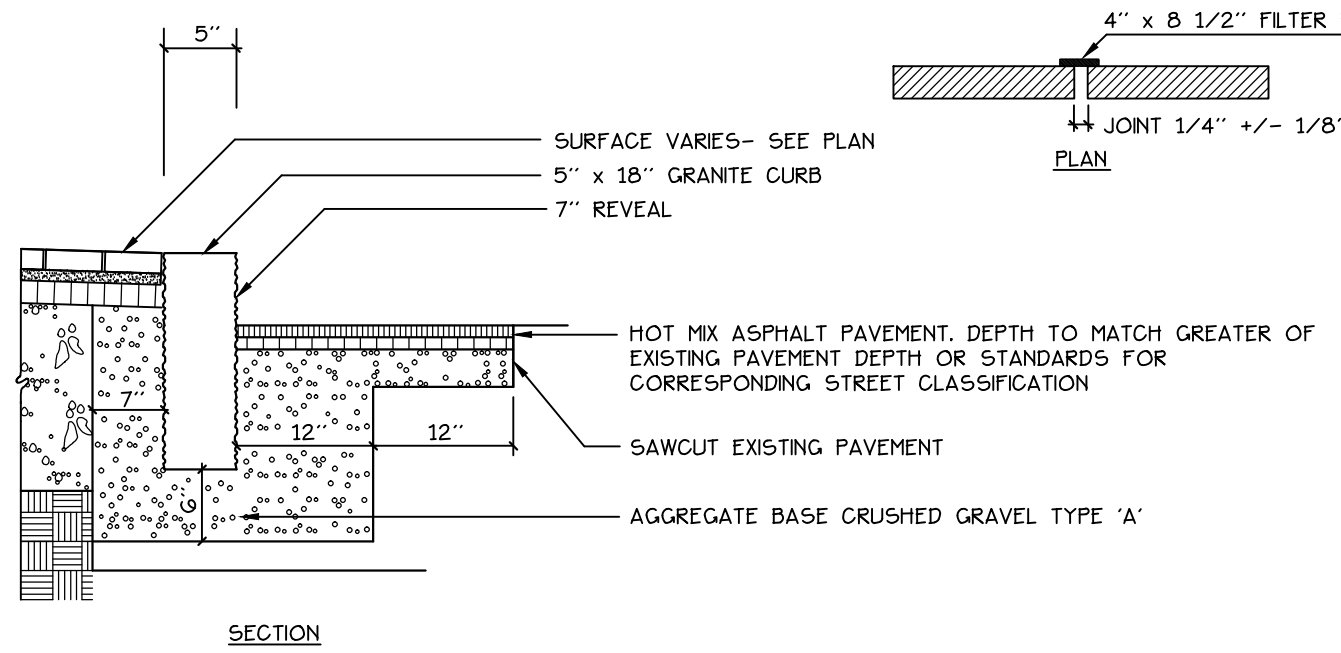
4 BRICK SIDEWALK WITH BITUMINOUS BASE AND GRANITE CURB
4 NOT TO SCALE



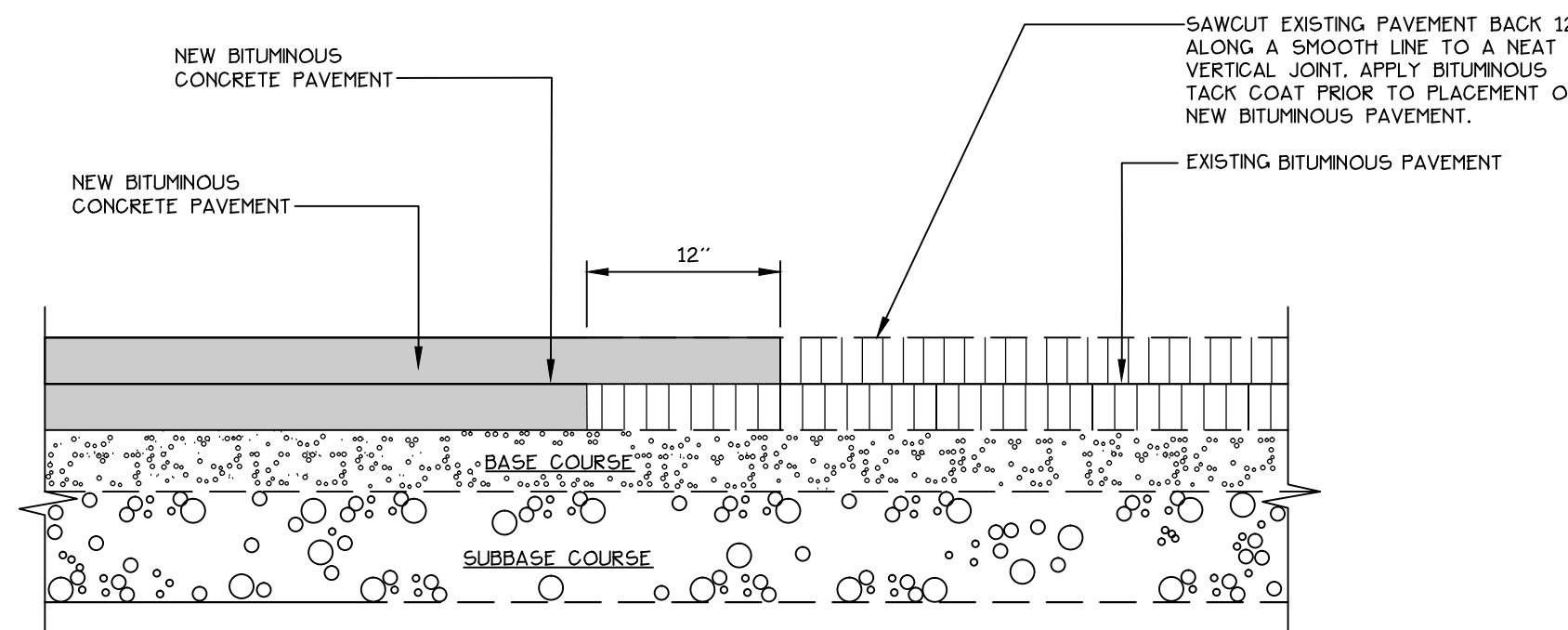
5 CONCRETE PAVERS
4 NOT TO SCALE



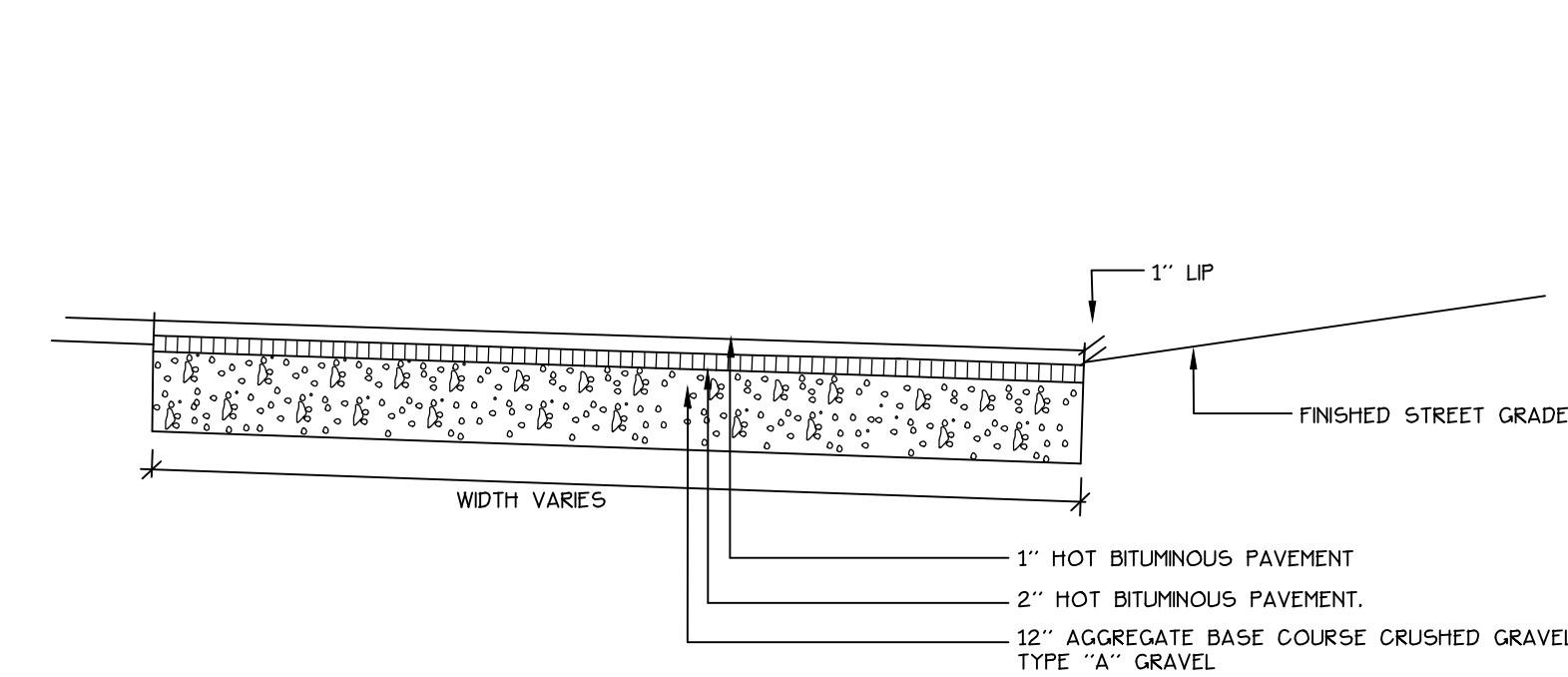
6 GRANITE TIP-DOWN CURB
4 NOT TO SCALE



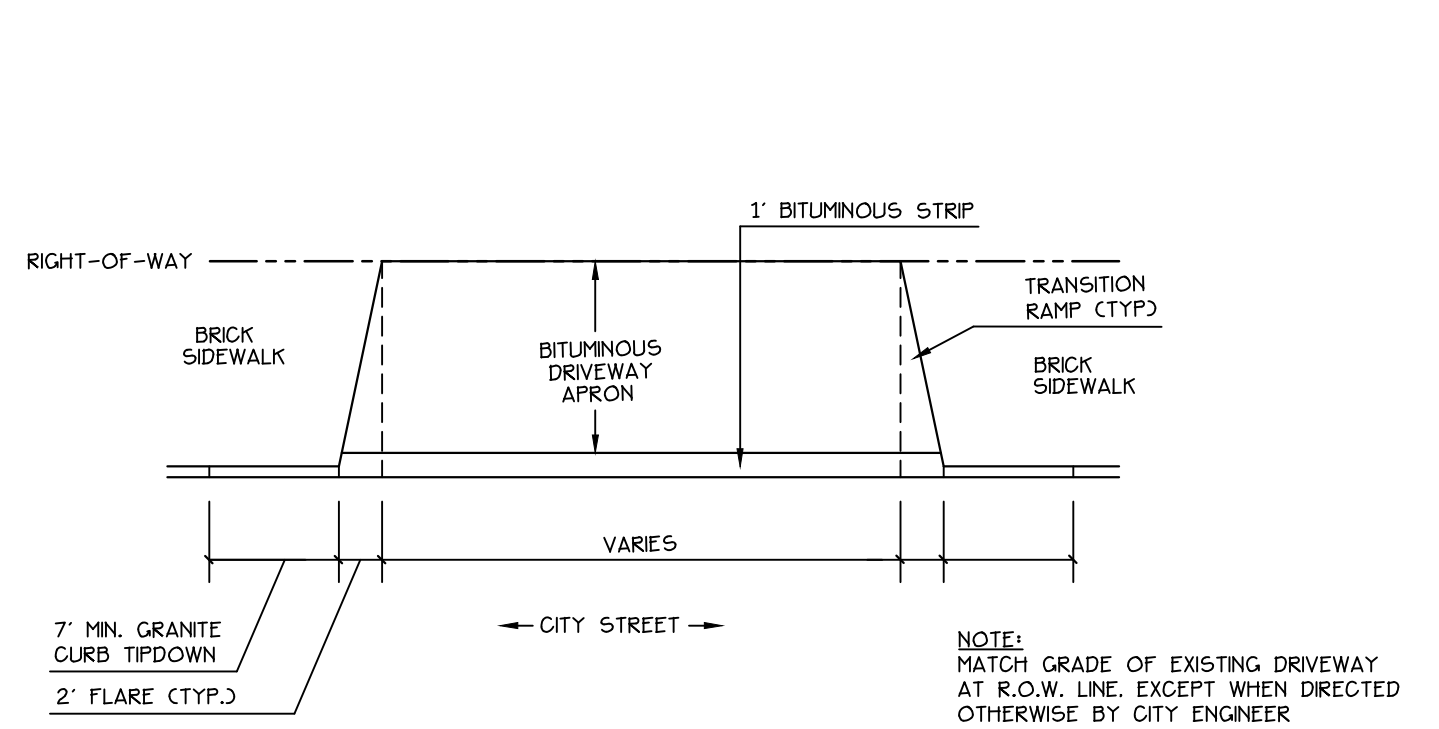
7 VERTICAL GRANITE CURB
4 NOT TO SCALE



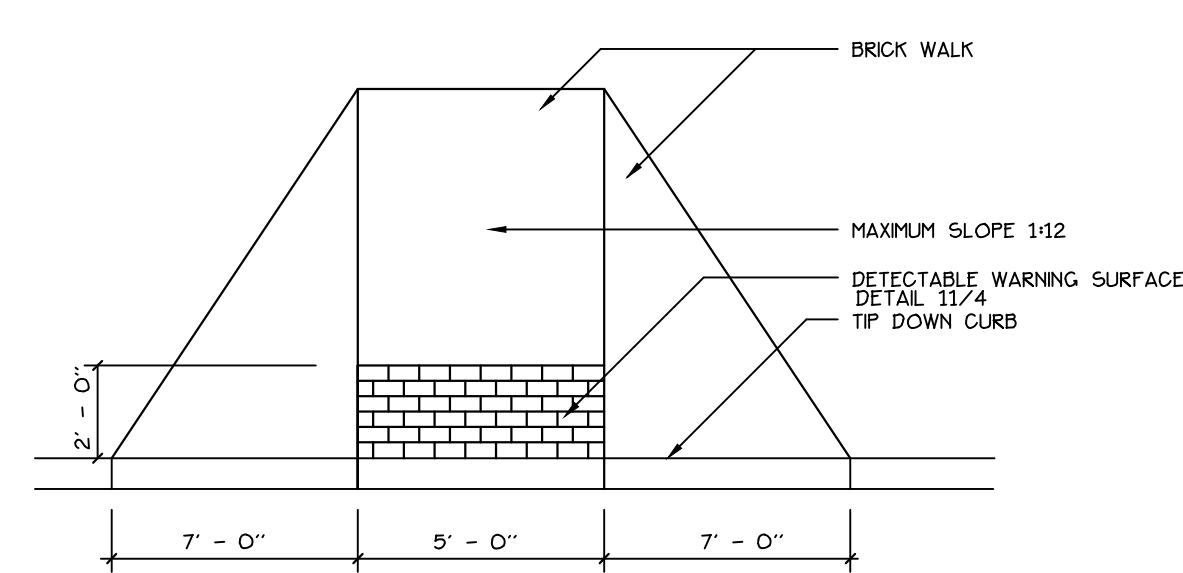
8 PAVEMENT SAWCUT DETAIL
4 NOT TO SCALE



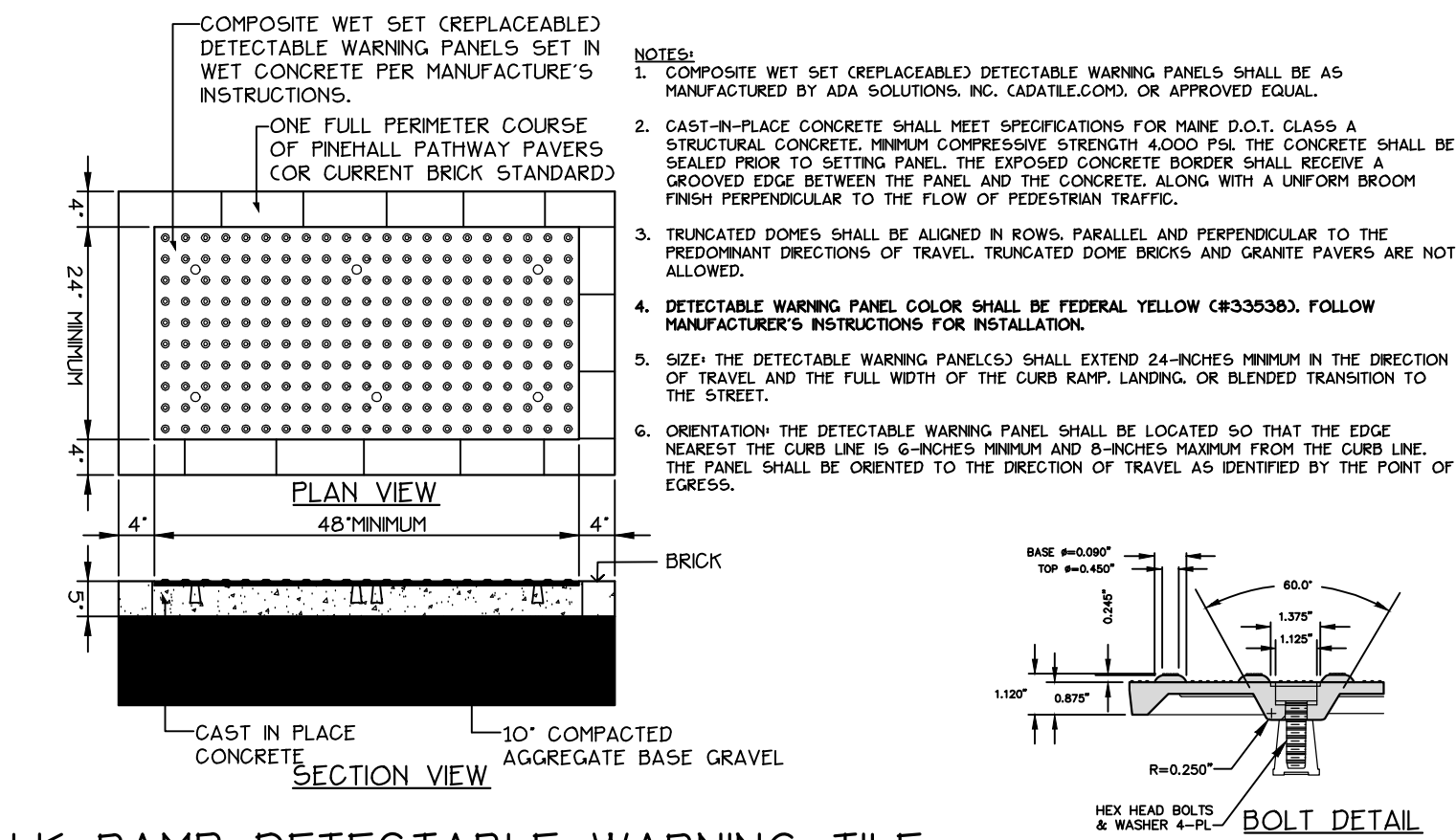
9 BITUMINOUS DRIVEWAY APRON
4 NOT TO SCALE



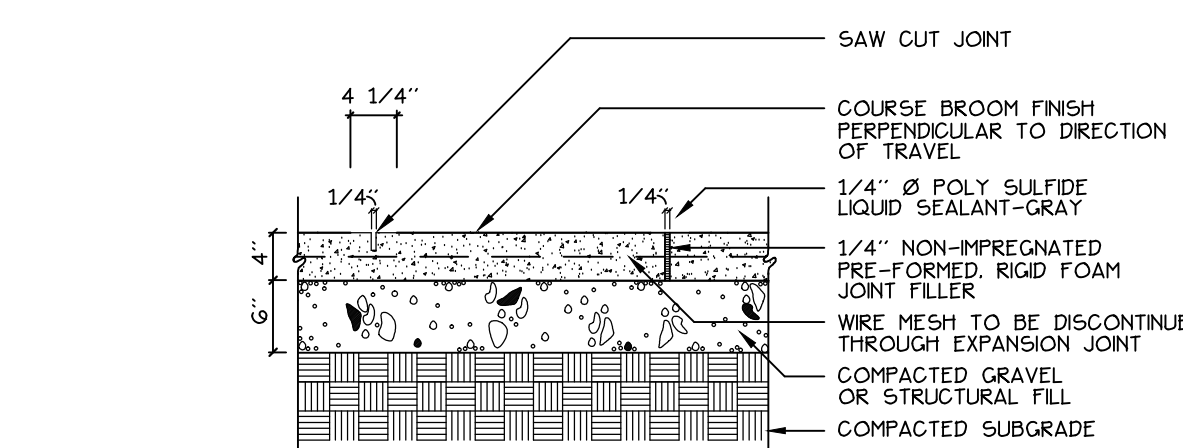
10 DRIVEWAY APRON LAYOUT
4 NOT TO SCALE



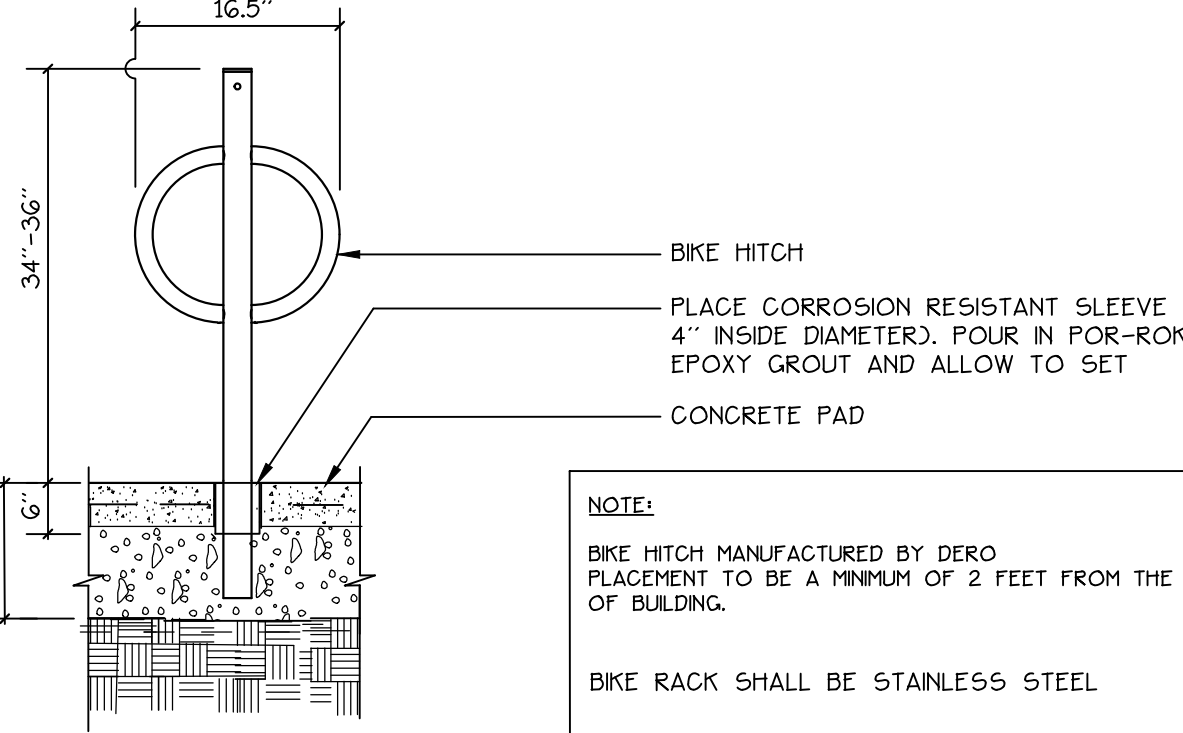
11 HANDICAP RAMP
4 NOT TO SCALE



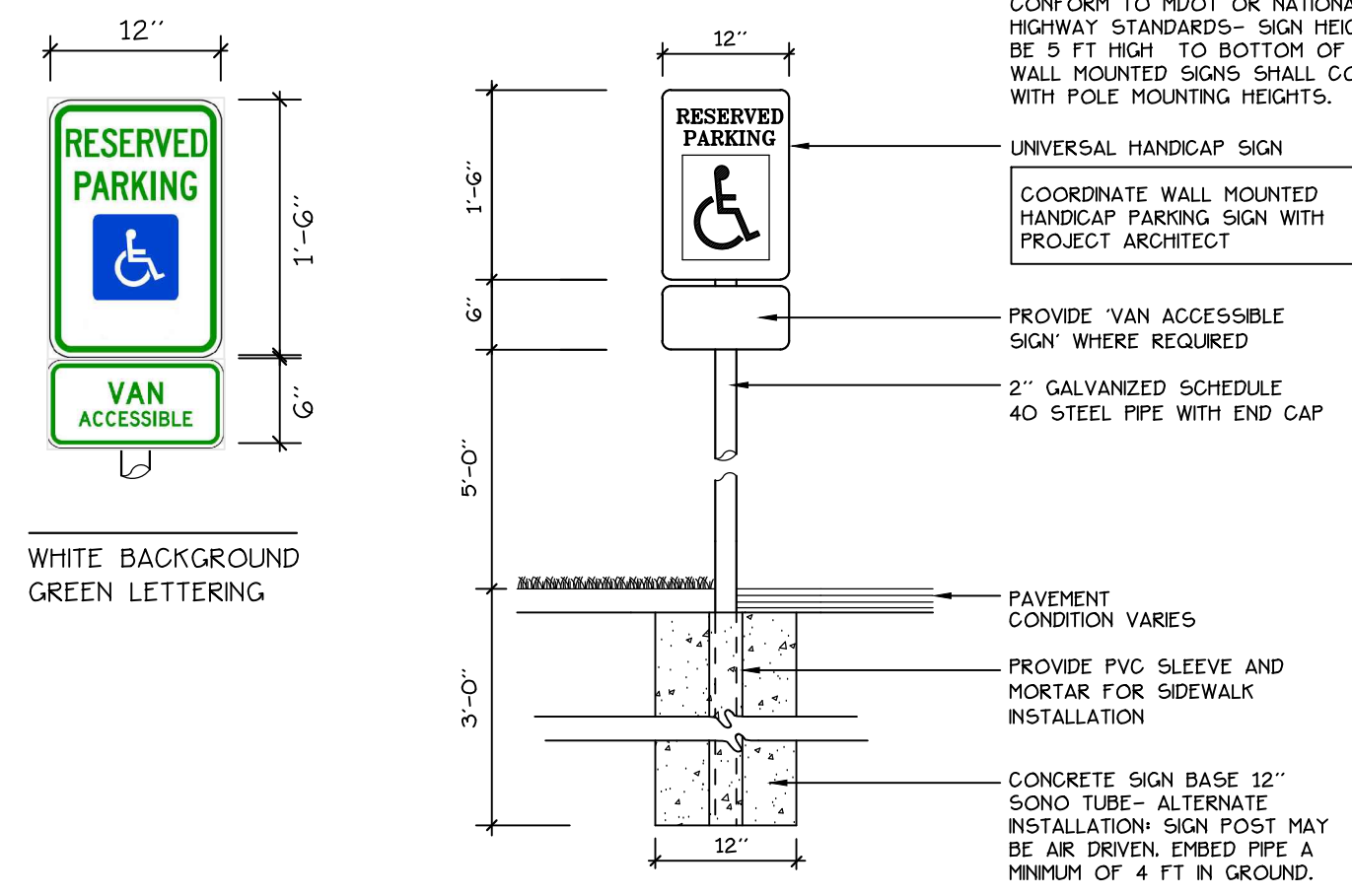
12 SIDEWALK RAMP DETECTABLE WARNING TILE
4 NOT TO SCALE



13 CONCRETE PAD
4 NOT TO SCALE



14 EXTERIOR BIKE HITCH DETAIL
4 NOT TO SCALE



15 HANDICAP PARKING SIGNAGE AND REGULATORY SIGNS
4 NOT TO SCALE

Prepared For:

Applicant:
AVESTA HOUSING
307 Cumberland Avenue
Portland, Maine



Prepared By:

MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

WASHINGTON AVENUE EFFICIENCIES

134 Washington Avenue
Portland, Maine

Date:

APRIL 14, 2014

Issued For:

SITE PLAN AND SUBDIVISION
PLAN REVIEW

Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:

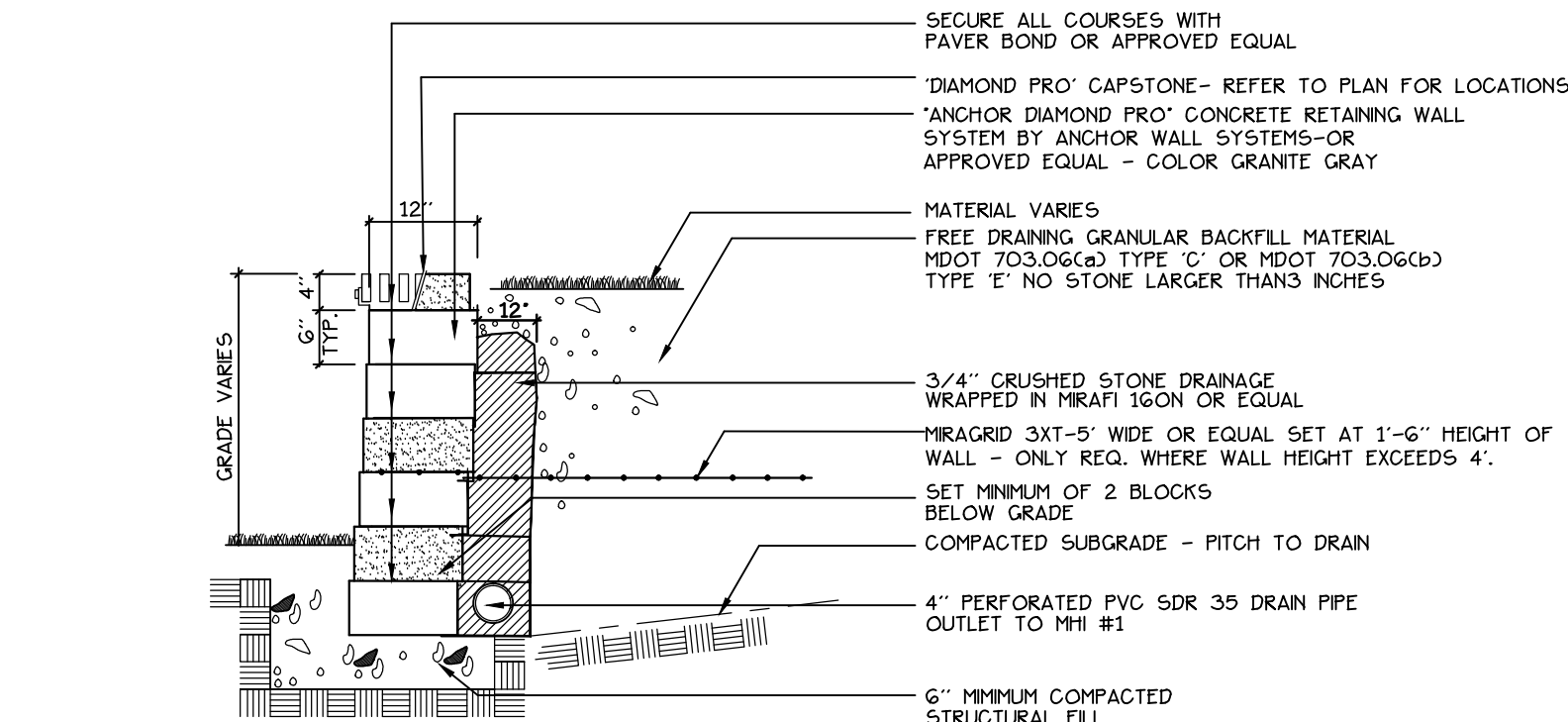
SITE DETAILS

Scale:

AS NOTED

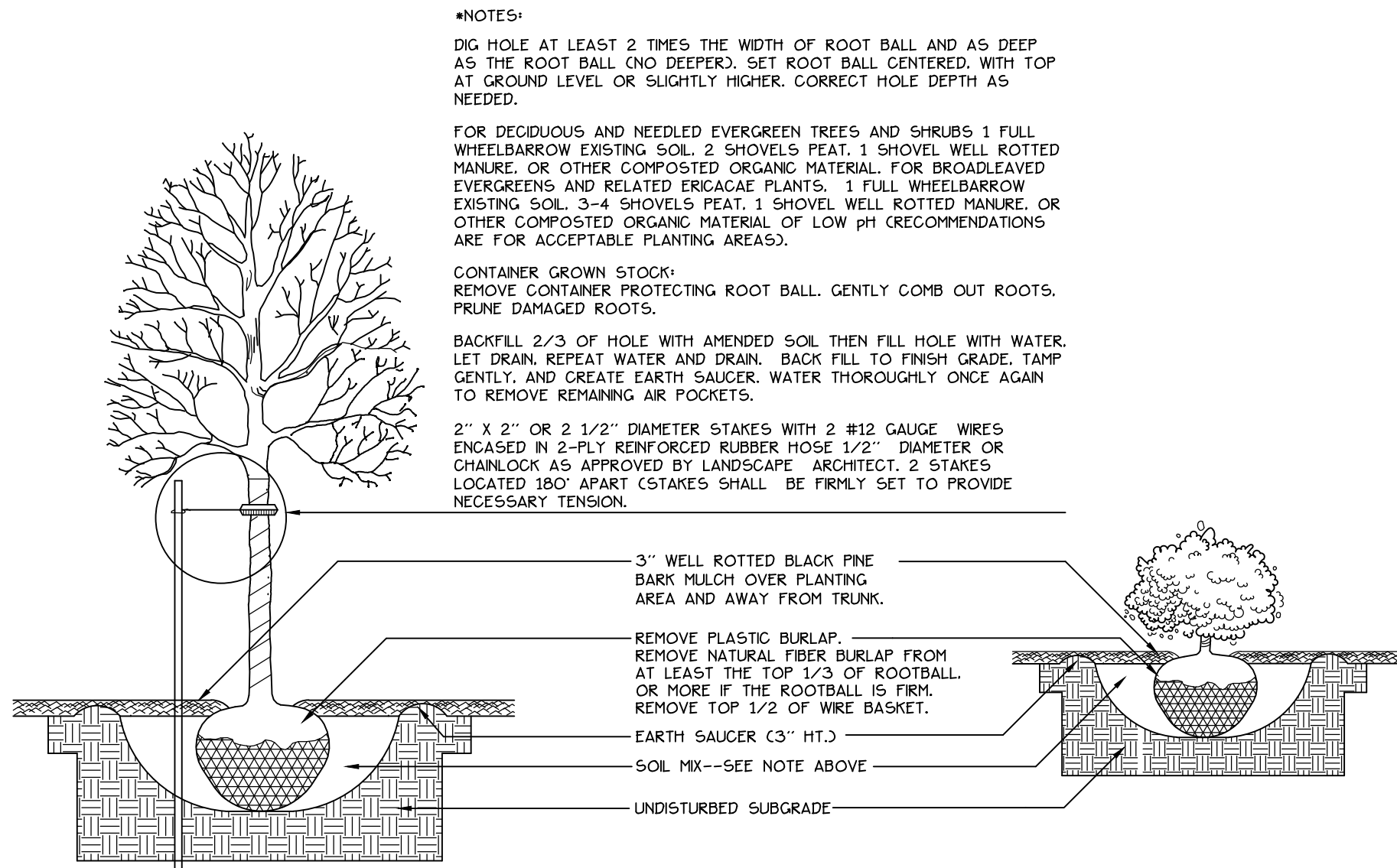
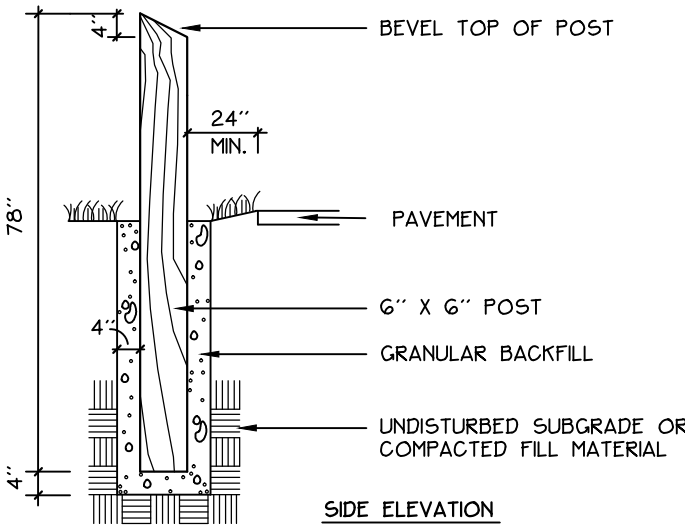
Sheet No:

4

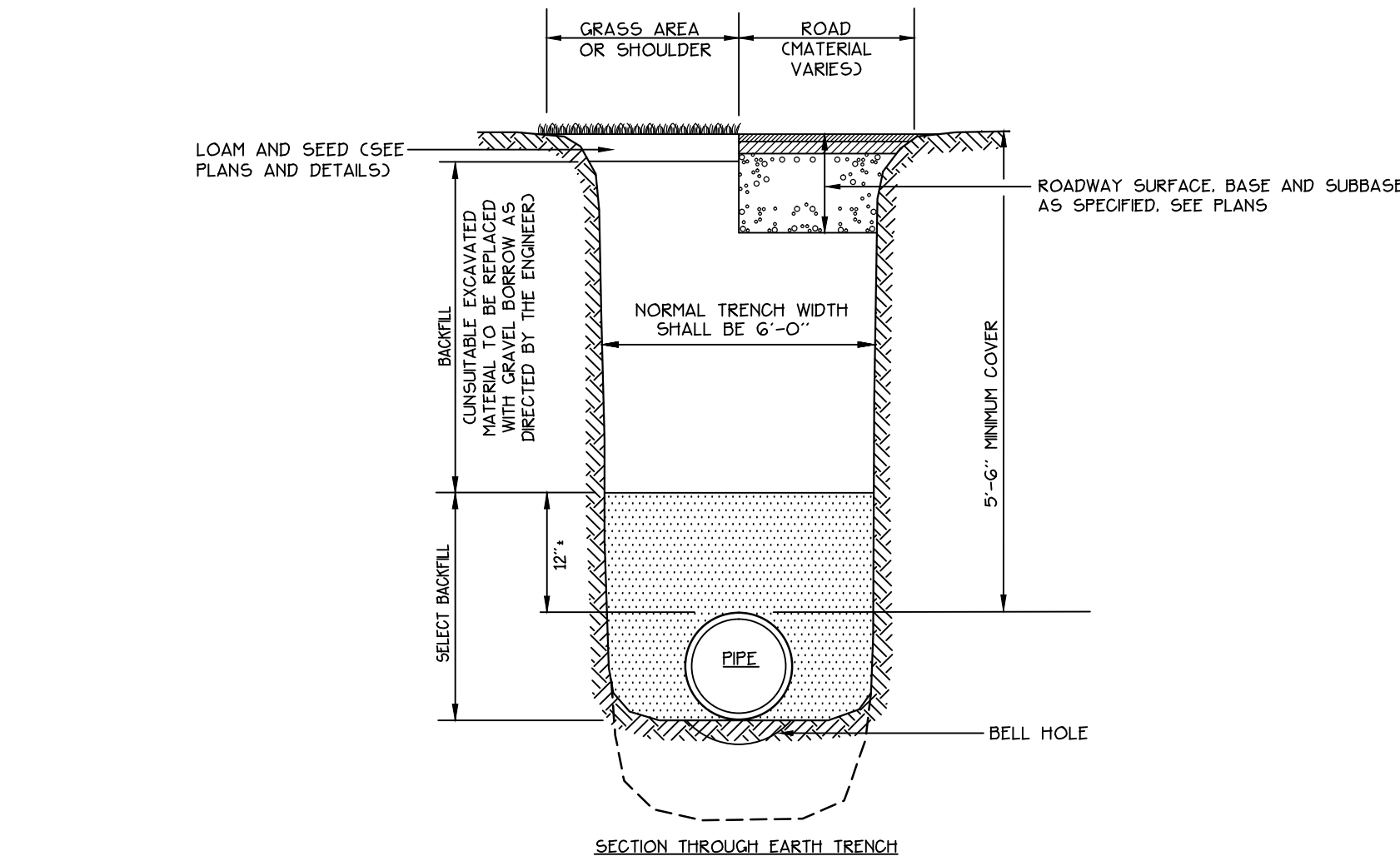


1 CONCRETE SEGMENTAL RETAINING WALL
5 NOT TO SCALE

5 WOOD BOLLARD
5 NOT TO SCALE

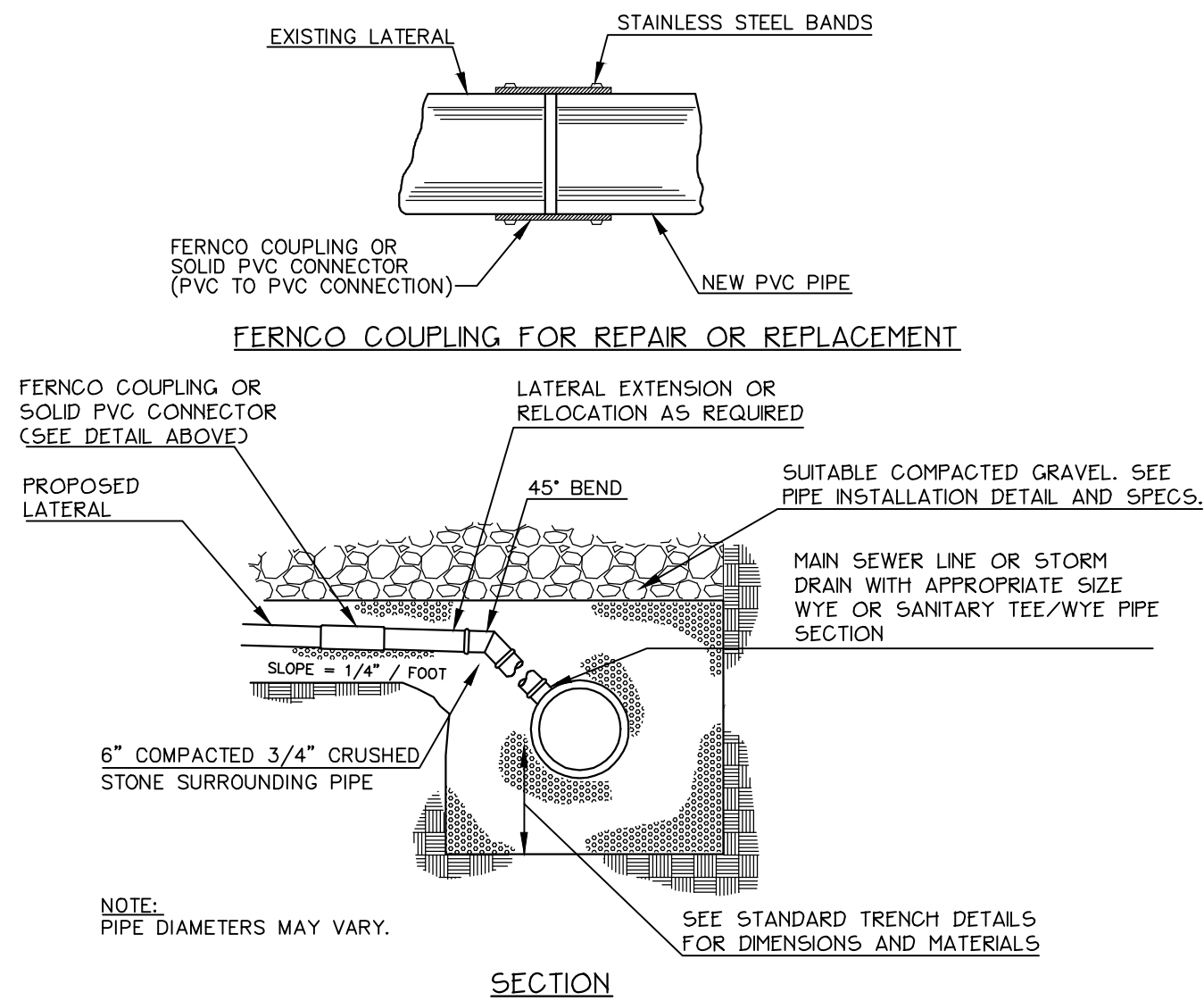


8 TREE AND SHRUB INSTALLATION
5 NOT TO SCALE



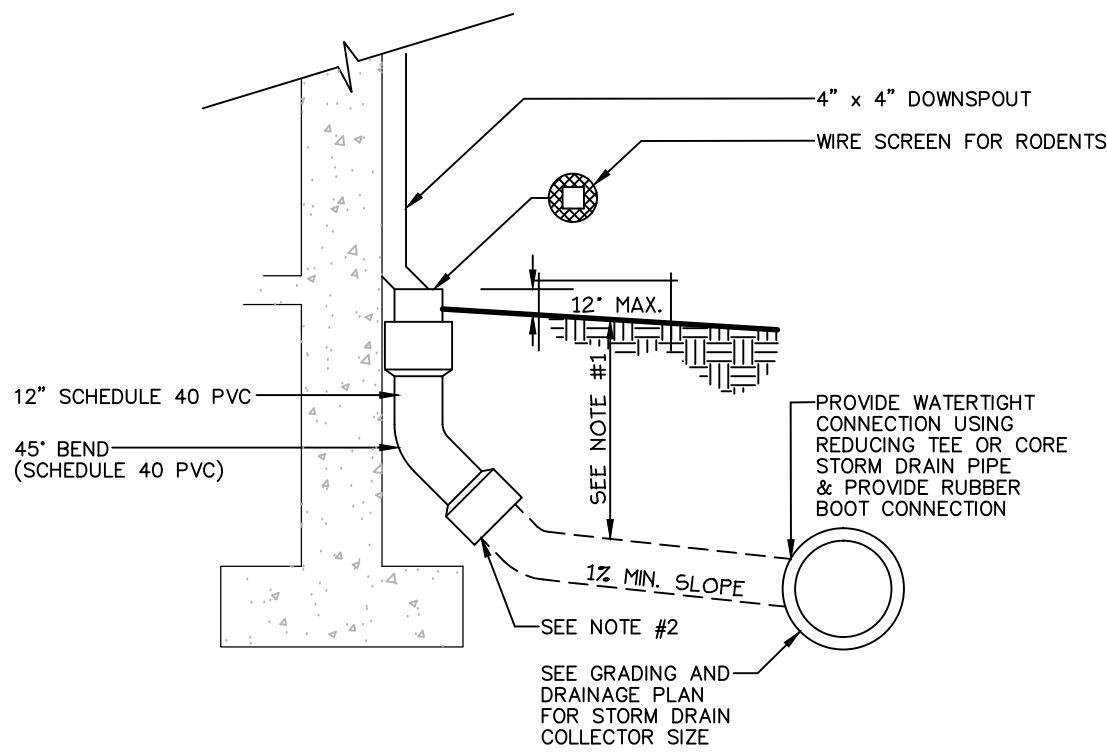
2 PORTLAND WATER DISTRICT PIPE TRENCH DETAIL
5 NOT TO SCALE

- NOTES:
1. LOCATIONS AND ELEVATIONS OF STUBS ON THE PLANS ARE TO BE CONSIDERED AS APPROXIMATE AND MAY BE ADJUSTED AS DIRECTED TO SUIT FIELD CONDITIONS.
 2. HOUSE CONNECTIONS AND CATCH BASIN CONNECTIONS TO BE MAIN LINE OF THE SEWER, SHALL CONSIST OF AN APPROPRIATE "Y" BRANCH CONNECTION AS SHOWN ON THE PLANS, OR AS DIRECTED. ACTUAL "Y" LOCATIONS FOR THE HOUSE CONNECTIONS AND CATCH BASIN CONNECTIONS SHALL BE DETERMINED DURING CONSTRUCTION. THE CONTRACTOR SHALL KEEP A COMPLETE RECORD OF "Y" LOCATIONS WHICH SHALL BE GIVEN TO THE CITY OF PORTLAND UPON COMPLETION OF THE CONTRACT. ALL PVC TO PVC COUPLING SHALL BE "SOLID PVC COUPLINGS".

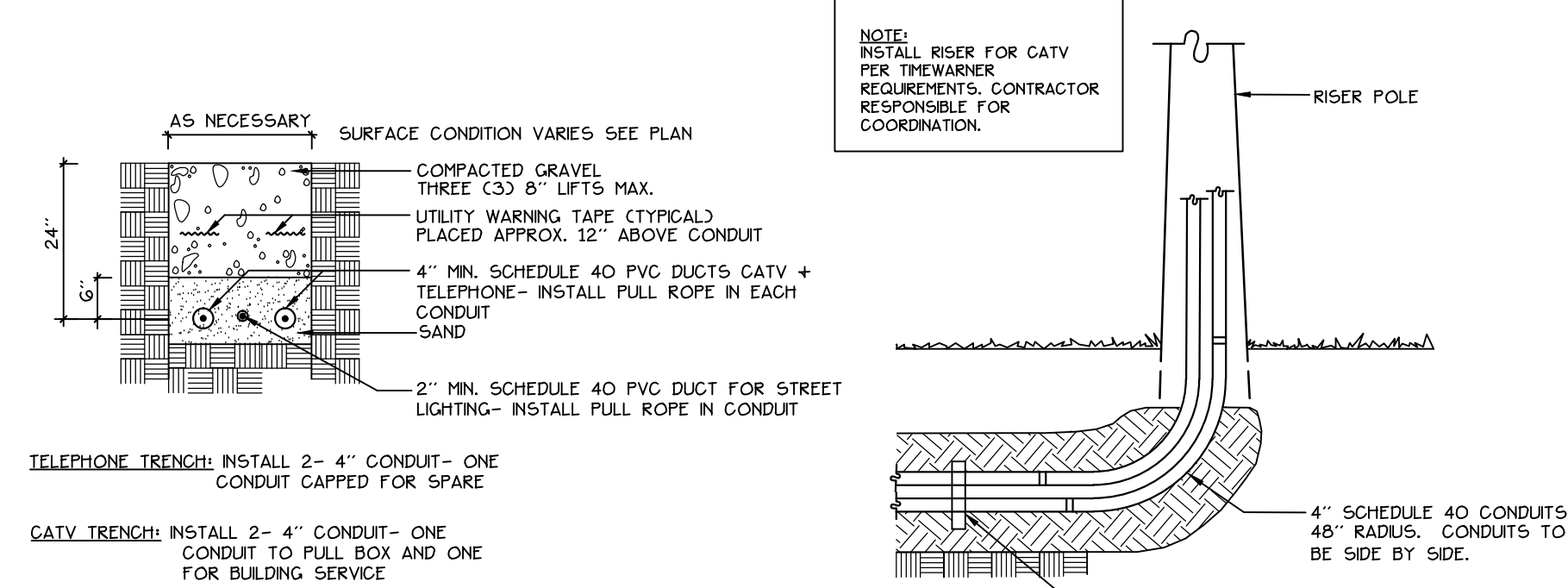


6 TYPICAL LATERAL WYE CONNECTION DETAIL
5 NOT TO SCALE

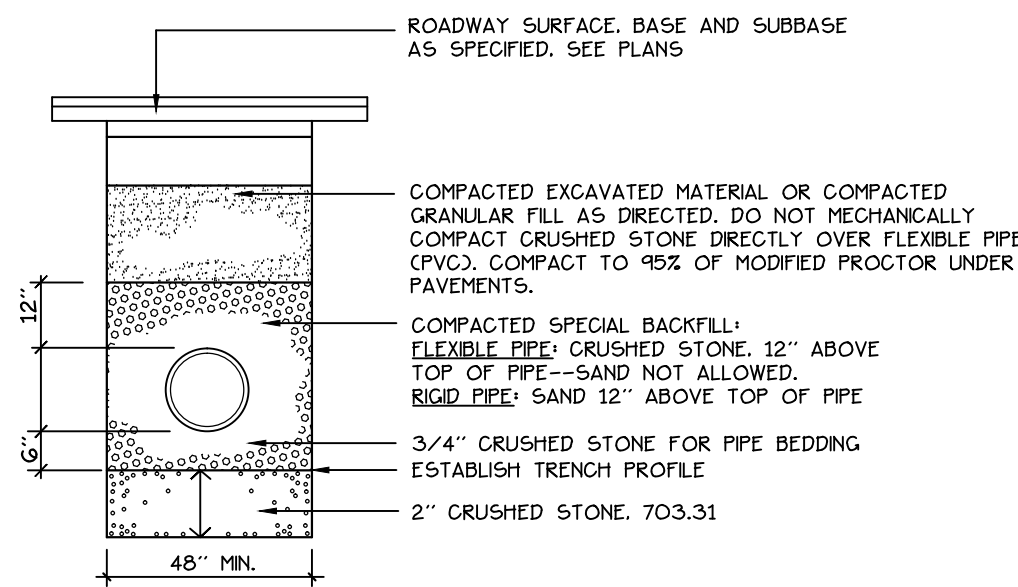
- NOTES:
1. FOR ALL DEPTHS OF COVER LESS THAN TWO (2) FEET, PIPE MUST BE SCHEDULE 40 PVC. FOR DEPTHS OF COVER GREATER THAN TWO (2) FEET, FLEXIBLE PIPE MAY BE USED. REFER TO SPECIFICATIONS FOR ALLOWABLE PIPE TYPES.
 2. A WATERTIGHT CONNECTION SHALL BE MAINTAINED WITH ANY TRANSITION FROM SCHEDULE 40 PVC PIPE TO ANY OTHER TYPE OF PIPE.
 3. THE DOWNSPOUT COLLECTOR DRAIN SHALL BE INSTALLED BEFORE THE DOWNSPOUTS ARE INSTALLED ON THE BUILDING. SITEWORK CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK TO AND INCLUDING THE RODENT SCREEN. BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONNECTION AT THE POINT OF THE RODENT SCREEN.



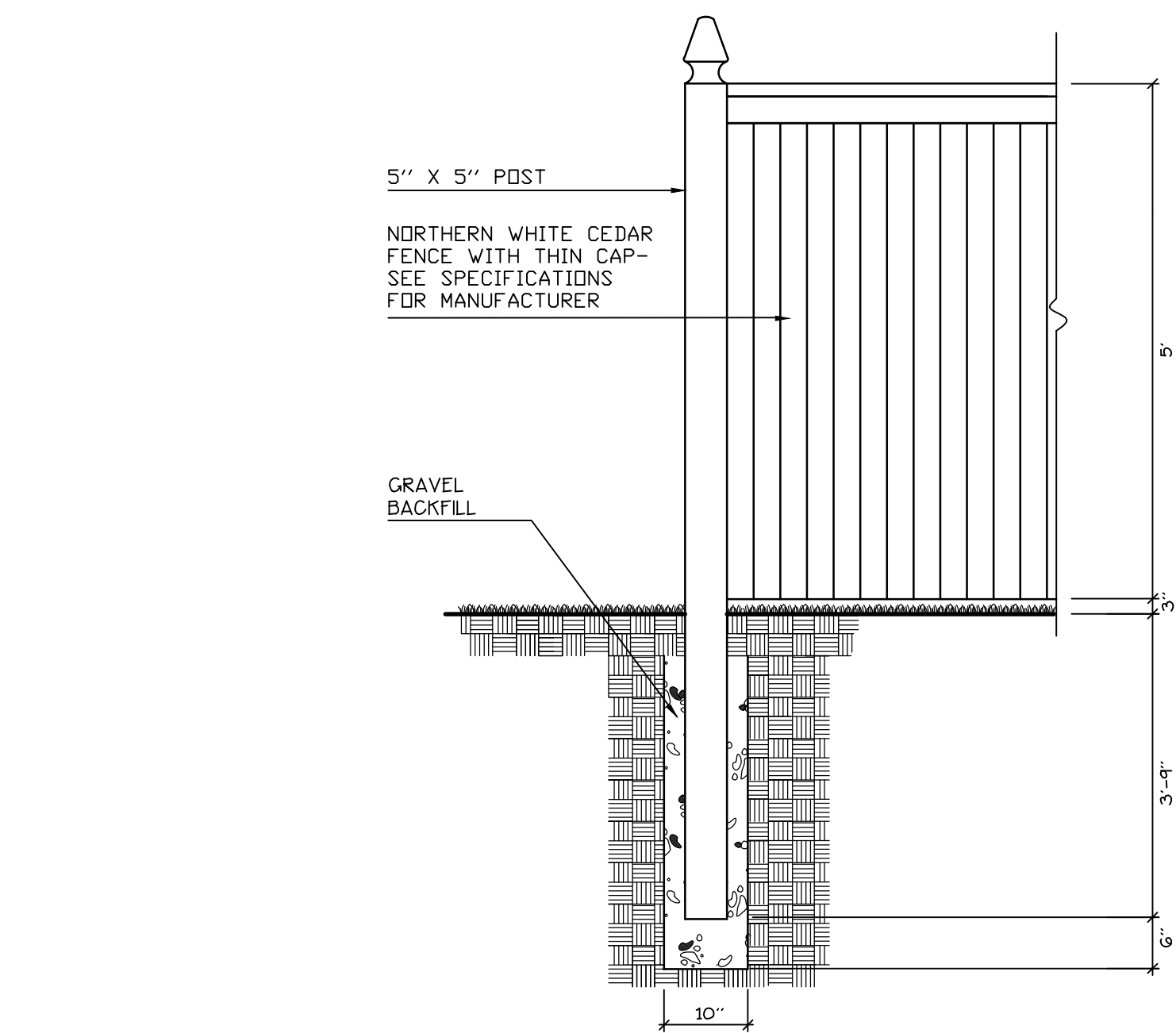
7 ROOF DRAIN DETAIL
5 NOT TO SCALE



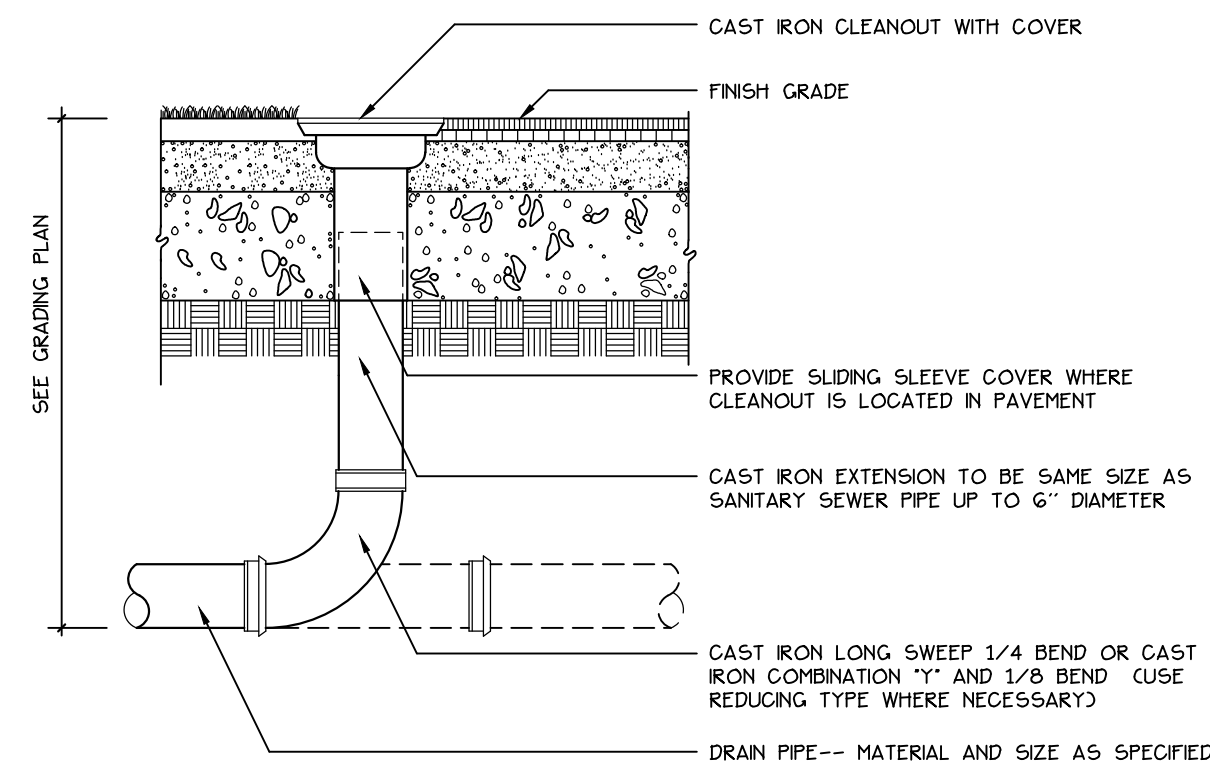
3 TELEPHONE / CABLE T.V. + STREET LIGHTING TRENCH
5 NOT TO SCALE



4 PIPE TRENCH DETAIL
5 NOT TO SCALE



9 SOLID WOOD FENCE
5 NOT TO SCALE



10 FOUNDATION DRAIN CLEANOUT DETAIL
5 NOT TO SCALE

Prepared For:

Applicant:

AVESTA HOUSING
307 Cumberland Avenue
Portland, Maine



Prepared By:

MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

WASHINGTON AVENUE EFFICIENCIES

134 Washington Avenue
Portland, Maine

Date:

APRIL 14, 2014

Issued For:

SITE PLAN AND SUBDIVISION
PLAN REVIEW

Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:

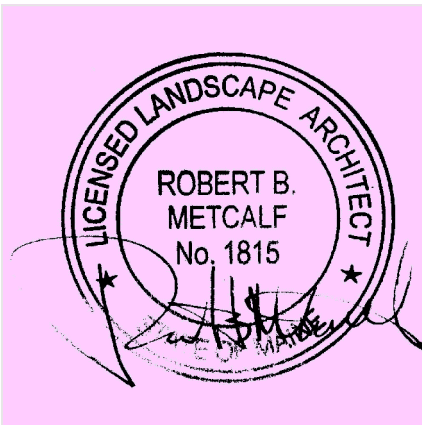
SITE DETAILS

Scale:

AS NOTED

Sheet No.:

5



EROSION AND SEDIMENTATION CONTROL PLAN

THIS PLAN HAS BEEN DEVELOPED AS A STRATEGY TO CONTROL SOIL EROSION AND SEDIMENTATION DURING AND AFTER THE CONSTRUCTION OF 134 WASHINGTON AVENUE EFFICIENCIES LOCATED ON WASHINGTON AVENUE IN PORTLAND, MAINE. THIS PLAN IS BASED ON THE MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION. BEST MANAGEMENT PRACTICES, MARCH, 2003.

A. PROPOSED DEVELOPMENT

THE PROJECT CONSISTS OF THE CONSTRUCTION OF A 4 STORY, 13,564.5 SQUARE FOOT BUILDING. THE BUILDING WILL INCLUDE 18 APARTMENT UNITS AND A GROUND LEVEL MECHANICAL ROOM. THE PARCEL IS 10,094 SQUARE FEET WITH 27% OF THE SITE IMPERVIOUS. THE PROPOSED IMPERVIOUS COVER IS XXXX SQUARE FEET.

B. EROSION CONTROL PRACTICES/TEMPORARY MEASURES

THE FOLLOWING TEMPORARY MEASURES TO CONTROL EROSION AND SEDIMENTATION SHALL BE UTILIZED:

1. EACH GROUND AREA, OPENED OR EXPOSED, WHETHER DIRECTLY OR INDIRECTLY DUE TO THE DEVELOPMENT, SHALL BE MINIMIZED AND SHALL BE STABILIZED WITHIN 15 DAYS OF INITIAL DISTURBANCE OF SOIL AND SHALL BE PERMANENTLY STABILIZED WITHIN SEVEN DAYS OF FINAL GRADING. THIS STATEMENT APPLIES TO DISTURBED AREAS BEYOND THE LIMITS OF THE PROPOSED BUILDING. EXPOSED AREAS SHALL BE STABILIZED PRIOR TO A RAIN EVENT.

2. TEMPORARY SOIL STABILIZATION SHALL BE EITHER BY TEMPORARY MULCHING, TEMPORARY SEEDING, PERMANENT BASE GRAVEL, OR ASPHALT BINDER COURSE AS FOLLOWS:

TEMPORARY SEEDING: SEED SHALL BE ARROOSTOOK RYE APPLIED AT 2.60#/#1000 SF. LIME SHALL BE AGRICULTURAL GROUND LIMESTONE APPLIED AT 13.8#/#1000 SF. FERTILIZER SHALL BE 10-10-10 CLASSIFICATION APPLIED AT 13.8#/#1000 SF. MULCH SHALL CONSIST OF HAY AND STRAW MULCH AND SPREAD EVENLY AT A RATE OF 70-90#/#1000 SF. TEMPORARY SEEDING SHALL ONLY BE MADE BETWEEN APRIL 15 AND OCTOBER 1 AND SHALL NOT BE PLACED OVER SNOW.

TEMPORARY MULCHING: MULCH SHALL CONSIST OF CHOPPED HAY OR STRAW MULCH AND SPREAD BY MECHANICAL BLOWER EVENLY AT A RATE OF 150-200#/#1000 SF. TEMPORARY MULCH SHALL BE REMOVED PRIOR TO PERMANENT SOIL STABILIZATION. MULCH MUST NOT BE PLACED OVER SNOW. SNOW SHALL BE REMOVED PRIOR TO MULCHING.

PERMANENT BASE GRAVEL: BASE GRAVEL UNDER PAVEMENT SHALL BE SUITABLE AS TEMPORARY SOIL STABILIZATION UNDER THE FOLLOWING CONDITIONS:

a) SLOPES SHALL BE LESS THAN EIGHT PERCENT;
b) GRAVEL SHALL MEET THE SPECIFICATIONS FOR BASE OR SUBBASE GRAVEL FOR THE PROPOSED COMPLETED PAVEMENT.

ASPHALT BINDER COURSE: ASPHALT BINDER SHALL MEET THE SPECIFICATIONS FOR THE ASPHALT BINDER COURSE FOR THE PROPOSED COMPLETED PAVEMENT.

C. EROSION CONTROL PRACTICES/PERMANENT MEASURES

THE FOLLOWING PERMANENT MEASURES TO CONTROL EROSION AND SEDIMENTATION SHALL BE UTILIZED:

1. PERMANENT SEEDING SHALL BE PERFORMED DURING CONSTRUCTION OPERATIONS AS EACH DISTURBED AREA HAS BEEN BROUGHT TO FINISH GRADE. PERMANENT SEEDING SHALL BE MADE AS DORMANT SEEDING AFTER THE FIRST KILLING FROST. DORMANT SEEDING AND MULCH SHALL BE USED AT TWO TIMES THE PERMANENT SEEDING AND MULCHING RATE SHOWN BELOW FOR BOTH LAWN AS WELL AS EMBANKMENTS. SEED, LOAM, LIME, FERTILIZER AND MULCH ARE TO BE AS FOLLOWS:

SEED: THE SEED MIXTURE SHALL CONSIST OF SEED PROPORTIONED BY WEIGHT. ALL SEED SHALL BE FRESH, CLEAN, "NEW CROP" SEED, HARMLESS INERT MATTER AND WEED SEEDS SHALL BE PERMITTED UP TO ONE PERCENT OF THE GROSS WEIGHT OF EACH VARIETY OF SEED. ALL SEED SUPPLIED SHALL BE PACKED IN APPROVED CONTAINERS BEARING THE MANUFACTURER'S NAME AND ANALYSIS OF CONTENTS. THE FOLLOWING MATERIALS AND APPLICATION RATES SHALL BE REQUIRED FOR PERMANENT SEEDING:

LAWN
CREEPING RED RESCUE: 0.69#/#1000 SF
KENTUCKY BLUEGRASS: 0.57#/#1000 SF
PERENNIAL RYEGRASS: 0.46#/#1000 SF
REDTOP: 0.12#/#1000 SF
TOTAL: 1.84#/#1000 SF

LOAM SHALL BE FREE OF GRASSES, ROOTS, LARGE STONE AND INORGANIC DEBRIS. PLACE LOAM AT SIX INCHES MINIMUM DEPTH OVER ALL DISTURBED AREAS. FINAL GRADING OF ALL LAWN AREAS TO BE APPROVED BY LANDSCAPE ARCHITECT BEFORE SEEDING.

LIME: LIME SHALL BE AGRICULTURAL GROUND LIMESTONE AND APPLIED AS PER RECOMMENDATION OF A STATE COMMERCIAL SOIL TESTING LABORATORY. FERTILIZER: FERTILIZER SHALL BE 10-20-20 CLASSIFICATION AND APPLIED AS PER RECOMMENDATION OF A STATE COMMERCIAL SOIL TESTING LABORATORY.

MULCH: MULCH SHALL CONSIST OF HAY OR STRAW MULCH. MULCH SHALL BE SPREAD EVENLY AT A RATE OF TWO AND ONE HALF TONS PER ACRE OVER ALL SEEDING. AFTER APPLICATION, THE MULCH SHALL BE THOROUGHLY WETTED. IN STEEP AREAS (> 5% SLOPES), THE MULCH SHALL BE HELD IN PLACE BY THE USE OF JUTE EROSION CONTROL NETTING OR APPROVED ALTERNATIVE NETTING MATERIAL. NOTE: ALL EXPOSED SOIL MUST BE COVERED REGARDLESS OF MULCHING RATES SPECIFIED. NOTE: AN EROSION CONTROL BLANKET SHALL BE PLACED IN ALL NEWLY CREATED OR DISTURBED DITCHES.

THE CONTRACTOR SHALL MAINTAIN THE SEEDING AND MULCHING AREAS UNTIL FINAL ACCEPTANCE OF THE WORK. MAINTENANCE SHALL CONSIST OF PROVIDING PROPER WATERING, PROTECTION AGAINST TRAFFIC AND REPAIRING ANY AREAS DAMAGED DUE TO WIND, WATER, EROSION, FIRE OR OTHER CAUSES. SUCH DAMAGED AREAS SHALL BE REPAIRED TO RE-ESTABLISH THE CONDITION AND GRADE OF THE SOIL PRIOR TO SEEDING AND SHALL THEN BE REFERTILIZED, RESEEDING AND REMULCHED.

D. WINTER CONSTRUCTION

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./#1000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR SHALL INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE. DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS, CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

E. CONSTRUCTION SEQUENCE

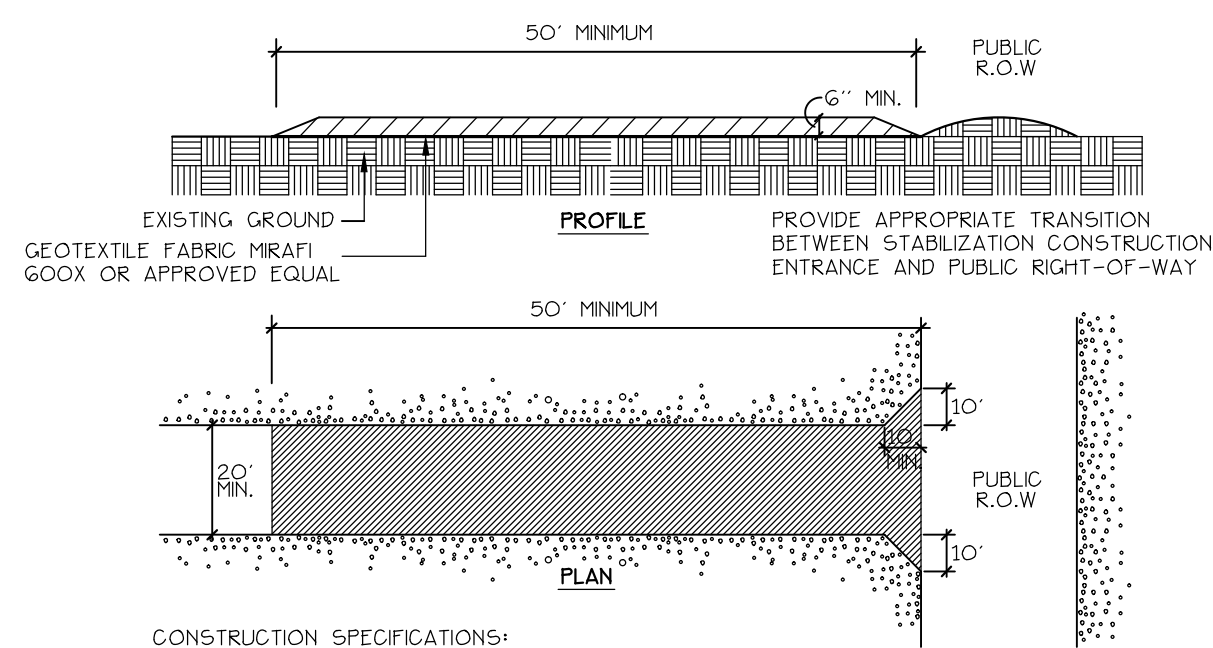
THE GENERAL SEQUENCE OF WORK SHALL BE AS FOLLOWS:

1. INSTALL EROSION CONTROL DEVICES. (SILT FENCE, STABILIZED CONSTRUCTION ENTRANCE AND/OR SEDIMENT BARRIER.)
2. TEMPORARILY STABILIZE DISTURBED AREAS BY MULCHING ALL EXPOSED SOIL WITHIN 15 DAYS OF INITIAL DISTURBANCE.
3. INSTALL STORMWATER SYSTEM.
4. COMPLETE SITE CONSTRUCTION WORK.
5. CONSTRUCT PAVED ACCESS AND PARKING AREA.
6. INSTALL PERMANENT VEGETATION ON ALL EXPOSED AREAS WITHIN 15 DAYS OF FINAL GRADING.
7. PERFORM CONTINUING MAINTENANCE ON ALL EROSION AND SEDIMENTATION CONTROL DEVICES AND MEASURES.

F. SITE INSPECTION + MAINTENANCE

WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING RAINFALLS OF 1/2" OVER A CONSECUTIVE 24-HOUR PERIOD, SHALL BE CONDUCTED BY THE SITE CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT. NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING OR DETERIORATION. FINAL ACCEPTANCE SHALL INCLUDE A SITE INSPECTION TO VERIFY THE STABILITY OF ALL DISTURBED AREAS AND SLOPES. UNTIL FINAL INSPECTION, ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL IMMEDIATELY BE CLEANED, AND REPAIRED BY THE SITE CONTRACTOR AFTER STORM EVENTS. DISPOSAL OF ALL TEMPORARY EROSION CONTROL DEVICES SHALL BE THE RESPONSIBILITY OF THE SITE CONTRACTOR.

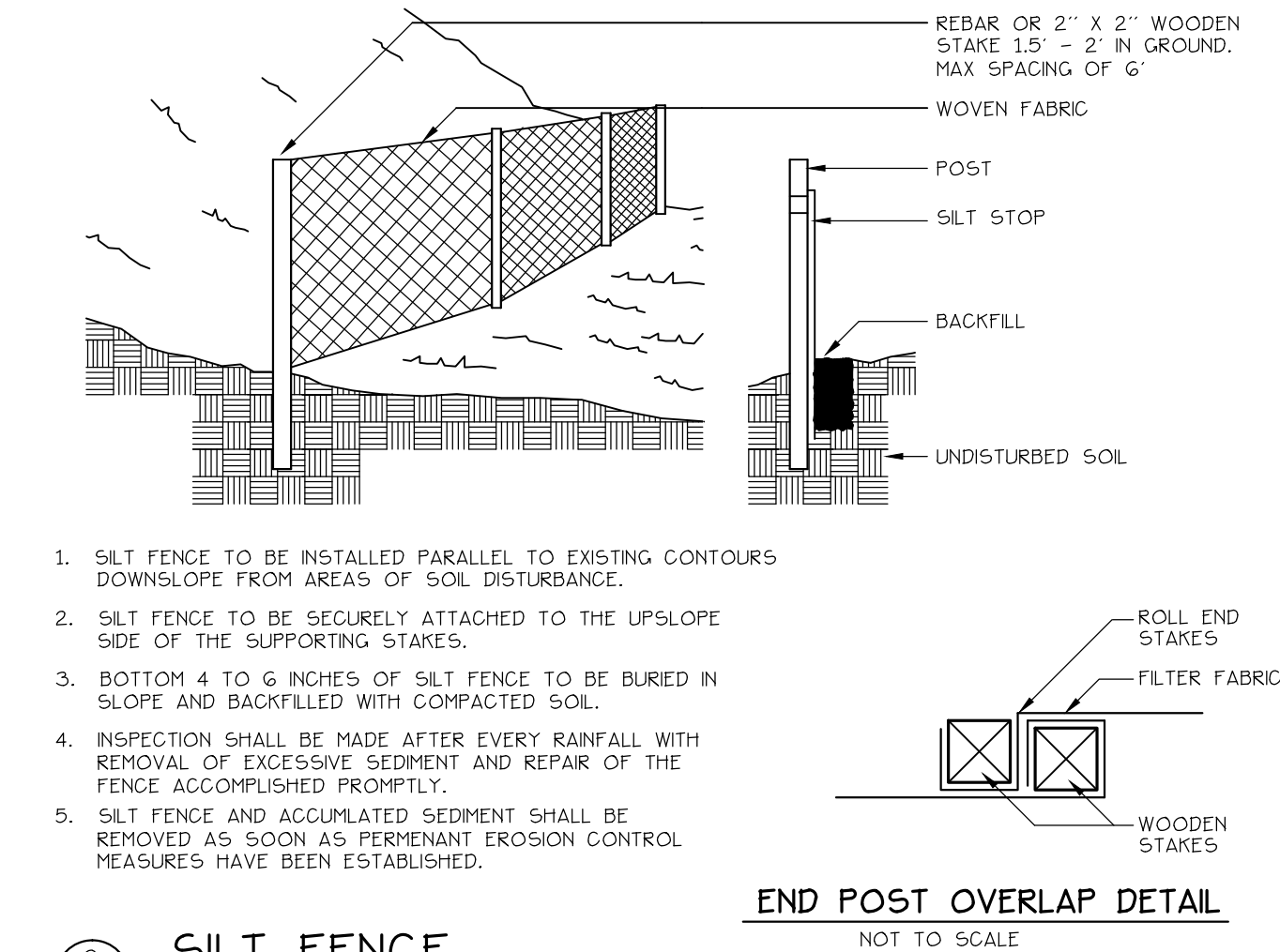
CONTINUED TEMPORARY MAINTENANCE AND LONG TERM PROVISIONS FOR PERMANENT MAINTENANCE OF ALL EROSION AND SEDIMENTATION CONTROL FACILITIES AFTER ACCEPTANCE OF THE PROJECT SHALL BE THE RESPONSIBILITY OF AVESTA WASHINGTON AVENUE, L.P. OR ASSIGNS.



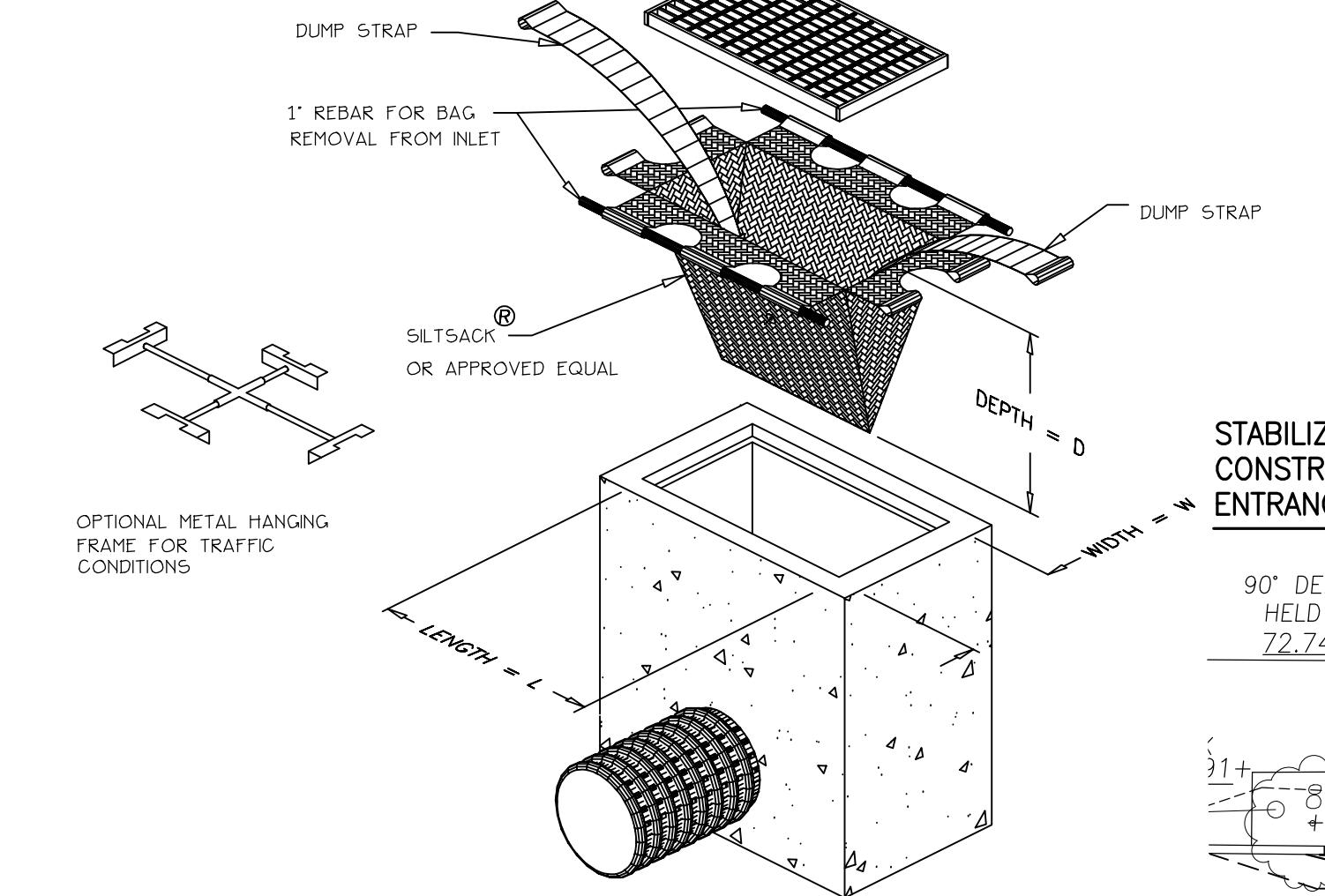
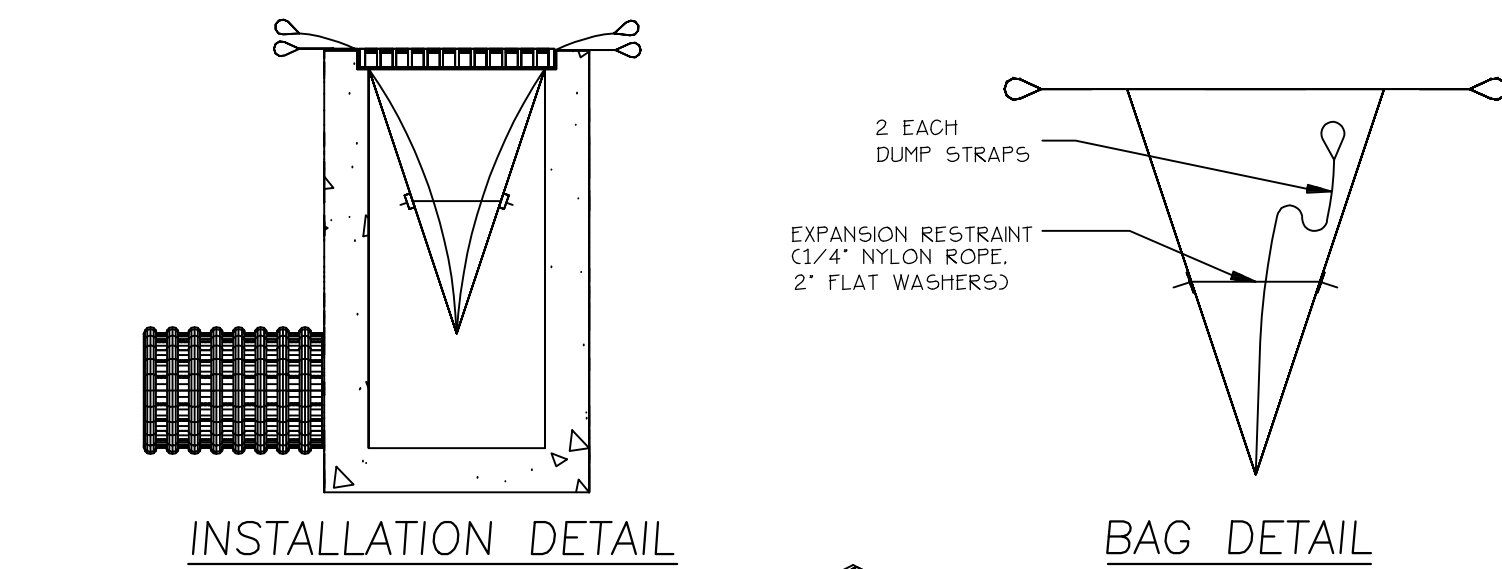
CONSTRUCTION SPECIFICATIONS:

1. STONE SIZE: 2" TO 3" (50-75mm) CRUSHED AGGREGATE.
2. LENGTH: AS EFFECTIVE, BUT NOT LESS THAN 50 FEET.
3. THICKNESS: NOT LESS THAN SIX (6) INCHES.
4. WIDTH: NOT LESS THAN FULL WIDTH OF ALL POINT OF INGRESS OR EGRESS.
5. WASHING: WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH THE USE OF SAND BAGS, GROUND BOARDS OR OTHER APPROVED METHODS.
6. MAINTENANCE: THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONES AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.

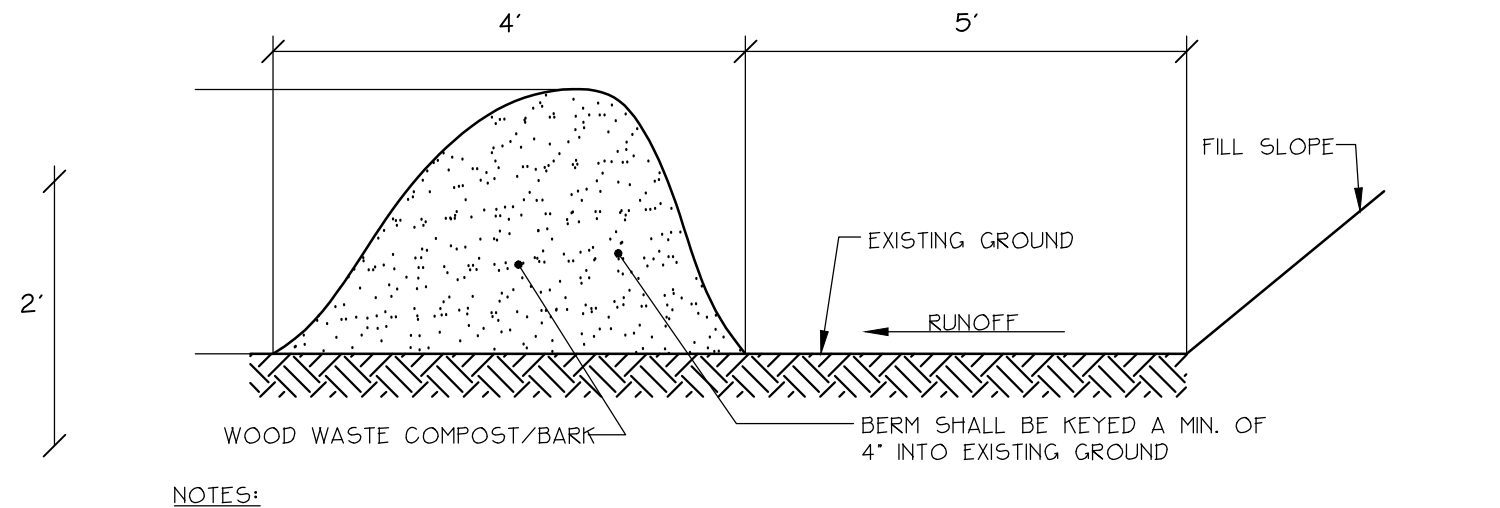
1 7 STABILIZED CONSTRUCTION ENTRANCE NOT TO SCALE



2 7 SILT FENCE NOT TO SCALE



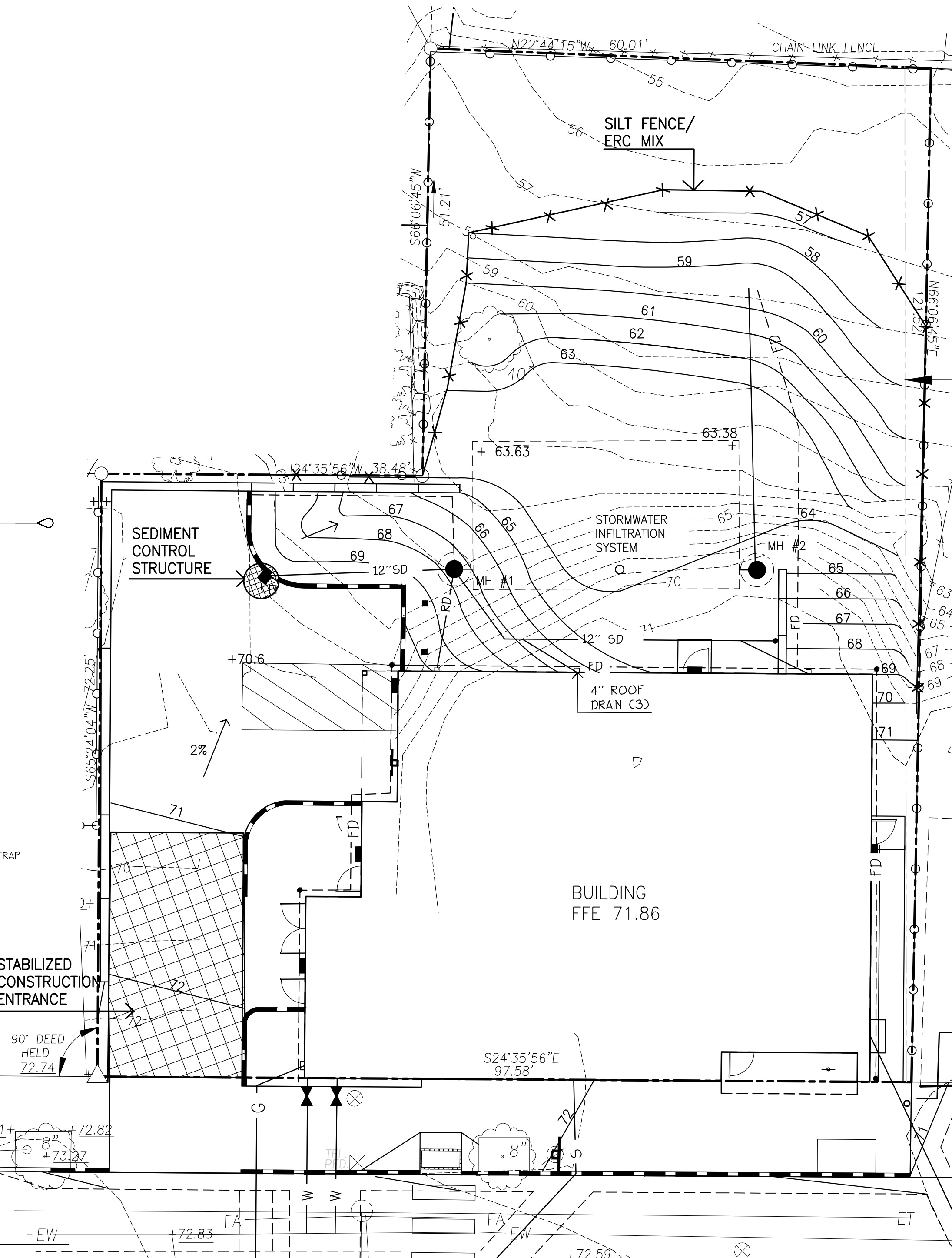
3 7 INLET SEDIMENT CONTROL DEVICE NOT TO SCALE



NOTES:

1. THE WOOD WASTE COMPOST/BARK MIX SHALL CONFORM TO THE FOLLOWING STANDARDS:
A. MOISTURE CONTENT - 30-60%.
B. pH - 5.0 - 8.0.
C. SCREEN SIZE - 100% LESS THAN 3\"/>
2. THE COMPOST BERM SHALL BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR.
3. THE WOOD WASTE COMPOST/BARK FILTER BERM MAY BE USED IN LIEU OF SALTATION FENCE, AT THE TOE OF SHALLOW SLOPES, ON FROZEN GROUND, LEDGE OUT CROPS, VERY ROOTED FORESTED AREA OR AT THE EDGE OF GRAVEL PARKING AREAS.
4. BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS COMPLETED OR 70% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED BY SPREADING SUCH THAT NATIVE EARTH CAN BE SEEN BELOW.

4 7 EROSION CONTROL MIX NOT TO SCALE



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE	---	---
IRON PIPE/MAG NAIL	○ I.R.P./P.F.	● ▲
GRANITE MONUMENT	□	□
CATCHBASIN	□	□
MANHOLE	□	□
HYDRANT	⊕	⊕
UTILITY POLE	⊕	⊕
CONTOUR	--- 50 ---	--- 23 ---
FENCE	--- * ---	--- * ---
DEC. TREE	⊙	⊙
EVERGREEN TREE	⊙	⊙
LIGHT POLE	⊙	⊙
CURB	---	---
OVERHEAD WIRES	--- EOHW ---	--- OHW ---
WALL MOUNTED LIGHT	---	---
SOIL BORINGS	⊕	⊕
WATER VALVE	⊕	⊕
GAS VALVE	⊕	⊕
SANITARY SEWER	ES ---	S ---
STORM DRAIN	ESD ---	SD ---
WATER	EW ---	W ---
GAS	EG ---	G ---
FIRE ALARM	FA ---	FA ---
TELEPHONE LINE	T ---	T ---
SIGN	---	---

Prepared For:

Applicant:

AVESTA Washington Ave, LP
307 Cumberland Avenue
Portland, Maine



Prepared By:

MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

WASHINGTON AVENUE EFFICIENCIES
134 Washington Avenue
Portland, Maine

Date:

APRIL 14, 2014

Issued For:

SITE PLAN AND SUBDIVISION
PLAN REVIEW

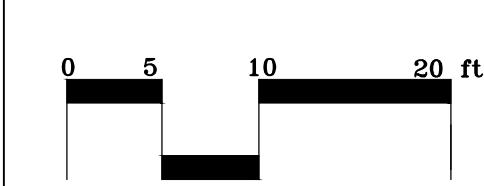
Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

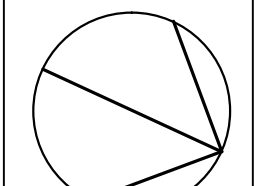
Title:

EROSION AND
SEDIMENTATION
CONTROL PLAN

Scale: 1"=10'

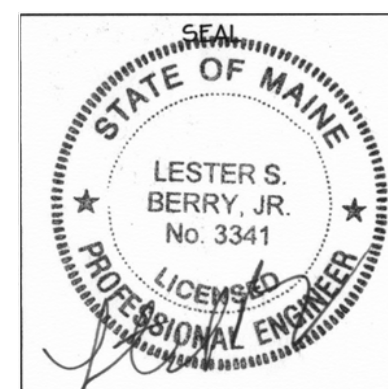


North:



Sheet No.:

7



PRE-DEVELOPMENT PEAK FLOW RATE SUMMARY

@ ANALYSIS POINT #1

2 YEAR STORM= 0.00 cfs

10 YEAR STORM= 0.08 cfs

25 YEAR STORM= 0.18 cfs

Prepared For:

Applicant:

AVESTA HOUSING
307 Cumberland Avenue
Portland, Maine



Prepared By:

MITCHELL & ASSOCIATES

Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

WASHINGTON AVENUE EFFICIENCIES

Portland, Maine

134 Washington Avenue

Date:

APRIL 14, 2014

Issued For:

SITE PLAN AND SUBDIVISION
PLAN REVIEW

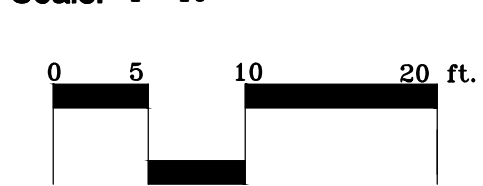
Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

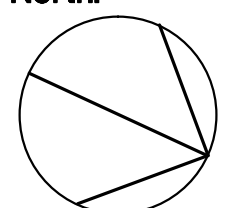
Title:

PREDEVELOPMENT
DRAINAGE PLAN

Scale: 1"=10'



North:

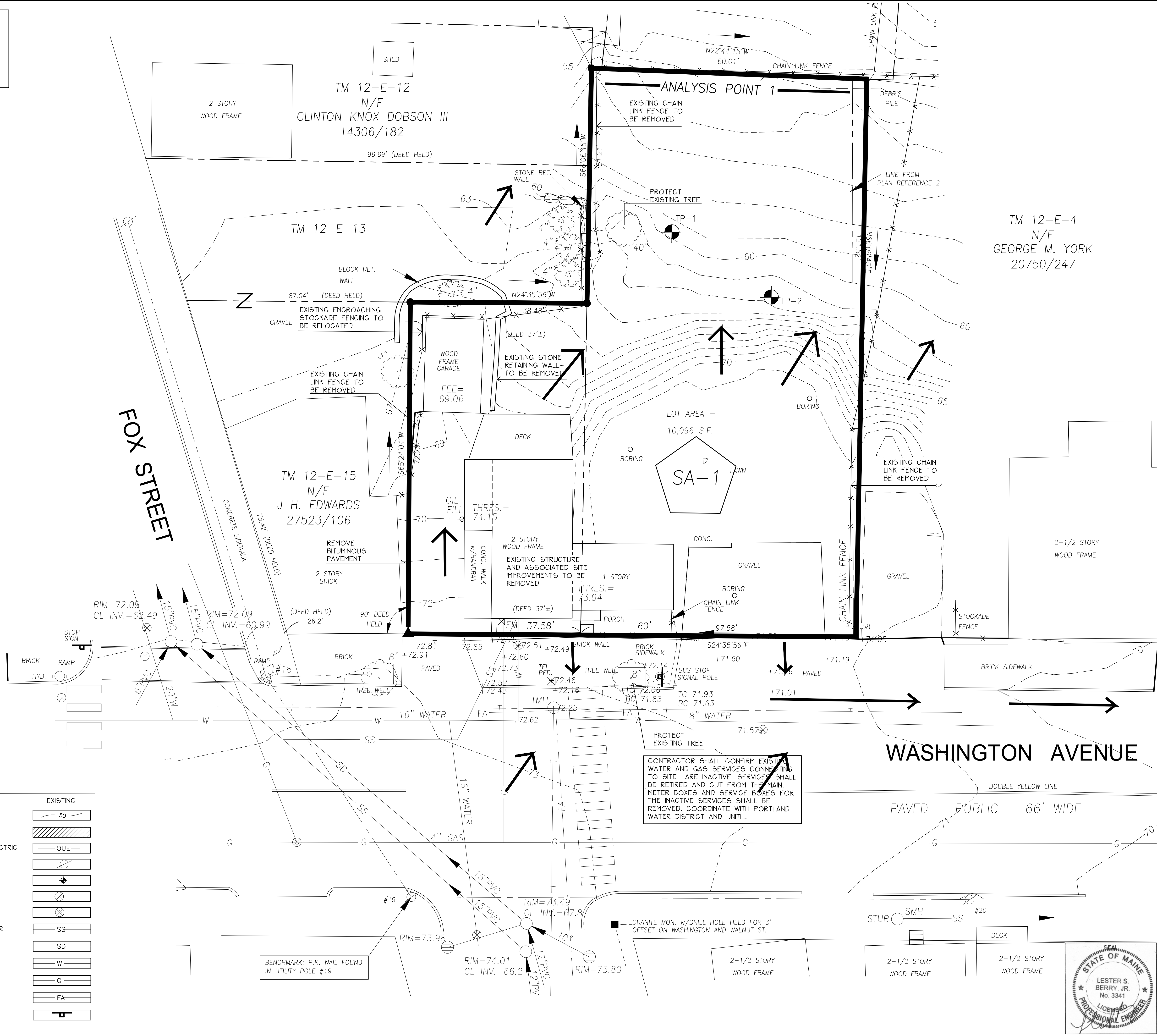


Sheet No.:

8

LEGEND

EXISTING	EXISTING
PROPERTY LINE	CONTOUR
IRON PIPE	WETLAND
IRON PIPE SET	OVERHEAD ELECTRIC
GRANITE MONUMENT	UTILITY POLE
MAG NAIL SET	SOIL BORINGS
CATCHBASIN	WATER VALVE
MANHOLE	GAS VALVE
HYDRANT	SANITARY SEWER
UTILITY POLE	STORM DRAIN
WOOD FENCE	WATER
DEC. TREE	GAS
EVERGREEN TREE	FIRE ALARM
LIGHT POLE	SIGN



POST-DEVELOPMENT PEAK FLOW RATE SUMMARY
@ ANALYSIS POINT #1

2 YEAR STORM= 0.00 cfs
10 YEAR STORM= 0.00 cfs
25 YEAR STORM= 0.01 cfs

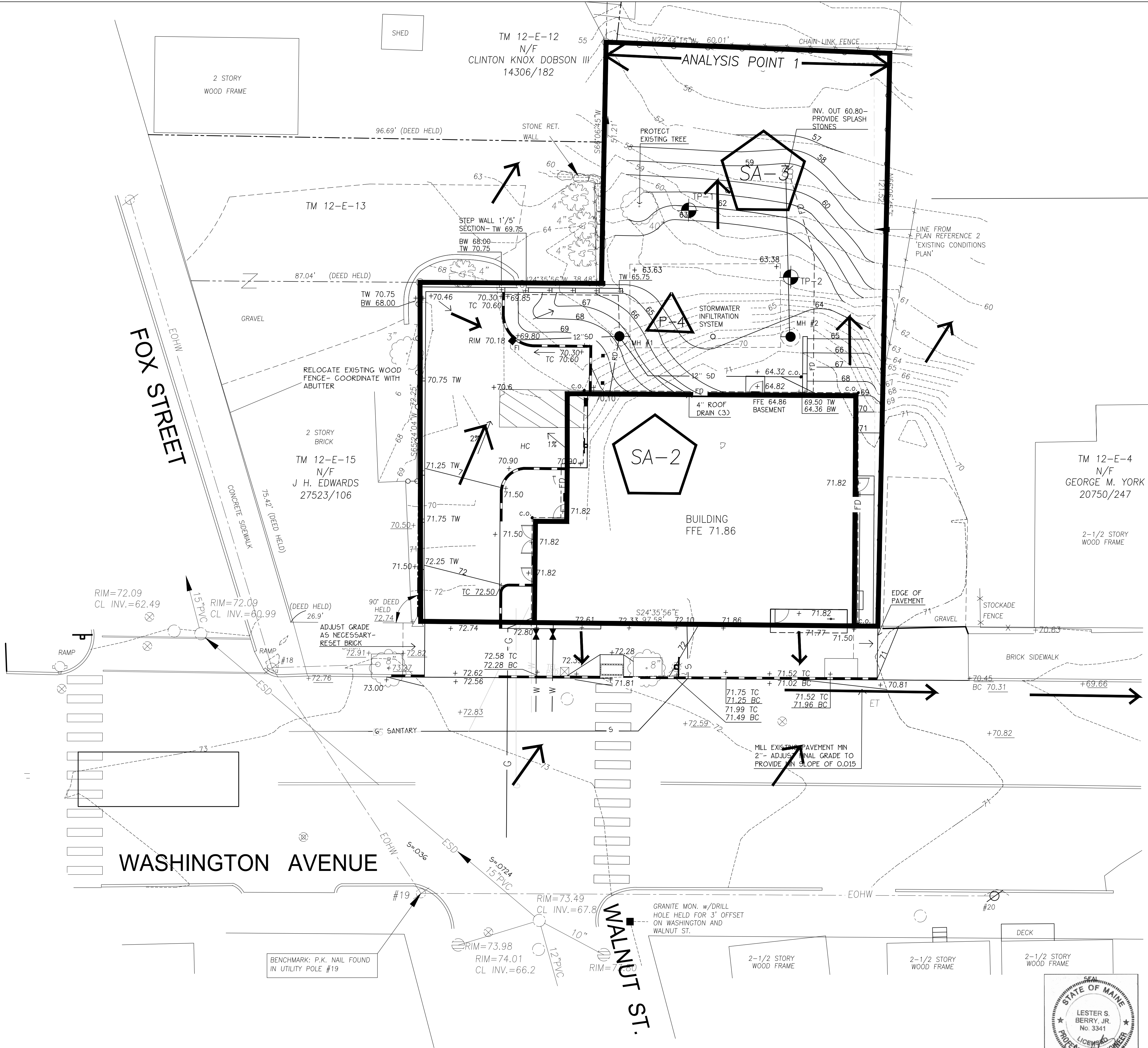
POST-DEVELOPMENT PEAK ELEVATION

2 YEAR STORM= 60.51 cfs
10 YEAR STORM= 61.44 cfs
25 YEAR STORM= 61.99 cfs

TP #1 & TP #2 BY AL FRICK ASSOCIATES

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE	---	---
IRON PIPE/MAG NAIL	O I.R.F./I.P.F.	● ▲
GRANITE MONUMENT	□	□
CATCHBASIN	□	□
MANHOLE	⊕	⊕
HYDRANT	⊕	⊕
UTILITY POLE	⊕	⊕
CONTOUR	50	23
FENCE	---	---
DEC. TREE	⊙	⊙
EVERGREEN TREE	⊙	⊙
LIGHT POLE	⊙	⊙
CURB	---	---
OVERHEAD WIRES	EOHW	OHW
WALL MOUNTED LIGHT	---	---
SOIL BORINGS	⬇	⬇
WATER VALVE	⊗	⊗
GAS VALVE	⊗	⊗
SANITARY SEWER	ES	S
STORM DRAIN	ESD	SD
WATER	EW	W
GAS	EG	G
FIRE ALARM	FA	FA
TELEPHONE LINE	T	T
SIGN	⊕	⊕



Prepared For:

Applicant:

AVESTA Washington Ave, LP
307 Cumberland Avenue
Portland, Maine



Prepared By:

MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

WASHINGTON AVENUE EFFICIENCIES

134 Washington Avenue

Portland, Maine

Date:

APRIL 14, 2014

Issued For:

SITE PLAN AND SUBDIVISION
PLAN REVIEW

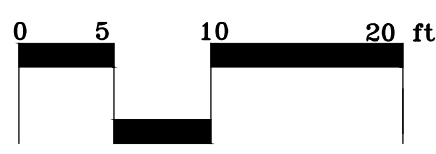
Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

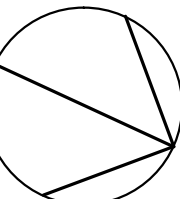
Title:

POST DEVELOPMENT
DRAINAGE PLAN

Scale: 1"=10'

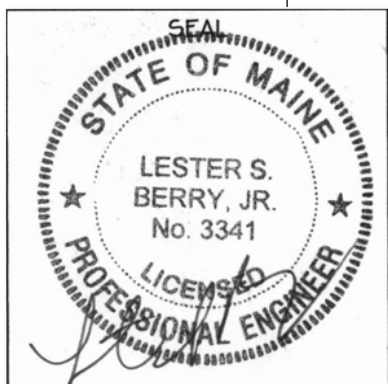


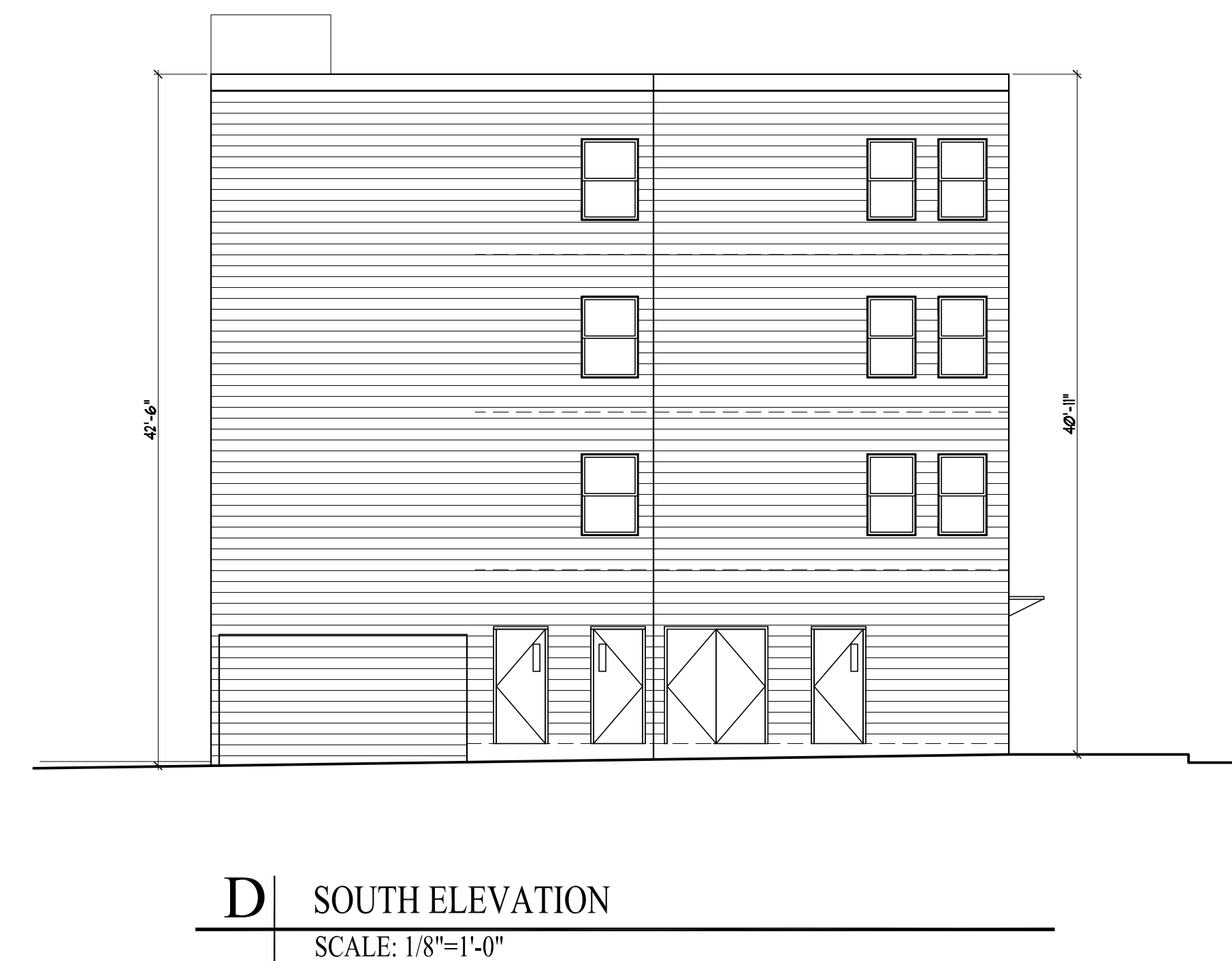
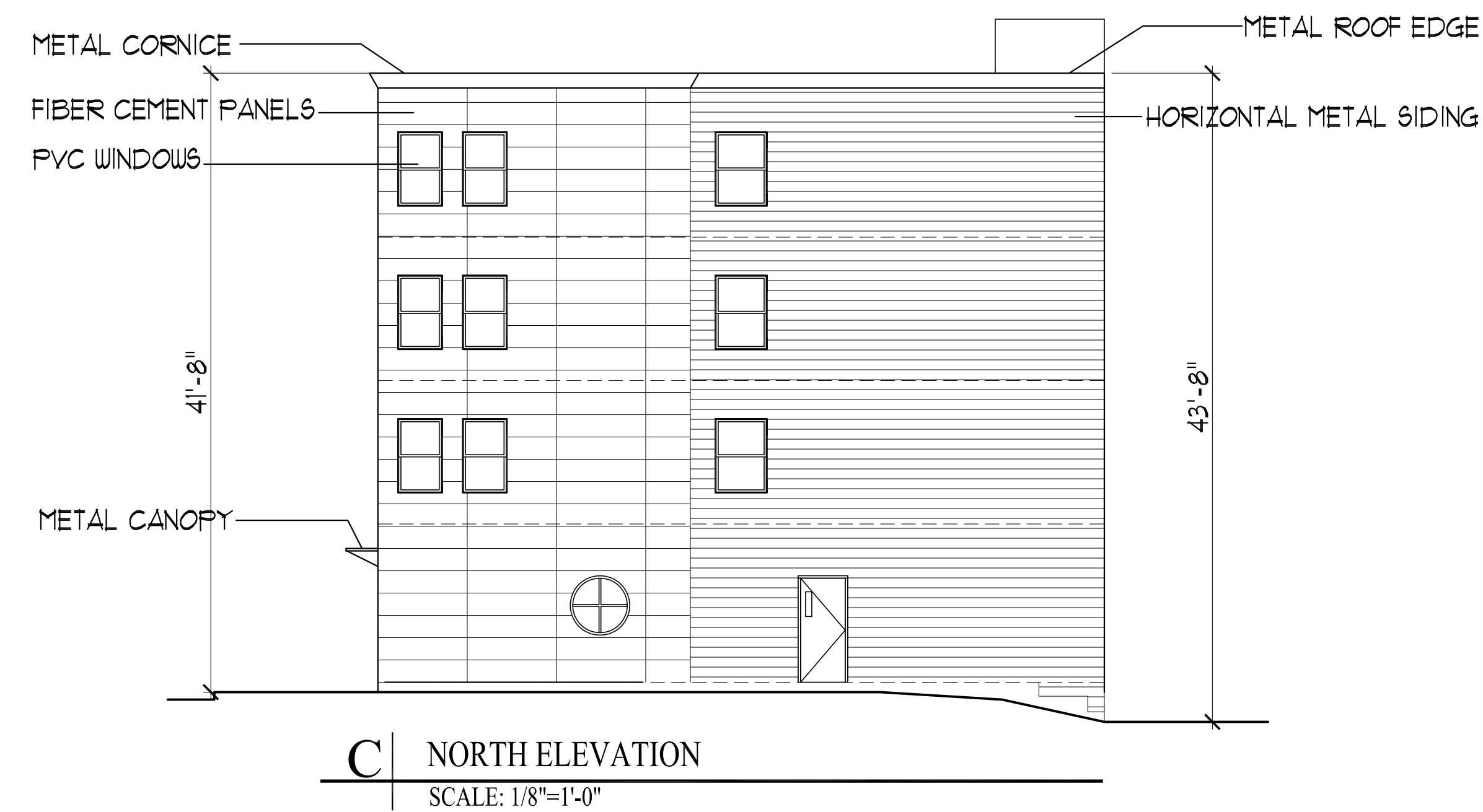
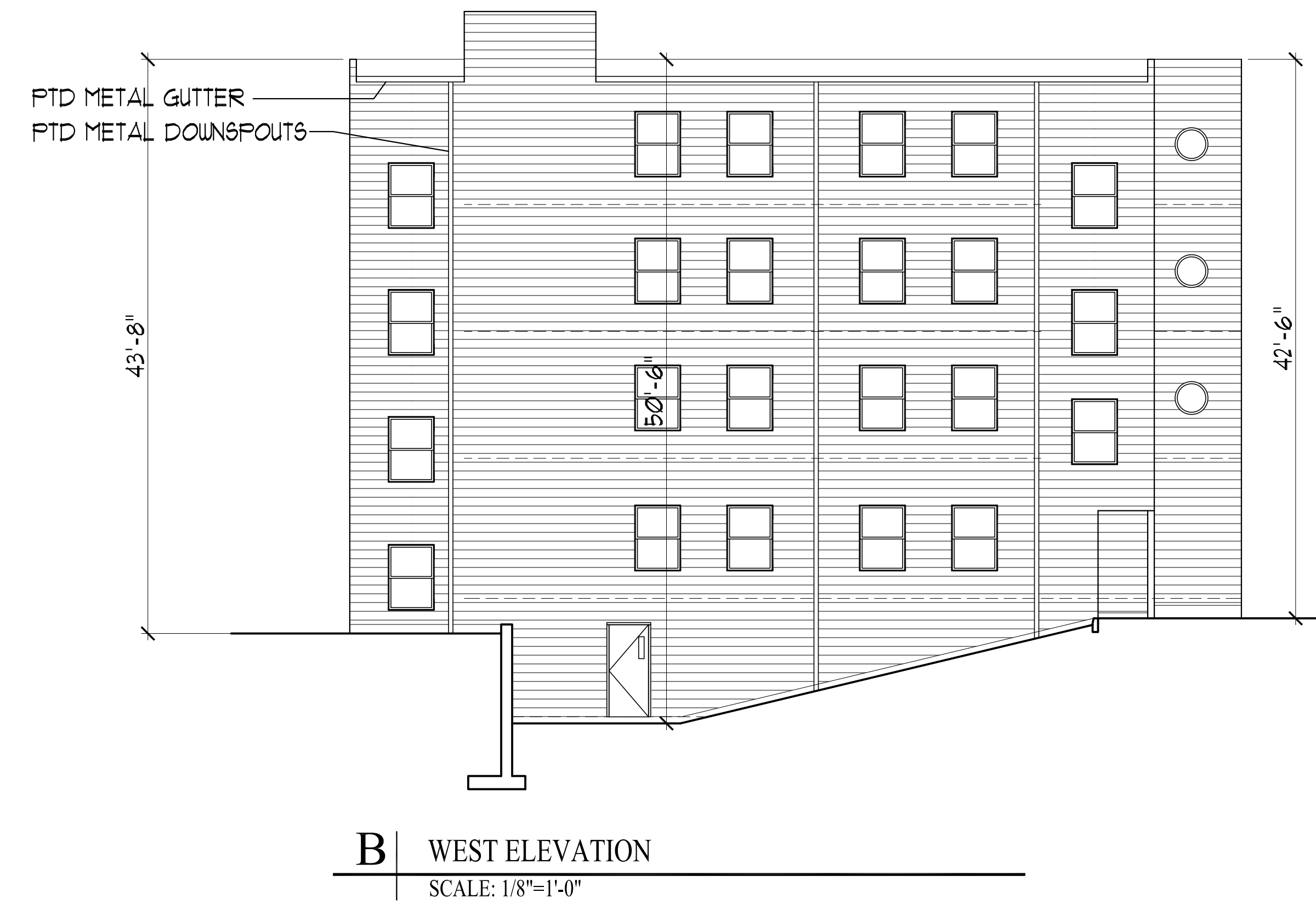
North:



Sheet No.:

9

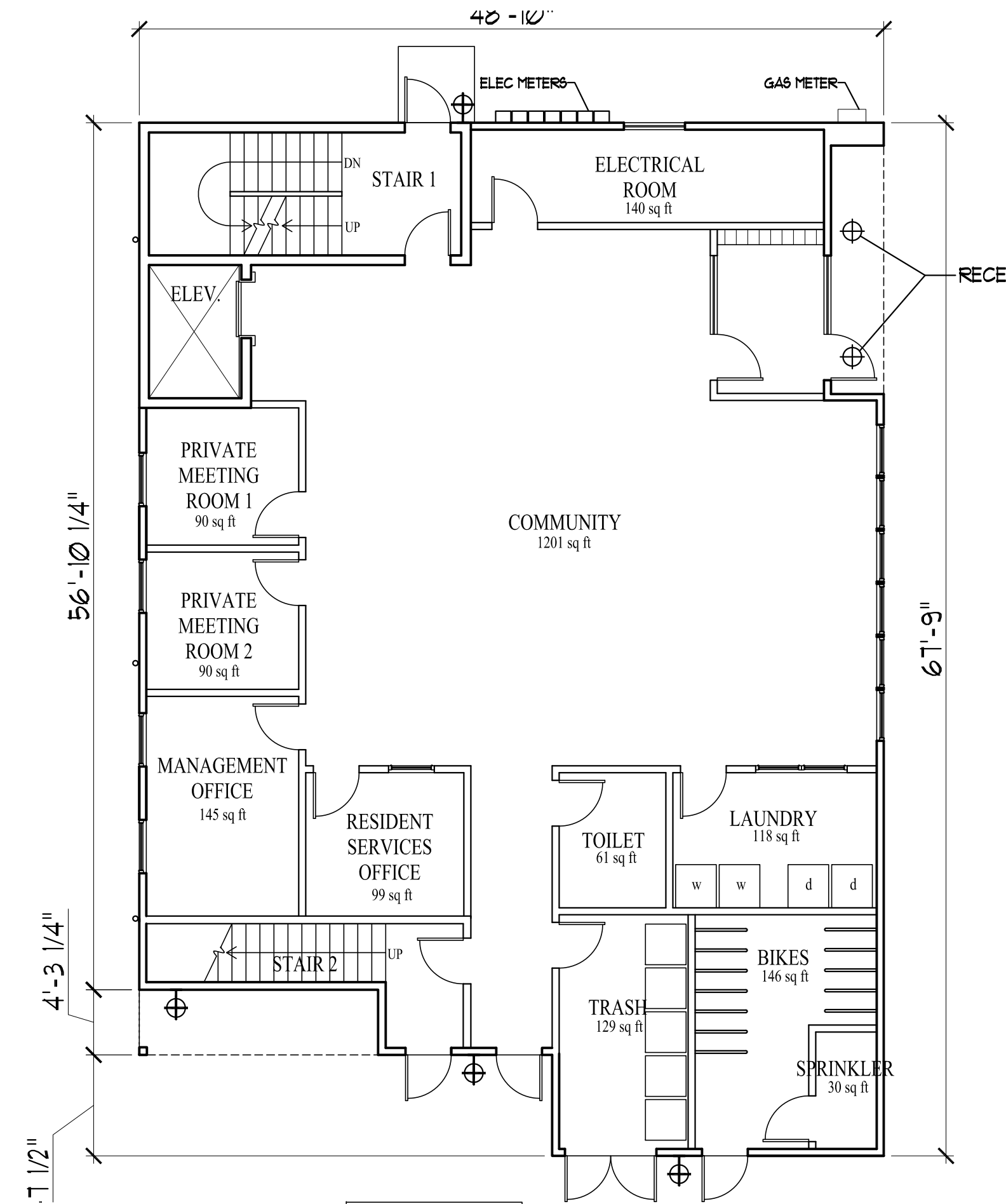
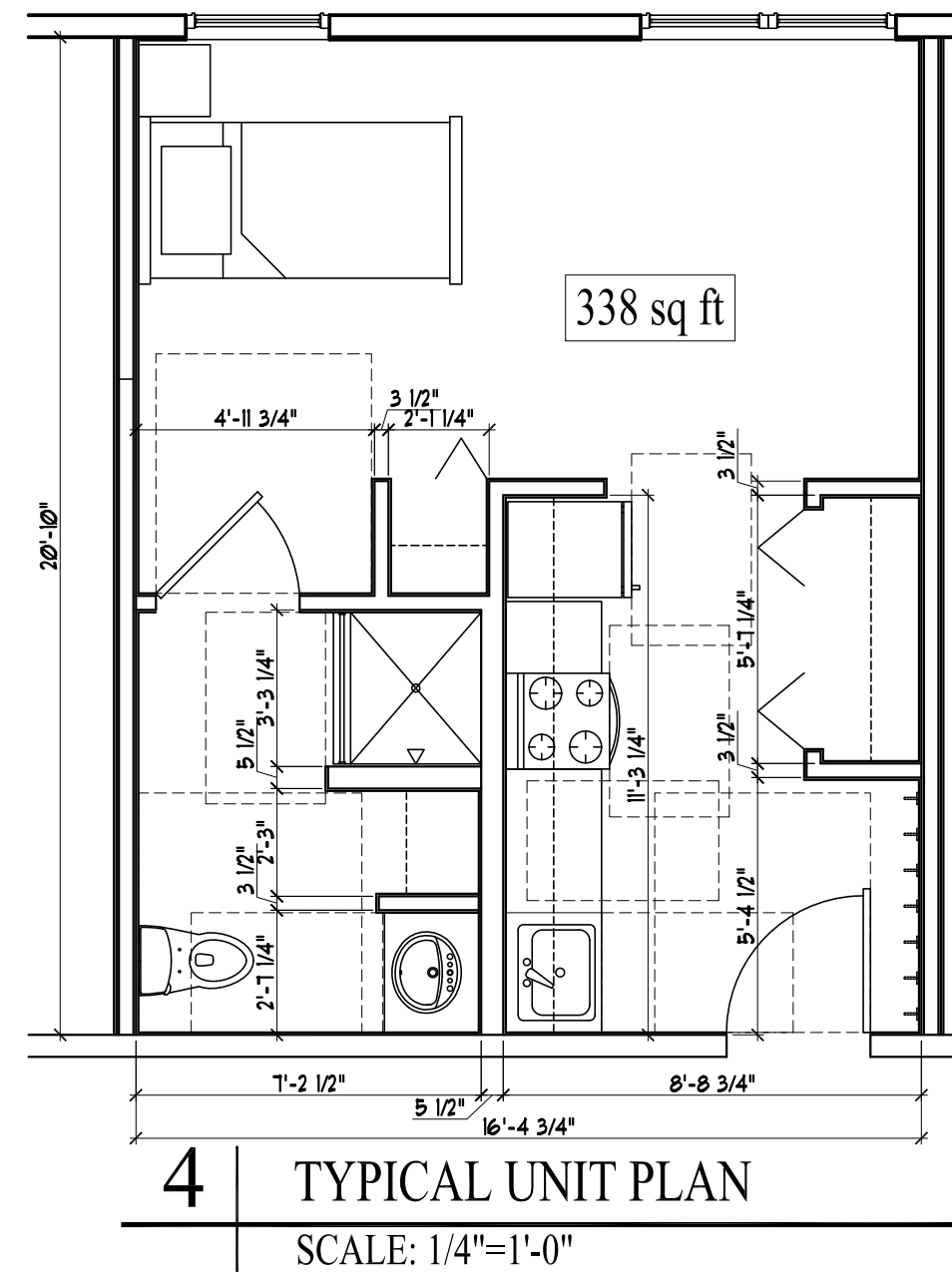




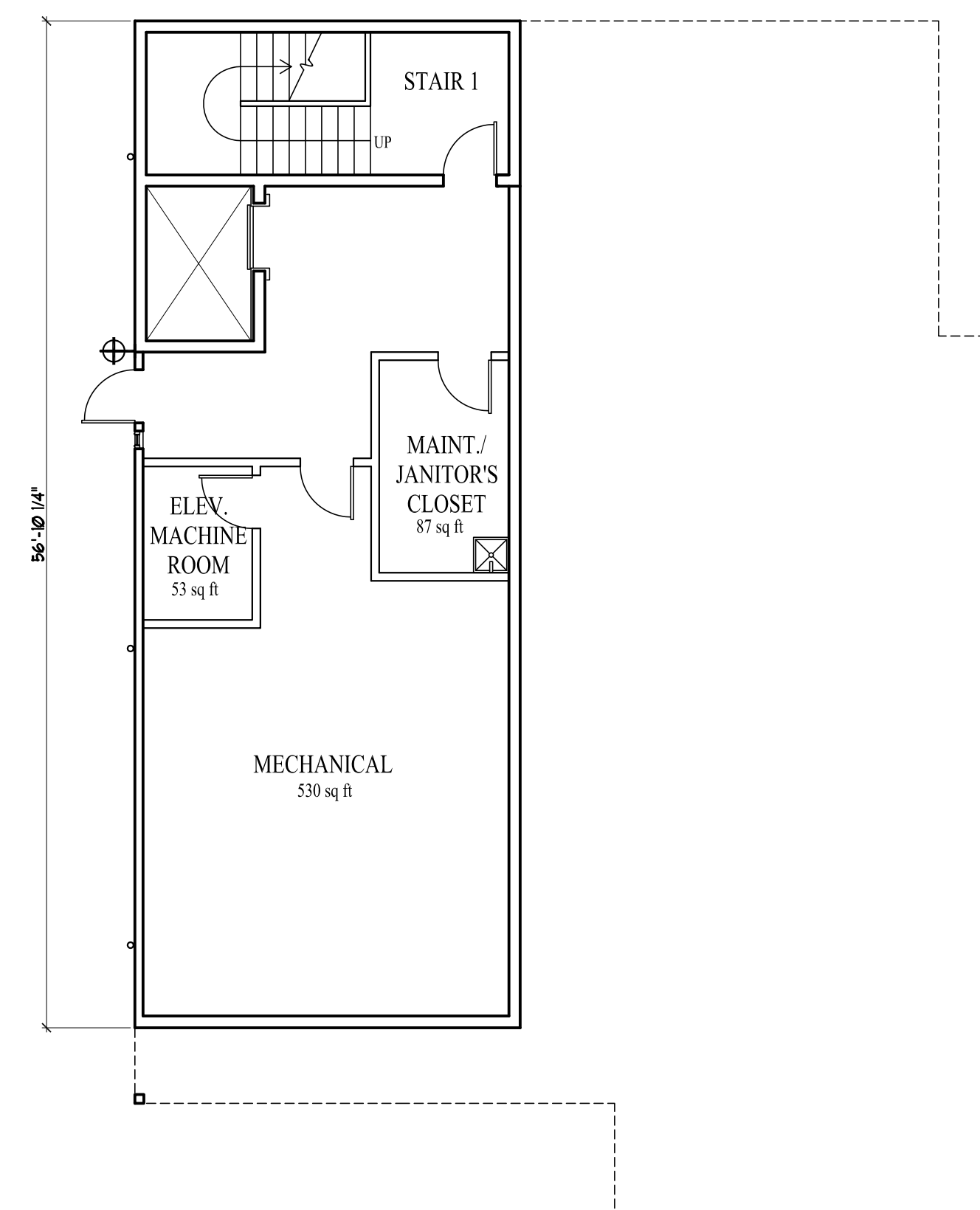
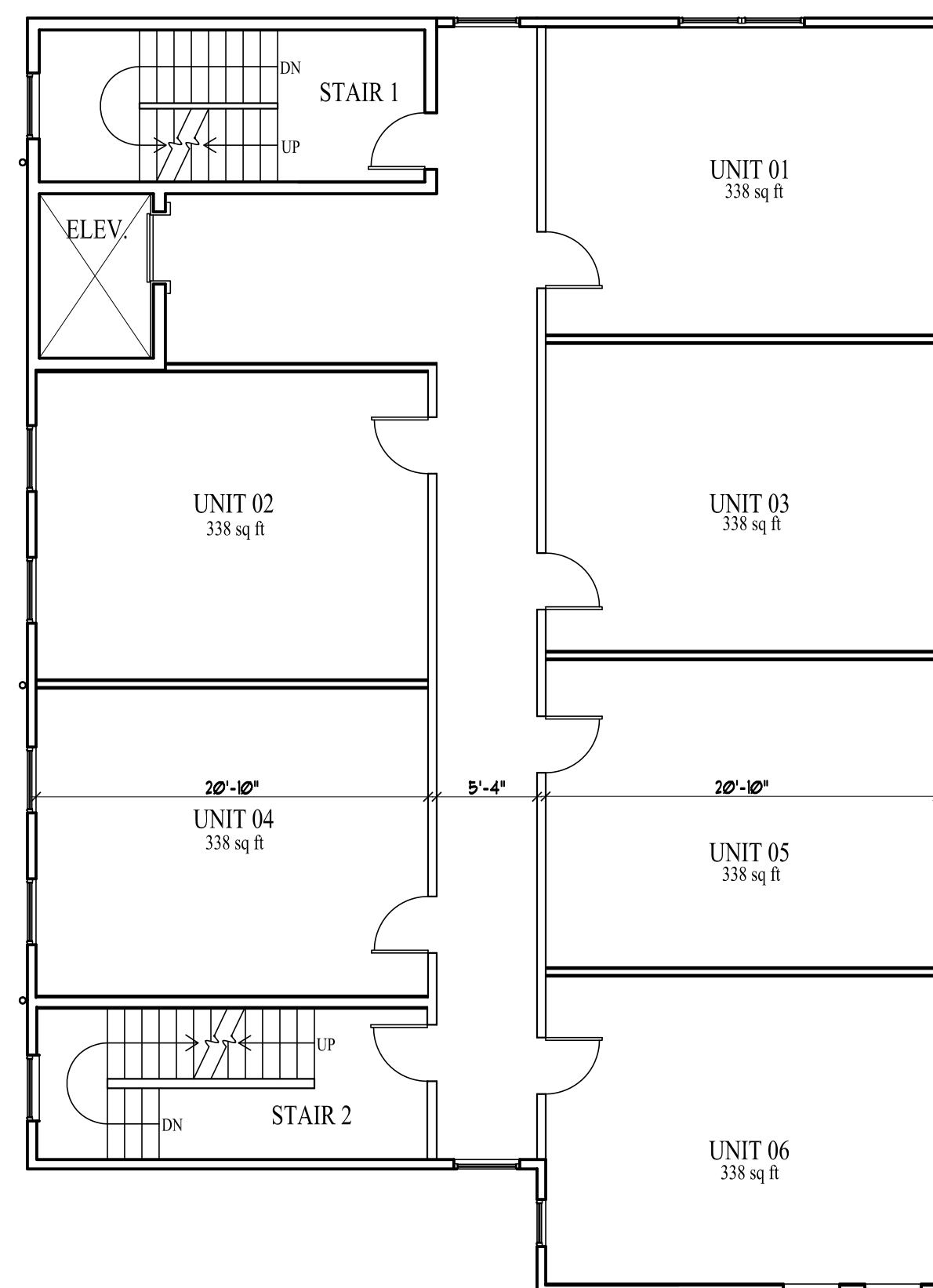
134 WASHINGTON AVENUE
PORTLAND, MAINE



48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056



GROSS SF CALCULATIONS:
 BASEMENT FLOOR PLAN: 1,237 SF
 FIRST FLOOR PLAN: 3,003 SF
 TYPICAL UPPER FLOOR (2-4): 3,130 SF
TOTAL: 13,630 SF



134 WASHINGTON AVENUE
 PORTLAND, MAINE

ARCHETYPE
 architects

48 Union Wharf Portland, Maine 04101
 (207) 772-6022 Fax (207) 772-4056

**Memorandum
Planning and Urban Development Department
Planning Division**



To: Stuart O'Brien, Chair and Members of the Portland Planning Board

From: Richard Knowland, Senior Planner

Date: May 9, 2014

Re: Portland International Marine Terminal, 460 Commercial Street, Maine
Department of Transportation Plan

Project #: 2014-038 **CBL:** 59-A-1-3-4-7-8-11; 59-A-2-5-6-9-10

Meeting Date: May 13, 2014

I. INTRODUCTION

A workshop has been scheduled to consider a proposal by the Maine Department of Transportation (MDOT) to expand the International Maritime Terminal (IMT) facility in the vicinity of 460 Commercial Street. The proposal expands the existing IMT west of the Casco Bay Bridge by providing improvements to accommodate intermodal rail freight service and related truck chassis storage. The facility integrates sea, truck and rail freight services in one facility. The application describes this as an "existing laydown and connecting corridor connection project".

Attachment 1 includes the initial comprehensive IMT submitted on April 4, 2014. Attachments 2 and 3 include updated supplemental material submitted on April 24, 2014 and May 6, 2014. The initial site plan sheets are shown as Attachment P.

Notice of the workshop consisted of 144 notices being mailed to neighbors as well as the Legal Ad which ran in the May 5th and May 6th editions of the Portland Press Herald.

II. FINDINGS

Zoning:	Waterfront Port Development Zone and Shoreland Overlay Zone
Land Area (existing):	14 acres (existing facility)
Land Area (proposed):	14 acres
	New Yard, LLC – 9.82 acres
	Unitil (New Yard leasehold interest) – 3.96 acres
	Unitil (New Yard leasehold interest) - 4.17 acres
	Pan Am parcel – 5.0 acres

Proposed Use:	Marine container. Chassis storage yard and marine/freight transportation operation facility
New Building Footprint:	None
Total Disturbed Site Area:	11.2 acres
Impervious Area (existing):	3.05 acres
Impervious Area (proposed):	11.12 acres
Street Frontage:	1,600 feet
Parking:	None except for 144 truck chassis spaces. Parking on existing IMT site
Bicycle Spaces:	4 on two racks
Estimated Project Cost:	\$12.2 million

III. Background

Back in December 2012 the Planning Board approved the site plan for the “New Yard at Canal Landing” for a boat and ship repair and maintenance facility. Later in August 2013 the Board approved an amendment to that plan which provided for a phasing of site improvements. In the August 27, 2013 Planning Staff Report the rationale for the phasing plan was explained.

“The applicant makes this phasing plan to allow time for continuing negotiations with the MDOT and the tenants of the adjacent IMT. As has been reported in local news media, the operators and tenants of the IMT are contemplating a westerly expansion of freight operations onto New Yard property. Mr. Phineas Sprague, Principal of New Yard, LLC, would like to move forward with the boatyard project, while not making higher value improvements that may need to change to accommodate expansion of the IMT operations.”

The IMT project is moving forward and MDOT has acquired a portion of the New Yard landholdings as well as several other properties by eminent domain. According to the submission New Yard will be left with a 5 acre parcel which contains New Yard’s newly constructed warehouse building. Access to this parcel will be from the existing New Yard driveway which is connected into the new IMT entrance on Commercial Street.

A copy of the Planning Board approval letter and Staff Report for the New Yard development review is shown on Attachment A.

IV. Project Description

The proposed project expands the size and scope of the existing IMT facility on Commercial Street. MDOT will be acquiring 19 additional acres west of the Casco Bay Bridge with 14 of those acres contiguous and integrated with the existing facility. The additional 5 acres is just east of Cassidy Point Drive. The new improvements will complement the existing facility by providing rail service, an elevated concrete loading ramp to process rail shipments and a large staging area for truck chassis.

Key improvements include the following:

- A gravel storage lot for 144 truck chassis spaces.
- Extending a new 2,600 foot long mainline railroad track from Cassidy Point into the site. A 750 foot long siding track and a 750 loading track (adjacent to a concrete loading ramp) will be provided.
- An elevated concrete loading ramp that facilitates the loading and unloading of railroad cars. The ramp is 752 feet long and 74 feet wide or about 55,000 sf in size. The ramp extends to the edge of Commercial Street so as viewed from Commercial Street the ramp concrete wall is 4 feet high with a 4 foot high chain link fence on top of it. Thirty foot high light poles will be placed on the ramp along the edge of Commercial Street.
- Access to the facility will be from a new entrance on Commercial Street across from the Beach Street on-ramp at the present location of the Unitil driveway.
- A traffic light and intersection improvements are proposed at the project entrance/ Commercial Street intersection. Roadway realignment improvements along Commercial Street are proposed in the vicinity of the site.

While the core of the site improvements including the truck chassis parking area, concrete loading ramp, entrance and intersection improvements are near the Casco Bay Bridge, the project area extends to Cassidy Point with the track improvements .

The surface treatment of the facility will be gravel although the train loading ramp will be concrete.

Property Acquisition

The IMT expansion is made possible by MDOT acquiring a number of privately owned properties. These include the following parcels.

New Yard, LLC: This 9.9 parcel (a portion of New Yard's landholdings) was the subject of a 2012 Planning Board site plan approval for a ship repair facility. New Yard will be retaining a 5 yard parcel that contains the newly constructed warehouse type building.

Unitil: Waterfront parcel containing 4.17 acres

Unitil: Inland parcel containing 3.96 acres (2.19 acres which is encumbered by a lease to Osterman Propane, LLC which will be extinguished upon condemnation).

Pan Am : 5 .0 parcel

When MDOT filed the initial site plan application they indicated the properties would be acquired through an eminent domain process. In a letter dated 3-24-2014 from MDOT attorney Toni Kemmerle to Marge Schmuckal (Zoning Administrator) states:

We have also been asked to provide evidence that MaineDOT will have the right, title and interest in and to the property that is the subject of its site development permit application. Maine DOT will be filing its condemnation notice against the railroad property by the end of March. While Maine DOT cannot predict the exact date upon which the other condemnation notices will be filed, MaineDOT is proceeding with the full intention of filing these notices in the immediate future, contingent on the continued appropriation of the necessary funding. As soon as these notices are filed, MaineDOT will possess.

MDOT formally filed the condemnation notice on April 28, 2014 and therefore has established right, title and interest to the properties. See Attachment 3. Jennifer Thompson, Associate Corporation Counsel, has confirmed MDOT has established right, title and interest in the property. See Attachment B.

Development Reviews

The project is subject to City of Portland site plan and shoreland review.

State of Maine permits include Site Location of Development and Natural Resources Protection Act.

The Site Location permit will be reviewed by the Maine DEP under a streamlined review process pursuant to 38 M.R.S.A. sec.486-B for MDOT projects

MDOT indicates a Natural Resources Protection Act Permit-by-Rule, Section 11 Notification form will be filed on or about April 8, 2014. A copy will be provided.

V. STAFF SITE REVIEW DESCRIPTION

Circulation

Vehicle, pedestrian and bicycle circulation have been important elements in the planning process of this project. Preliminary comments from Tom Errico, Traffic Review Consultant, are shown on Attachment C.

Vehicle Circulation

Internal - Access between the existing IMT and the proposed facility occurs through the new chassis storage lot. There are 24 foot long gates at both ends of the storage yard which allow east to west circulation between both ends of the facility.

The previously approved New Yard site plan featured two driveways along Commercial Street. The primary street access for New Yard was an existing driveway adjacent to the Casco Bay Bridge. A second driveway provided across from Beach Street to serve the Unitil property. Under the new plan, the New Yard driveway by the bridge will be eliminated and all site access will take place at a newly configured driveway across from Beach Street. Note that the main entrance for the IMT east of the bridge remains unchanged.

Trucks entering from Commercial Street will enter the site and presumably circulate between the chassis storage lot or the rail concrete loading ramp.

The driveway entrance is wide reflecting the large size trucks that will be using the facility. The plan indicates the driveway entrance has a total width of 100 feet. The plan indicates that an incoming truck will have a 45 foot wide lane within the driveway to swing into the site. An exiting truck has a 15 foot lane with a 40 foot swing zone designated as a striped zone.

External - The existing site conditions in this vicinity of Commercial Street are a challenge for vehicles, bicycles and pedestrians especially the tight curve between the bridge and the Beach Street on-ramp. The development proposes significant improvements to help improve this situation.

Perhaps the most important improvement is the addition of a traffic light at the project entrance/Beach Street/Commercial Street intersection. This will control all traffic movements in this intersection. Advanced warning signals will also be provided.

Compounding the complexity of circulation issues are the existing truck turning movements across the street at Nova Seafood. Nova has a limited area for internal truck maneuvering on its site and therefore is reliant on such turning movements taking place within the street. Turning movement diagrams are shown on Attachment 1-28. The diagram shows a truck entering the site as well as exiting the site. Currently these movements take place with the assistance of a flagger in the middle of Commercial Street. With a traffic light in place, the intersection will be frozen when a Nova truck needs to maneuver in and out of the site. Sensors will detect the presence of a truck and activate the traffic light.

Given the logistics of truck maneuvering, the Nova site retains a wide driveway opening. Along the Nova Commercial Street frontage a brick sidewalk has been provided for pedestrian circulation. A cobblestone strip will also be provided as a signal to bicyclists and vehicles to stay in their lane and not take a short-cut to the Beach Street ramp. This design helps mitigate the oversized driveway width while accommodating Nova truck movements and providing defined zones for pedestrians, bicycles and vehicles. On the opposite side of the street (just east of the IMT driveway) a cobblestone inlay strip has been provided for trucks exiting the Nova site so trucks can swing around and complete their maneuver and head east on Commercial Street.

The traffic signal and related improvements results in a reorganization of the Commercial Street intersection in the vicinity of the site. At the intersection heading east bound, there will be a left hand turn lane to the Beach Street on-ramp and a combined straight/ turn lane to the IMT entrance. (This double lane starts about 750 feet from the IMT entrance). Heading westbound, a left turn lane into IMT is provided while a combined straight/right turn lane (for the Beach Street ramp) is provided.

Along Commercial Street an on-street parking area is being provided between the concrete wall and the bike lane (see below). This area has traditionally been a short term parking area for tractor trailers.

The Commercial Street intersection improvements require modifications along the frontage of the Graybar building. This will result in oversized driveway widths but it reflects the reality of truck maneuvering involving a constrained site. The two driveways serving this property will be 50 and 65 feet wide.

Bicycle Circulation

A 5 foot wide bike lane is provided on both sides of Commercial Street. The bike lane on the IMT side (southerly) starts initially 400 feet west of the IMT frontage and then extends a distance of about 1,300 feet where it is highlighted in a green asphalt material. This treatment is carried along most of the IMT expansion street frontage except for the frontage by the truck chassis storage area.

On the northerly side, the bike lane starts along a portion of the Nova Seafood street frontage and continues west to a point just beyond the Star Match building. Except areas within the vicinity of Beach Street, the bike lane will be striped but not have a green surface.

A photo simulation of the roadway and bikeway improvements is shown on Attachment 2.

Two bike stands with a capacity of 4 bicycles is provided near the project entrance.

Pedestrian Circulation

Internal-Pedestrian circulation includes people walking between New Yard and Commercial Street. The original site plan anticipated this by designating a “pedestrian area” along the edge of the internal roadway. However with the introduction of the IMT facility near the Commercial Street entrance and an increase in truck traffic, an improved pedestrian circulation plan is in order.

The submitted plan indicates a walkway has been provided along the front driveway to Commercial Street. This pedestrian zone is defined by a landscaped strip on both sides of the sidewalk. A curb will be placed on the driveway side of the landscaping strip. The sidewalk is about 60 feet long but the width of the sidewalk is not labeled.

The plan shows a stop sign for trucks coming from the chassis storage lot or from New Yard but how is the pedestrian crossing designated? Also how is the “pedestrian area” connected to this crossing?

External-Sidewalks are not proposed along the southerly side of the facility since there are already sidewalks on the northerly side of the street that lead to the Old Port and Harbor View Park. The proposed West Commercial Street Trail is also on that side of the street. A sidewalk waiver was previously granted for the New Yard development given the above circumstances and the highly industrial character of this section of Commercial Street.

In terms of pedestrians leaving or entering the site, the new traffic light will provide a designated crosswalk from the IMT driveway to the sidewalk on the northerly side of Commercial Street. A crosswalk is also provided across the Beach Street ramp. The traffic signals will be pedestrian activated for both crosswalks.

Twelve foot wide brick sidewalks will be installed along the Graybar frontage. A new sidewalk will be provided along the Nova Seafood property as previously discussed.

Stormwater Management

Applicant has submitted a stormwater management plan with related stormwater calculations. The IMT yard will have a mostly gravel surface which results in an impervious surface increase of approximately 8 acres. Non-gravel impervious surfaces include a concrete loading ramp (55,000 sf) and the paved area of the project entrance (7,000 sf). A commentary on site stormwater management is shown on Attachment 1-17.

Typically parking lots and circulation areas for site plan review have a bituminous surface. In the case of the New Yard development, a gravel surface was proposed and approved which MDOT would like to do as well.

Soils

The soils on the site are described as cut and fill lands with moderately drainage class. Presently the existing site consists of well drained silty sand which allows stormwater runoff to enter into the Commercial Street closed drainage system or to infiltrate into granular soils. The applicant is attempting to take advantage of these infiltration qualities by having a gravel surface for most of the site.

There are no wetlands on the site.

Stormwater Quantity

The report states the drainage patterns for the Post-Development condition remain essentially unchanged from Pre-Development conditions although technically the amount of impervious surface is increasing. The report indicates that due to the nature of existing subgrade soils and the ability to infiltrate into the granular soils, the majority of surface runoff from the proposed development will infiltrate into the underlying soil. Presumably in areas subject to “hard packing” from heavy vehicles, there will be an appropriate base and surface treatment of gravel and crushed stone for infiltration.

The plan should clarify where new gravel will be installed on the site including a cross section of the depth and type of material.

Stormwater Related Improvements

The basic premise of the site plan is due to the nature of existing subgrade soils and the ability of runoff to infiltrate into the granular soils, the majority of surface runoff from the proposed development will be allowed to infiltrate. Aside from regrading there are a number of stormwater related improvements associated with this project.

Along Commercial Street the proposed widened shoulder along the eastbound travel lane will be graded such that surface water runoff sheds to the edge of pavement and is channelized along the concrete barrier (there is no curb along this section of Commercial Street presently). The gutter lane includes a porous concrete section along the entire barrier face. Runoff is collected in a

proposed underdrain system located in the widened eastbound travel lanes of Commercial Street. The underdrain acts to collect and convey runoff to the catch basin located at the intersection of Beach Street. As this system ultimately discharges into the Fore River via an existing 24 inch CSO, a waiver from the flooding standard is being requested.

A review of the site plan indicates there are four proposed catch basins proposed for the site.

CB one is located near the paved driveway entrance. It runs into a 15 inch storm drain in the chasse storage yard.

CB two is connected into the 15 inch line and a 24 inch CSO within the chassis storage yard.

CB three is also within the chassis storage yard and connected into the 24 inch CSO which empties into the Fore River. Submission seems to emphasize soil infiltration but the storage chassis area appears to have catch basins. Applicant should clarify design intent.

CB four is located on the far westerly end of the concrete ramp. Stormwater from the concrete ramp is channeled into drainage scuppers which are connected into a pipe that runs into the catchbasin. Stormwater from the catch basin then finds its way to a nearby 30 inch CSO to the west.

The new rail line will have an underdrain system connecting into an existing CSO's. Field inlets have been provided at low points along the north side underdrain so that ponding does not occur along the track during larger storm events.

Review comments have been provided by David Senus, Consulting Review Engineer. His comments are dated May 8, 2014 and April 21, 2014 and shown as Attachment D. A partial list of his comments are shown below.

- Stormwater treatment area plan that identifies linear vs. non-linear areas of the site, treated vs. untreated areas of the site, and a tabulated list of treated vs. untreated impervious and developed areas (for both linear and non-linear areas.)
- Updated Stormwater Management Plan and Calculations.
- Updated Stormwater Inspection and Maintenance Plan (or Stormwater Pollution Prevention Plan) that addresses previous review comments.
- Updated grading plans per previous review comment.
- Final plans must be stamped by a professional engineer.

Applicant has provided responses to the April 21, 2014 review memo which was received on May 6, 2014. See Attachment 3.

Lighting

A site lighting and photometric plan has been submitted. See Attachment P-24 to 29.

Fifteen light poles are proposed at 50 foot intervals along the edge of the concrete ramp adjacent to Commercial Street. The mounting height of the light fixtures is 34 feet.

Eight light poles are proposed for the chassis yard. The mounting height is 35 feet.

Three light poles are shown near the water edge which will be 35 feet high.

The luminaire wattage for these fixtures is 284 watts. All light fixtures will have a cut-off feature.

It appears all the lighting poles will be served by underground power. There are however indications that some lines will be overhead. There is an overhead line on the southerly side of the concrete ramp shown on the plan. This should be clarified whether it will be overhead or underground in the future.

A summary of lighting use is shown below:

The proposed luminaires in the container area will operate at 50% light output until the yard is actively used, whereupon the light level will be increase to 100% output. The proposed luminaires at the concrete ramp will be divided into two groups for operational control. Type S1A light poles will only be turned on when the ramp is in use and will operate at 100% light output. Type S1A and Type S1B light poles will serve as security lights. They will operate each night at 50% light output unless the ramp is actively used, whereupon the light level will be increased to 100% output.

A narrative of the lighting plan has been provided including specifications and responses to City standards is shown on Attachment 1-25. The photometric and layout plan are shown on Attachment P-E.

Waivers

Applicant is requesting a number of waivers for the project. The waiver request and a response supporting the waiver request are shown on Attachment 3 (revised).

1. Sidewalks (along entire project frontage, on south side of Commercial Street)...Sec. 14-526(a)(2)(c)
2. Granite Curbing (along entire project frontage, on the south side of Commercial Street)...Sec 14-526(a)(2)(c)
3. Driveway Width (proposed IMT project, Nova Seafood, and Graybar)...Technical Standards, Sec. 1.7.2.4...Driveway widths exceed commercial (24 feet) and industrial (30 feet) standards. Applicant
4. Flooding Standard....Technical Standard, Sec. 5.iii.4.E(2)

5. Soil Infiltration...Technical Standard, Sec. 5. Appendix D.4(a)...Known soil conditions from soil borings and gravel materials installed with new construction should achieve soil permeability.
6. Landscape and Landscape Preservation...
Technical Standard, Section 4.2 and 4.3...Applicant cites lack of significant vegetation and expansive nature of proposed use, to waive preservation measures.

Technical Standard, Section 4.5 - *Site Landscaping: Screening and Buffers, Industrial and Commercial Developments*. Applicant is proposing a limited landscaping for a variety of reasons.

Technical Standard, Section 4.6 – *Street Trees*...Street trees are limited for a variety of reasons along the 1,600 feet project street frontage by applicant.
7. Boundary Survey...Technical Standard, Sec. 13.2 – *Boundary Survey (items shown on survey)*...Survey does not include topographic information for the entire property, plans are drawn to less than required scale, and not all underground utilities are shown.

Landscaping

As discussed above the applicant is requesting certain landscaping waivers from the Technical Standards involving preservation of existing vegetation, screening buffers and street trees. The landscaping plan is shown as Attachment P, C-18 to 20.

Perhaps the most significant design challenge is the presence of the 752 feet concrete wall (for the concrete ramp) along Commercial Street. The wall is 4 feet high and has a textured finish. See Attachment 1-31. The wall/ramp has been sited directly abutting Commercial Street. Short of shifting the wall to the south there is no apparent room for landscaping between the wall and the street. The plan indicates a 4 foot high fence will be placed on top of the wall with barbed wire. The fence should be black vinyl.

Along the Graybar building frontage (across the street from the concrete wall) 11 red maple street trees (3 inch cal.) will be planted. These trees are shown at approximate 35 foot intervals spread along 375 feet of street frontage.

On-site landscaping efforts are focused near the driveway entrance and an approximate 200 foot long planting area west of the entrance. See Attachment P sheet C-18 and C-19. Landscaping near the entrance is primarily understory while the landscape strip includes 3 river birches (12 to 14 feet high), 4 white spruce (8 to 10 feet high) and 9 eastern red cedar (6 to 7 feet high) as well as a variety of understory material. Further to the west along Commercial Street, 9 swamp white oak (3 inch cal.) are proposed with spacing at a 35 foot interval.

The landscaping plan is shown on Attachment P, C18 to 21.

Zoning Administrator Comments

Comments from Marge Schmuckal, Zoning Administrator are shown on Attachment E.

Fire Department Comments

Comments from Capt. Chris Pirone of the Fire Department are shown as Attachment F. Applicant has provided fire related information shown on Attachment 1-21, Attachment 3 and P, C-17.

Site Plan Details

The submitted site plan drawings and related sheets are largely technical in nature and at times difficult to read. While it is understandable certain topics such as lighting, erosion and sedimentation control, profiles and cross sections may contain technical and engineering data, the site plans should be sufficiently detailed with dimensions such that the plan is clear and coherent. We have forwarded this concern to the applicant and they have submitted what is described as an illustrative plan that shows the entire site as well as the surrounding context (Attachment 3-H). While this is helpful, the site plan sheets should be fully dimensioned (along with a scale) and sufficiently clear so that there is a common understanding of what is being proposed as well as what is being approved.

Neighborhood Meeting

The applicant held a neighborhood meeting on April 28, 2014. A meeting notice, minutes of the meeting and the sign-in sheet are provided on Attachment 3.

Attachment List

- A. New Yard Approval and Planning Board Report (excerpt)
- B. Jennifer Thompson, Associate Corporation Counsel
- C. Tom Errico, Traffic Engineer Consultant
- D. David Senus, Development Review Consultant
- E. Marge Schmuckal, Zoning Administrator
- F. Chris Pirone, Fire Department

Applicant Submissions

- 1 – Applicant's Submission dated 4-4-14
- 2 – Applicant's Submission dated 4-25-14
- 3 – Applicant's Submission dated 5-6-14

P – Site Plans and Other Drawings

CITY OF PORTLAND, MAINE
PLANNING BOARD

Carol Morrisette, Chair
Stuart O'Brien, Vice Chair
Elizabeth Boepple
Timothy Dean
Sean Dundon
Bill Hall
Jack Soley

August 28, 2013

Applicant:
Mr. Phineas Sprague, Jr.
New Yard, LLC
58 Fore Street
Portland, Maine 04101

Agent:
Steve Bushey, PE
Deluca Hoffman Associates
778 Maine Street
South Portland, Maine 04106

Project Name: New Yard at Canal Landing, Phasing Amendment
Project ID: #2013-201
Address: 40 West Commercial Street
CBL: 59-A-1,2,3,4,5,6,7,8,9,10,11,12
Applicant: New yard, LLC
Planner: Bill Needelman, Senior Planner

Dear Mr. Sprague:

On August 27, 2013, the Planning Board considered an amendment to the previously approved New Yard at Canal Landing for a 22 acre boat repair and service yard located at 40 West Commercial Street and the Fore River. The amendment proposes phasing the development with an initial phase to include a boat ramp, associated floating docks, site grading, and fencing. The Planning Board reviewed the amendments for conformance with the standards of the Conditional Use in the Waterfront Port Development Zone (Boat Storage,) Shoreland Zoning Regulations, Flood Plain Management, and the Site Plan Ordinance. The Planning Board voted 6-0 (Dundon absent) to approve the application with the following conditions as presented below.

Conditions of Approval

- i. MDOT Shared Entrance: *Regarding the proposal for use of the existing easterly entrance adjacent to the IMT, the City will monitor the entrance for safety and may require modifications to the gate and entrance design if safety issues become evident.*

- ii. Fire Safety and Emergency Access: Prior to occupancy and or use of the site, the applicant shall submit a revised fire safety plan for review and approval identifying additional hydrant locations, emergency access routes and their adequacy for supporting fire suppression equipment.
- iii. Previous Conditions of Approval: For development approved on December 18, 2012, all conditions of approval remain in effect as described in Attachment 1 of Planning Board Report #40-13 (Planning Board Approval Letter dated January 25, 2013.)

The original December 18, 2012 approvals remain in effect until one year after the date of approval and may be extended for up to two additional years at the request of the applicant and approval by the Planning Authority.

STANDARD CONDITIONS OF APPROVAL

Please note the following standard conditions of approval and requirements for all approved site plans:

1. Develop Site According to Plan The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
2. Separate Building Permits Are Required This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Inspection Division.
3. Site Plan Expiration The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
4. Performance Guarantee and Inspection Fees A performance guarantee covering the site improvements, inspection fee payment of 2.0% of the guarantee amount and seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Services Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan application for staff review and approval.

5. **Defect Guarantee** A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
6. **Preconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Service's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting. (If applicable)
7. **Department of Public Services Permits** If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
8. **As-Built Final Plans** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*.dwg), release AutoCAD 2005 or greater.
9. **Storm Water Management:** That the developer /contractor /subcontractor must comply with conditions of the construction stormwater management plan and sediment & erosion control plan based on City standards and state guidelines; that the owner/operator of the approved stormwater management system and all assigns shall comply with the conditions of Chapter 32 Stormwater including Article III, Post-Construction Storm Water Management, which specifies the annual inspections and reporting requirements; and that a maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form with any changes to be approved by Corporation Counsel, shall be submitted and signed prior to the issuance of a Certificate of Occupancy with a copy to the Department of Public Services.

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Bill Needelman, Senior Planner at (207) 874-8722 or email at wbn@portlandmaine.gov

Sincerely,



Carol Morrisette, Chair
Portland Planning Board

Attachments:

1. Planning Board Report #40-13
2. City Code: Chapter 32
3. Performance Guarantee Packet

Electronic Distribution:

cc: Jeff Levine, AICP, Director of Planning and Urban Development
Alexander Jaegerman, FAICP, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Bill Needelman, Senior Planner
Philip DiPiero, Development Review Coordinator, Planning
Marge Schmuckal, Zoning Administrator, Inspections Division
Tammy Munson, Inspection Division Director
Lannie Dobson, Administration, Inspections Division
Gayle Guertin, Administration, Inspections Division
Michael Bobinsky, Public Services Director
Katherine Farley, Engineering Services Manager, Public Services
Bill Clark, Project Engineer, Public Services
David Margolis-Pineo, Deputy City Engineer, Public Services
Doug Roncarati, Stormwater Coordinator, Public Services
Greg Vining, Associate Engineer, Public Services
Michelle Sweeney, Associate Engineer
John Low, Associate Engineer, Public Services
Rhonda Zazzara, Field Inspection Coordinator, Public Services
Mike Farmer, Project Engineer, Public Services
Jane Ward, Administration, Public Services
Jeff Tarling, City Arborist, Public Services
Jeremiah Bartlett, Public Services
Captain Chris Pirone, Fire Department
Thomas Errico, P.E., TY Lin Associates
David Senus, P.E., Woodard and Curran
Rick Blackburn, Assessor's Department
Approval Letter File

PLANNING BOARD REPORT PORTLAND, MAINE



New Yard at Canal Landing
Boatyard and Boat Repair Facility
40 West Commercial Street

Amendment to
Level III Site Plan, Conditional Use, Shoreland Zone, Flood Plain,
New Yard, LLC, Applicant

Submitted to: Portland Planning Board: Public Hearing Date: August 27, 2013 Project # 2013-201, amending #2012-575 CBL: 59-A-1,2,3,4,5,6,7,8,9,10,11,12	Prepared by: Bill Needelman, Senior Planner Date: August 21, 2013 Planning Board Report Number: #40-13
--	--

I. Introduction

At the request of New Yard, LLC, represented by Steve Bushey, FST Engineers, the Planning Board is requested to hold a Public Hearing to review amendments to an approved site plan for a boat and ship repair and maintenance facility in the vicinity of 40 West Commercial Street.

In December 2012, the "New Yard at Canal Landing" was approved by the Planning Board for approximately 42,000 square feet of building space for a boat repair and storage facility with re-grading of up to 7 acres of the site. This approval is currently valid, but improvements on the site to date have been limited to brush clearing, concrete crushing, removal of derelict pilings and wharf structure, and general housekeeping. Erosion and sedimentation control measures have been put in place in conjunction with this work. The approval included permits for Level III Site Plan, Site Location of Development, Conditional Use in the WPDZ, Shoreland Zoning, and Flood Plain Management.

The applicant is requesting an amendment to the approved plan to allow phasing the development. Originally, the applicant was approved for a "Phase 1" including two boat ramps, a travel lift basin, floating docks, buildings totaling over 42,000 square feet of industrial space, significant fill and grading, stormwater improvements, utility work, lighting, and landscaping. For the Board's information, the applicant also showed a "Phase 2" full build out scenario for the site for future review.

With this application, the first intended "Phase 1a" of development would allow the applicant to provide only minimal improvements to support the launching, hauling and storage of vessels along with conducting limited associated repairs. No permanent buildings are proposed in "Phase 1a." The previous approvals would remain in effect for "Phase 1b" for up to three years

from the original date of approval. A condition of approval is suggested confirming that all previous conditions of approval remain in effect for the full Phase 1 build out.

Phasing Rationale: The applicant makes this phasing request to allow time for continuing negotiations with the Maine Department of Transportation (MDOT) and the tenants of the adjacent International Marine Terminal (IMT). As has been reported in local news media, the operators and tenants of the IMT are contemplating a westerly expansion of freight operations onto the New Yard property. Mr. Phin Sprague, Principal of New Yard, LLC, would like to move forward with the boatyard project, while not making higher value improvements that may need to change to accommodate expansion of the IMT operations.

If the applicant's and MDOT's negotiations are successful, both the IMT and the New Yard project will present significant amendment proposals to the Planning Board showing an expansion of the IMT and/or associated activities, and a westerly relocation of all or a portion of the New Yard activities. Such amendments may or may not include acquisition of additional rail land.

If the negotiations do not move forward, Mr. Sprague will have the option of completing the New Yard project on the basis of the existing plans and approvals.

The Planning Board is asked to review this material without a workshop due to the recent review and approval of the full project late in 2012, and the limited nature of the improvements proposed.

This hearing was advertised in the August 19 and 20, 2013 editions of the Portland Press Herald and was noticed by mail to 152 neighboring property owners and interested parties.

City staff has reviewed the application and written materials and the staff's analysis is provided below.

Applicable Reviews

The original project was considered a Level III Site Plan subject to review under the Waterfront Port Development Zone, Shoreland, Flood Plain, and Conditional Use (marine retail and boat storage in the WPDZ) standards of the land use code. The project was also reviewed under delegated local authority for a Site Location of Development permit. The previous approval also included various waivers and conditions of approval, all of which remain in effect. Staff has provided a copy of the previous approval letter and Planning Board report (attachments omitted) for the Board's reference. This report will concentrate on standards review and analysis applied only to the proposed "Phase 1a."

II. Project Data**Phase 1A Only**

Total Site Acreage: 22.5 acres
 Total Proposed Disturbed area: 3.8 acres+/-
 Zone: Waterfront Port Development Zone
 Existing Uses: Mostly Vacant. Propane distribution and rail sidings
 Proposed Use: Boat repair, storage,
 Continued propane distribution

Predevelopment Impervious Area: 287,704 sq ft
 Post-development Impervious Area: 255,598 sq ft
 Percentage Impervious Area, total: 26%

Proposed Building Footprint: 0 sq ft
 Existing Total Building Floor Area: 0 sq ft
 Proposed Total Building Floor Area: 0 sq ft

Required Vehicle Parking: 0
 Proposed Vehicle Parking: As needed in yard area
 Required Bicycle Parking: 0
 Proposed Bicycle Parking: 0

III. Right, Title and Interest

The applicant has included a new deed for land formally owned by the Portland Terminal Company (Pan Am) in Attachment D. The former gas plant parcels are subject to an option agreement for a 50 year lease to the applicant as was provided with the original application packet.

IV. Site Description

The subject site is an aggregate of waterfront parcels located adjacent to the Casco Bay Bridge along the dredged channel of the Fore River. Totalling over 22 acres, the site contains active rail lines and has a long history of industrial, marine, and rail development. Along with the lone remaining rail siding, the only remaining active use of the site is a propane distribution facility located on 3.96 acres in the interior of the site. The propane facility is proposed to remain in its existing condition for Phase 1a.

The subject site is the combination of a former coal gasification plant site with portions of an historic rail yard. With the exception of the propane facility, the land is vacant and the rail yard portions of the site have recently re-vegetated with volunteer birch, poplar, oak and pine.

The gas plant use has left portions of the site contaminated with coal tars and the site is partially subject to a Maine DEP "VRAP" remediation agreement

The Fore River shoreline is characterized by derelict piers and stone bulkheads. To the east, the former gas plant site has been stabilized by recent riprap installed as part of the VRAP. There are some areas of erosion located between the former gas and rail properties. This erosion is assumed to be problematic with potential coal tar contaminants entering the river. Redevelopment of the site provides an opportunity to stabilize this area of concern.

The site has +/-1500 feet of frontage along West Commercial Street. While the northerly side of West Commercial Street, along Nova Seafood, the Graybar building and the "Star Match" complex, have curb and sidewalk, none exist along the subject parcel. The applicants were approved for a waiver of curb and sidewalk with the previous review.

The Beach Street entrance/exit from the Casco Bay Bridge intersects West Commercial Street across from the center of the site at the location an existing driveway for the propane facility. The Beach Street ramp intersection is currently being evaluated for a traffic signal and the City is seeking funds for such a project.

An additional vehicle entrance existed to the site adjacent to the IMT. This entrance is a shared access roadway serving the subject parcel and a MDOT maintenance building for the Casco Bay Bridge

V. Proposed Development

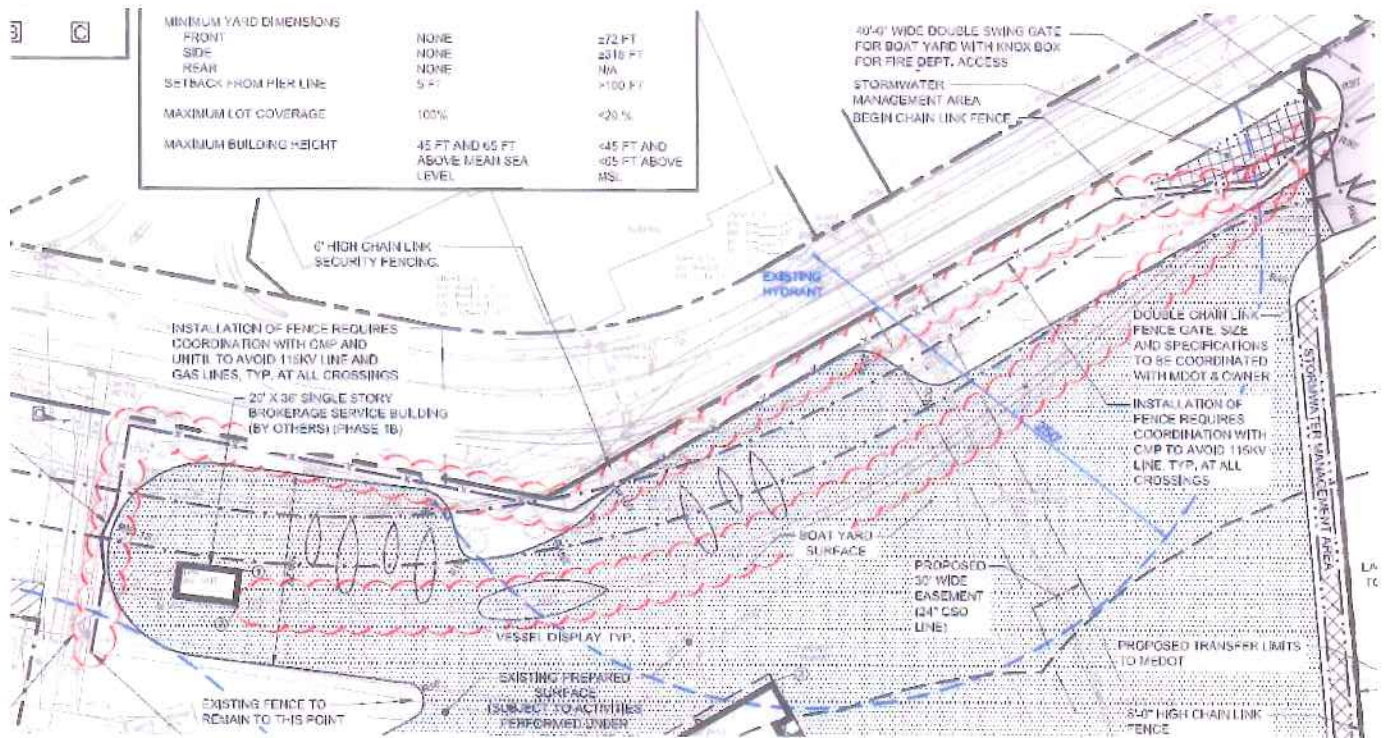
The applicant's submission includes a detailed description of Phase 1a in Attachment B of this report.

The proposed improvements included with the requested amendment are shown on Attachment P1 (Sheet C-2.1) Sheet C-2.1 shows the entirety of the previously approved improvements with the Phase 1a proposal marked with red balloons and cross hatching

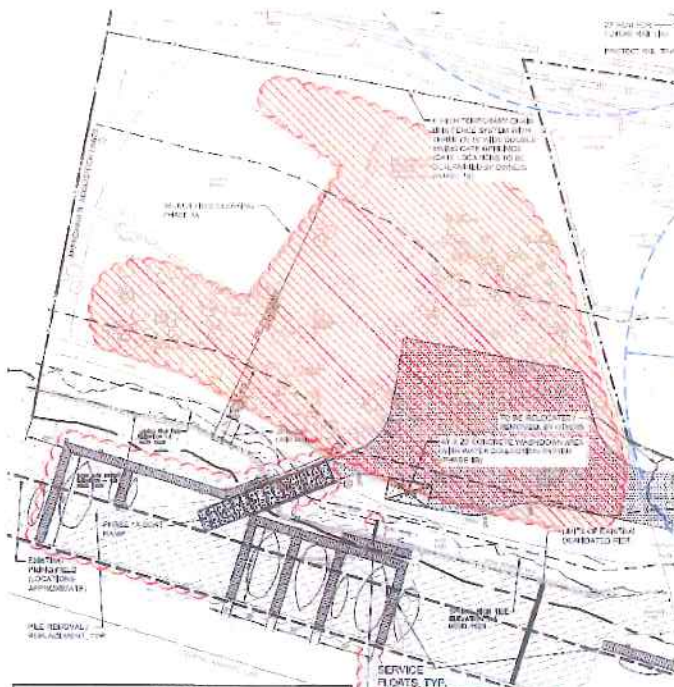
Landside improvements in Phase 1a are largely limited to grading portions of the site for use. Fire Safety is requiring additional fire hydrants located to the south west of the site to serve the marine improvements and the focus of the boat storage activities. Marine improvements are reduced to a single boat ramp and supporting floating docks. The marine improvements are consistent with approvals issued by the Portland Harbor Commission.

Shared Access with MDOT:

The proposed development includes use of the access drive located at the far easterly boundary of the site. This drive currently serves a MDOT bridge building located near to the water. The subject parcel retains access rights to this drive as noted in the applicant's submittal in Attachment C.1.



The above figure is an excerpt of the proposed site plan showing the West Commercial Street frontage located toward the northeast corner of the site with the IMT. The existing site driveway is located at the upper right and the gas works drive is located at the far left. Phase 1a improvements here are shown with the red balloon and are limited to clearing the site of brush and existing rail tracks. Negotiations are on-going for reestablishing tracks in a new right of way as shown with a ____ . ____ . ____ symbol.



The plan excerpt to the left shows the south west corner of the site, which is proposed for Phase 1a improvements including the boat ramp, floats, and grading the yard for boat storage.

Additional Phase 1a improvements will include repair to the historic granite seawall bulkhead and environmental remediation (to be conducted by the gas company.)

The only utility work proposed will be overhead electric service to a temporary construction trailer and water lines for an expanded fire hydrant network.

The applicant is not proposing to install any new landscaping with Phase 1a, but will adhere to the previously approved tree preservation plan.

The approved landscaping plan with tree preservation is provided in Attachment 3.1 and the previously approved site plan is Attachment 3.2.

VI. Conditions of Approval

At the time of the December 2012 approval, the Board imposed a number of conditions of approval. The Board's approval letter describing the conditions as passed is provided as Attachment 1.

In February 2013, the applicant provided an update letter describing adherence to three of the conditions (Attachment E.) Additionally, included in a response to staff review comments on the current application (Attachment C) the applicant has updated the status of each condition and described the timing of their compliance. Any additional conditions of approval suggested for this phasing amendment are intended to apply to Phase 1a, specifically, with the December 2012 conditions still in effect for development of the full Phase 1 plan.

VII. Staff Review:

The application and supporting documents have been reviewed by City staff from the Departments of Planning and Urban Development, Fire Safety, and Public Services. The plans have also been reviewed by consulting engineers for civil engineering and traffic. The December 2012 approval letter with conditions of approval and the original Planning Board Report (attachments omitted) are provided in Attachments 1 and 2 respectively.

On August 16, Planning staff provided a list of review comments to the applicant, and engineer, Steve Bushey, provided responses by letter dated August 21 as provided in Attachment C.

a. Zoning Review: WPDZ, Shoreland, Flood Plain

i. Waterfront Port Development Zone

Use: The project is located in a WPD Zone. The proposed boat repair yard uses are permitted uses in this zone. In the December 2012 approval boat storage and sales (yacht brokerage) were both approved as conditional uses in the WPDZ. For Phase 1a, the yacht brokerage is not proposed.

No Adverse Impact on Marine Use: The WPDZ includes a provision for protecting access function of water dependent uses in the form of "Sec. 14-318.5. No adverse impact on marine uses." The No Adverse impact provision could be construed to apply to the boat storage use as this use does not necessarily require direct water access (though water access may be a component through launching and hauling.) While applicability of the provision could be argued, no portion of the proposed development appears to create an adverse impact as described in the Sec. 14-318.5 and quoted below:

Sec. 14-318.5

- (a) The proposed nonwater-dependent use will displace an existing water-dependent use;
- (b) The proposed use will reduce existing commercial vessel berthing space;
- (b) The proposed nonwater-dependent use, structure or activities, including but not limited to access, circulation, parking, dumpsters, exterior storage or loading facilities, and other structures, will unreasonably interfere with the activities and operation of existing water-dependent uses or significantly impede access to vessel berthing or other access to the water by water-dependent uses; or
- (d) The siting of a proposed nonwater-dependent use will substantially reduce or inhibit existing public access to marine or tidal waters.

Dimensional Requirements:

The proposed development meets all provisions of the WPDZ dimensional requirements.

Parking:

With no building proposed, no parking spaces are technically required for Phase 1a. For the limited parking demand that will be generated by the development, a formalized parking area is not identified with the expectation that employees and clients using the site will find more than adequate parking to fill both the zoning requirements and functional needs of the use.

ii. Shoreland Zone:

At the time of the previous approval on this project, the project met with all Tree Clearance restrictions that apply to development in the shoreland portions of the site. Subsequent to the December 2012 approval, new legislation passed that allows a greater degree of tree clearance on working waterfront property. While future phases of development may seek to take advantage of this new flexibility, the current proposal adheres to the previously approved tree preservation plan.

In addition to the tree clearance standards, the Planning Board found that the plan met the applicable shoreland zone standards and the proposed phasing plan is anticipated to have fewer impacts than the previously approved plan.

iii. Flood Plain Management:

The subject parcel is partially located in a regulated Flood Plain. The FEMA, Flood Insurance Rate Maps show portions of the property within the flood zone A2 with a base flood elevation of 10'.



With no buildings proposed in Phase 1a, Flood Plain management standards, as previously addressed, will not be impacted by the phasing proposed.

iv. Vehicle Loading, Division 21: NA

v. Signage:

Separate permits are required for any new signage prior to installation.

b. Conditional Use Review for Boat Storage in the WPDZ

As noted above, the proposal is subject to a conditional use review for boat storage in the WPDZ. Conditional Uses in the WPDZ are subject to the following provisions:

Sec. 14-320. Conditional uses.

...such uses will not impede or preclude existing or potential water-dependent development on other lots, will allow for adequate right-of-way access to the

water, are compatible with marine uses, and are physically adaptable or relocatable to make way for future development for water-dependent uses, and meet any additional standards set forth below:

With no permanent buildings proposed with Phase 1a, the above standard appears to be met.

All conditional uses are subject to the provisions of Section 14-474, Conditional Use:

Standards. Upon a showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the board determines that:

- a. There are unique or distinctive characteristics or effects associated with the proposed conditional use;*
- b. There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding area; and*
- c. Such impact differs substantially from the impact which would normally occur from such a use in that zone.*

Staff recommends that the proposal is in conformance with the above standards.

c. Site Plan Review.

Attachment 2 of this report includes the full text of the December 2012 Planning Board Report, which provides a description and analysis of all applicable review standards. This report will concentrate on standards impacted by the proposed phasing request.

Site Plan Standards Review, Sec. 14-526

The site plan standards language is summarized below in *italics*, with planning staff comment and analysis in regular font.

(a) Transportation Standards

Primary access to the site is provided through the existing easterly entrance drive located adjacent to the IMT.

Consulting Traffic Engineer, Tom Errico, and the City Transportation Systems Engineer, Jeremiah Bartlett, have reviewed the existing condition and anticipate that Phase 1a should function adequately and safely. There are some concerns that the existing 16 foot wide gate could create a queuing issue if large truck traffic is larger than anticipated and

recommend a monitoring condition as follows:

Regarding the Phase 1A proposal for use of the existing easterly entrance adjacent to the IMT, the City will monitor the entrance for safety and may require modifications to the gate and entrance design if safety issues become evident.

(b) *Environmental Quality Standards*

1. and 2. *Preservation of Significant Natural Features:*

Phase 1a proposes to adhere to the December 2012 tree preservation plan and will have fewer impacts than the previously approved plans. The approved landscape plan is provided as Attachment 3.1.

3. *Water Quality, Stormwater Management and Erosion Control:*

With Phase 1a, stormwater is intended to continue to behave as in the "pre-developed" condition and the applicant is not proposing to install additional stormwater management at this time. Given the industrial history of the site, its flat grades, and well-drained soils, the limited construction activity proposed is not anticipated to cause stormwater quality issues in the Fore River. Stormwater volumes should in fact be reduced with the Phase 1a activity as the applicant proposes to reduce the existing impervious surface by +/-32,000 sq ft.

The erosion and sedimentation controls approved in December 2012 are still in effect and will need to be adhered to through construction of all phases of development.

(c) *Public Infrastructure and Community Safety Standards.*

1. *Consistency with City Master Plans:*

The proposal appears consistent with applicable approved master plans. Note: The City is applying for funds to engage in a West Commercial Street planning process to determine the appropriate design to accommodate multiple modes of transport consistent with both landside mixed use and water-side marine development along the corridor.

2. *Public Safety and Fire Prevention:*

- (a) *Natural surveillance that promotes visibility of public spaces and areas.*

All of the principle open spaces on the development are visible with clear lines of site from multiple vantage points and/or buildings with windows.

- (b) *Access control that promotes authorized and/or appropriate access to the site.*

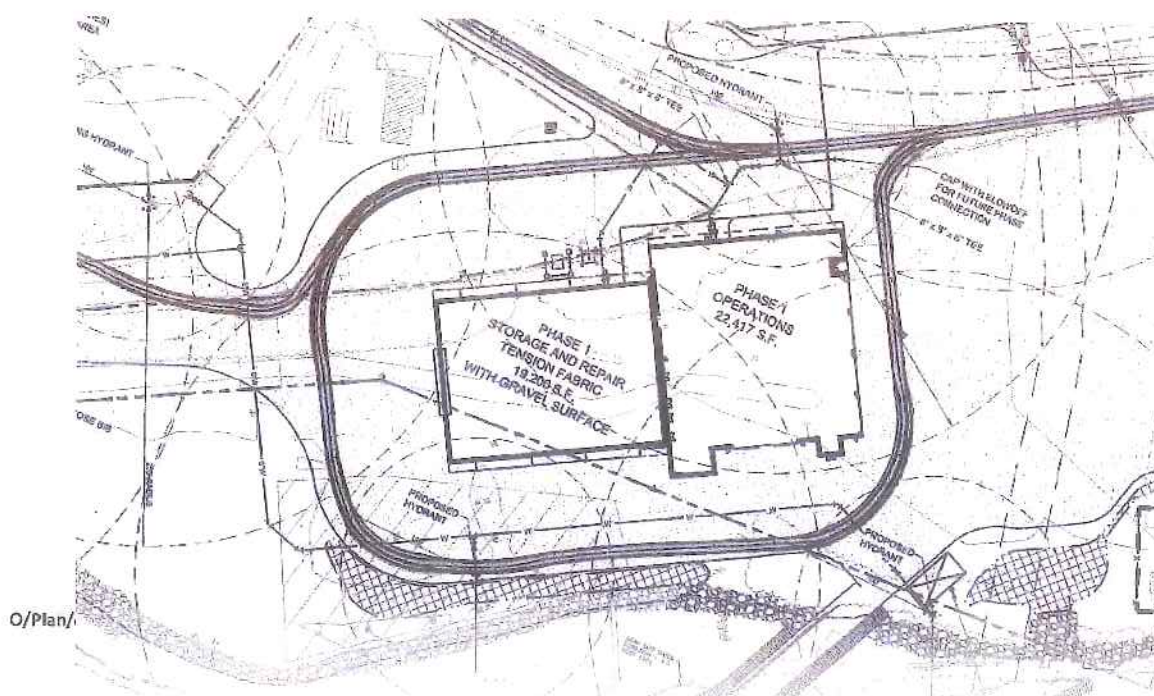
The site appears to sufficient access control through fencing, entry gates, and its location on the water.

- (c) *Territorial reinforcement that promotes a sense of ownership and responsibility through environmental design.*

The use and maintenance of the facility as designed should sufficiently reinforce the site's identity as an active boat yard.

- (d) *Provide adequate emergency vehicle access to the site in accordance with City standards for street widths and turning radii, as described in Section 1 of the Technical Manual.*

In compliance with a previous condition of approval, the applicant provided a fire access and circulation plan, which was approved by Fire Safety reviewer, Captain Chris Pirone. An excerpt from this plan is provided below.



With the proposed amendments, this plan will need to be updated and a condition of approval is suggested. The intent of the fire safety plan is to identify emergency access routes and their adequacy for supporting fire suppression equipment.

(e) Be consistent with City public safety standards, Section 3 of the City of Portland Technical Manual, including but not limited to availability and adequacy of water supply and proximity of fire hydrants to structures.

The site is currently served by two fire hydrants on West Commercial Street and an additional hydrant in the interior of the site. The proposed phasing plan, Attachment 3.2, shows hydrant locations within blue buffer circles.

Portland Water District has provided a letter indicating adequate capacity to serve the fire suppression needs of the proposal.

Captain Pirone has indicated that one or more additional hydrants will be needed to serve the boat ramp and storage area(s) and he suggests that the design of and placement of additional hydrants can be a condition of approval as an amendment to the fire safety plan.

3. *Availability and Adequate Capacity of Public Utilities:*

The site is served by all public utilities and a letter of water capacity was previously provided.

(d) Site Design Standards

1. *Massing, Ventilation and Wind Impact:* NA
2. *Shadows:* NA
3. *Snow and Ice Loading:* NA
4. *View corridors:* NA
5. *Historic Resources:*

With the limited amount of construction proposed, potential on-site historic and archeological resources will not be negatively impacted by proposed phasing amendment. The 19th century seawall is currently being restored in conjunction with the proposed marine improvements.

ATT B

Rick Knowland - IMT

From: Jennifer Thompson
To: Rick Knowland
Date: 5/7/2014 12:05 PM
Subject: IMT

Hi Rick- regarding whether the applicant has demonstrated sufficient right, title and interest:

23 M.R.S. Section 154, which deals with the State's condemnation authority:

The recording of the notice of condemnation is the date of taking and vests title to the property therein described in the State in fee simple or such lesser state as is specified in the notice of condemnation.

Here, the State has provided us with a Notice of Condemnation recorded in the Cumberland County Registry of Deeds at Book 31470 Page 191 on April 31, 2014. The description of the parcels acquired is summarized at page 7. I do note that the description contains a number of exceptions -pursuant to which various access rights, utility easements and the like are excepted from the condemnation. these relate primarily, though not exclusively, to Unitil's ongoing operations. However, as far as general right, title, and interest to the land area included in this project, the recording of the Notice of Condemnation appears to me to be sufficient.

Please let me know if you have any further questions or concerns.

ATT C

Rick Knowland - IMT Expansion -- Preliminary Traffic Comments

From: Tom Errico <thomas.errico@tylin.com>
To: Rick Knowland <RWK@portlandmaine.gov>
Date: 5/9/2014 10:18 AM
Subject: IMT Expansion -- Preliminary Traffic Comments
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...

Rick – The following represents my preliminary comments. It should be noted these do not represent all my comments and additional comments should be expected in the future as revised information is submitted to the City.

- The applicant is requesting several waivers from the City's technical standards as it relates to driveway width, corner clearance, and driveway spacing (others may be identified as I continue my review). The applicant has provided vehicles turning templates that I will review and provide feedback in the future. I will identify other supporting technical information needs as the review continues.
- A traffic impact study was prepared for the project and I find the methods used in developing the study to be acceptable. Based upon the trip generation estimate, the project does not require a Traffic Movement Permit.
- The applicant has requested a sidewalk and granite curbing waiver and I will review the waiver requests with DPS and provide feedback in the future.
- A construction management plan has been prepared. Additional information will be required as it relates to specific traffic, pedestrian, and bicycle impacts during construction.
- The applicant should provide information as it relates to use of the proposed traffic signal by existing IMT traffic. I believe there will be overall site traffic and safety benefits if all IMT traffic has the ability to use the traffic signal.
- The applicant has provided a detailed preliminary design plan for improvements at the Commercial Street/Beach Street/Site Drive intersection. In general I find the plan to be acceptable but specific comments will be provided in the future as revised plans are submitted by the applicant (as you know the design is evolving based upon access needs for other businesses and facilities for pedestrian and bicycle provisions).

If you have any questions, please contact me. As I noted to you yesterday, I will be attending the Planning Board workshop next week.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL
12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 (main)
207.347.4354 (direct)
207.400.0719 (mobile)
207.781.4753 (fax)
thomas.errico@tylin.com

ATT D

Rick Knowland - IMT Comments, Review of May 6, 2014 Response to Comments Letter from HNTB

From: David Senus <dsenus@woodardcurran.com>
To: "Rick Knowland (Portland)" <rwk@portlandmaine.gov>
Date: 5/8/2014 3:53 PM
Subject: IMT Comments, Review of May 6, 2014 Response to Comments Letter from HNTB
CC: "Barbara Barhydt (bab@portlandmaine.gov)" <bab@portlandmaine.gov>

Hi Rick:

We request the following additional information to complete our review of stormwater for the IMT site:

- >Stormwater treatment area plan that identifies linear vs. non-linear areas of the site, treated vs. untreated areas of the site, and a tabulated list of treated vs. untreated impervious and developed areas (for both linear and non-linear areas)
- >Updated Stormwater Management Plan and Calculations
- >Updated Stormwater Inspection & Maintenance Plan (or Stormwater Pollution Prevention Plan) that addresses previous review comments
- >Updated grading plans per previous review comment

The response to comments letter suggests that some of these items may be appended to the letter; however, these attachments have not been received by Woodard & Curran at this time.

Thanks,
Dave

David Senus, PE (Maine), Project Manager
Woodard & Curran, Inc.
41 Hutchins Drive
Portland, ME 04102
Phone: (800) 426-4262 x3241
Cell: (207) 210-7035
Fax: (207) 774-6635

Woodard & Curran
www.woodardcurran.com
Commitment & Integrity Drive Results



MEMORANDUM

TO: Rick Knowland, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: April 21, 2014
RE: IMT Expansion, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed International Marine Terminal (IMT) expansion at 460 Commercial Street in Portland, Maine. The project consists of expanding the existing IMT facility and will result in approximately eight acres of new impervious area.

Documents Reviewed by W&C

- Level III Site Plan Application and attachments dated April 4, 2014, prepared by Carroll Associates and HNTB Corporation on behalf of MaineDOT.
- Engineering Plans, Sheets C1-C20, dated March 14, 2014, prepared by the MaineDOT.

Comments

- 1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards as written in Section 5 of the City of Portland Technical Manual. We offer the following comments:
 - a) Basic Standard: The Applicant has provided a plan, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500; refer to sheets SW 7, SW 8 & SW 9. These plans should be made available to the contractor as part of the construction documents. The erosion and sediment control detail sheet (C11) should include details for stone check dams and a sediment barrier.
 - b) General Standard: The project will result in an increase in impervious area of approximately eight acres. As such, the project is required to include stormwater management features for stormwater quality control. The Applicant has proposed a porous crushed stone yard surface to infiltrate stormwater to meet the quality requirements associated with the General Standards; this approach is acceptable as presented.

The Applicant has considered the development of the rail corridor and concrete loading slab as a "linear" portion of the project and has noted that these features are part of an existing travel corridor in existence prior to July 19, 2007. The Applicant notes that the project is not required to meet the General Standards for linear areas, with reference to Section 3(B)(2) of the Memorandum of Agreement (MOA) for Stormwater Management that exists between the Maine DOT, Maine Turnpike Authority and Maine Department of Environmental Protection. However, the project must also meet the minimum standards set forth by the City of Portland, which includes conformance with the MaineDEP Chapter 500 standards without exception. Therefore, the Applicant is required to provide stormwater quality treatment for linear portions of the project to "no less than 75% of the volume from the impervious area" (Technical Standards Section 5, III., Chapter 500, Section 4, B, (3), c.). The Applicant should provide treatment for this area in accordance with the General Standard as written in the City's Technical Manual.

The Applicant has considered the Commercial Street shoulder widening as "linear" and has stated that they are not required to provide treatment to meet the General Standards for the same reason as noted above; however, they have proposed porous concrete in this shoulder area, which will provide treatment for this new impervious area. As explained above, the Applicant would be



required to provide treatment for this linear portion of the project, and the use of porous concrete is an acceptable measure for treating this area. Therefore, the Applicant has demonstrated compliance with the General Standard for the widened shoulder area of Commercial Street.

- c) **Flooding Standard:** The project will result in an increase in impervious area of approximately eight acres. As such, the project is required to include stormwater management features to control the rate of stormwater runoff from the site; however, much of the runoff from the Site is proposed to discharge to City-owned pipes that convey combined sewer overflows (CSO's) to the Fore River from CSO control structures in Commercial Street. This area of the Fore River is a tidal waterbody. As such, the Applicant has requested a waiver from the Flooding Standard. The Applicant should obtain approval from the City Department of Public Services for the proposed connections to City-owned overflow or drainage pipes. If these connections are acceptable to the City, we would support the requested waiver from the flooding standard.
- 2) The Stormwater Management Plan will need to include a stormwater inspection and maintenance plan for the proposed stormwater measures, such as the porous crushed stone yard surface and the porous concrete, developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.
- 3) Final plans must be stamped by a professional engineer (Section 14-527, sub-section (e) of the City of Portland Land Use Ordinance). At this time, the plans have not been stamped.
- 4) The Applicant has noted that approvals will be obtained from the MaineDEP for compliance with the Site Location of Development Act and Natural Resources Protection Act, and will be provided to the City upon receipt.
- 5) The Applicant has requested a waiver from the soil infiltration testing requirements of Technical Standard Section 5. Appendix D.4(a), which states that permeability must be shown to be reasonably consistent across the proposed infiltration area and may be determined by in-place well or permeameter testing, by analyses of soil gradation, or other means acceptable to the department. The Applicant anticipates that, based on known Site conditions derived from soil borings, a consistent permeability can be assumed across the Site. We support this waiver request so long as it is also supported by the MaineDEP during their review.
- 6) The Applicant has provided emails from the Maine Historic Preservation Commission (MHPC), who noted that they would like to dig a series of hand-dug test units along the proposed rail relocation line to help determine the status of the Glass Works Site underneath the proposed rail line. MHPC also concluded that an archaeologist should work with the excavation crew to monitor the work and record features of the canal if/as they are exposed. The Applicant should clarify the status of these items and whether an agreement between the MaineDOT and MHPC has been reached.
- 7) The MaineDEP expressed concerns regarding potential impacts to the Site's VRAP area; the Applicant should clarify whether these concerns have been resolved.
- 8) As part of the PWD Conditions of Water Service, the existing domestic service to the Unitil site must be brought up to current standards, and the new services installed to serve the New Yard, LLC's boat yard must be terminated. It does not appear that the Site Utility Plan currently reflects these conditions. The Applicant should clarify.
- 9) As part of the PWD Conditions of Sewer Service, the District noted that details for the preferred alternative to constructing a reinforced concrete slab over the sewer interceptor must be reviewed and approved by the District and that an easement modification will need to be approved by the PWD Board of Trustees. The Applicant should clarify the status of these approvals.
- 10) The proposed grading shown on Sheet SW2 and SW6 in Appendix D of the Stormwater Report and Sheet C8 - Site Grading and Drainage Plan do not appear to match. The Applicant should clarify.

MEMORANDUM

To: FILE
From: Richard Knowland
Subject: Application ID: 2014-038
Date: 5/6/2014

Comments Submitted by: Marge Schmuckal/Zoning on 5/6/2014

I have briefly looked at this submission. The project is located in the WPDZ zone with a Shoreland overlay. The proposed use for intermodal transportation facilities is a listed, permitted use under section 14-319(b)1. However the applicant explains that "there may be times where there will be truck to truck .." exchanges, I would want the applicant to explain that in more detail outlining how this is an accessory use and not a principal use. The zone does not permit trucking terminals per se. I want to be sure that the truck to truck component is not more than the other proposed intermodal uses. I note that that same section of permitted uses does allow intermodal transportation for railroad transportation services.

I also reviewed the submission concerning shoreland regulations. There is information concerning the clearing of vegetation. The verbage goes on to say "see enclosed plans for specifics." I did not find an enclosed plan that related to what was written. Please provide such plans or indicate which plan it is within the submission, so I can review compliance with our Ordinance.

Marge Schmuckal
Zoning Administrator

ATT F

From: Chris Pirone
To: RWK@portlandmaine.gov
Date: Wednesday, April 30, 2014
Subject: IMT Comments

Initial Fire Comments:

1. The proposed expansion must meet the requirements of NFPA 1 and NFPA 307.
2. There are two existing reports for the IMT performed by Fire Risk Management which one report assessed code compliance and the other was a Fire Safety Plan for operations. These reports must be updated to include this expansion of this Marine Terminal to confirm all applicable codes and ordinances are being met.
3. At quick glance, it appears hydrants will need to be installed and fire alarm pull boxes which would need to be connected with the master fire alarm system for the IMT.
4. Aisle widths and fire department access must be maintained throughout the IMT which is generally 20' aisle widths.
5. Area of concern, is the operations that are taking place under and around the Casco Bay Bridge. The Fire Risk Management Reports should focus on this area to address safety concerns and NFPA code as well as other codes and ordinances. Does DOT have restrictions for operations around a bridge?
6. If there are any gates installed Fire Department access must be maintained using the Knox Key system.
7. The IMT site must have entrances/ gates identified in master plan and visible signage on site.

Captain Chris Pirone
Portland Fire Department
Fire Prevention Bureau
380 Congress Street
Portland, ME 04101
(t) 207.874.8405
(f) 207.874.8410

Portland International Marine Terminal

Existing Laydown and Connecting Corridor Connection Project



Level III Final Site Plan Application

April 4, 2014

Submitted To:
CITY OF PORTLAND
PLANNING DEPARTMENT

Applicant:
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

Prepared by:
Carroll Associates
217 Commercial Street, Portland, ME 04101
and
HNTB Corporation
340 County Road, Suite 6C
Westbrook, ME 04092

Table of Contents

1. Cover Letter
2. Letter of authorization
3. Completed application form –Level III Site Plan
4. Location Maps
5. Description of project
6. Subdivision Letter
7. Evidence of right, title, or interest
8. Evidence of state and/or federal permits
9. Written assessment of project’s compliance with zoning requirements
10. Summary of ex. and/or prop. easements, covenants, public/private rights-of-way, or other burdens
11. Written request for waivers from site plan or technical standards
12. Evidence of financial capacity
13. Evidence of technical capacity
14. Construction Management Plan
15. Traffic analysis study and other applicable Transportation / Traffic Control Plans
16. Written summary of significant natural features
17. Stormwater management plan and stormwater calculations
18. Written summary of project’s consistency with related city master plans
19. Evidence of utility capacity to serve
20. Written summary of solid waste generation and proposed management of solid waste
21. Fire Safety Plan and code summary referencing NFPA 1 and Fire Department technical standards
22. Written summary of project’s consistency with applicable design standards
23. Manufacturer’s verification that all HVAC & manufacturing equipment meets emission requirements
24. Boundary survey certification
25. Lighting compliance with City ordinances, general summary, assessment, and cut sheets
26. Wetland evaluation letter
27. Soil boring and profile plan
28. Truck turning movements: Commercial – Beach Street Intersection
29. Temporary soil erosion and control narrative and specification
30. Stormwater Pollution Prevention Plan
31. Intermodal Ramp Illustrative Elevation (Commercial Street)

Drawings (Under Separate Cover)

<u>SHEET</u>	<u>TITLE SHEET</u>
---------------------	---------------------------

General Plans

001 G01	TITLE SHEET
002 G02	GENERAL NOTES
003 G03	GENERAL NOTES AND LEGEND

Site Plans

004 C01	EXISTING CONDITIONS PLAN
005 C02	EXISTING CONDITIONS PLAN
006 C03	EXISTING CONDITIONS PLAN
007 C04	SHEET LAYOUT PLAN
008 C05	SITE LAYOUT PLAN
009 C06	SITE LAYOUT PLAN
010 C07	SITE LAYOUT PLAN
011 C08	GRADING AND DRAINAGE PLAN
012 C09	UTILITY PLAN
013 C10	EROSION AND SEDIMENTATION NOTES
014 C11	EROSION AND SEDIMENTATION DETAILS
015 C12	SITE DETAILS
016 C13	FENCING DETAILS
017 C14	FENCING DETAILS
018 C15	WATER SYSTEM DETAILS
019 C16	SNOW STORAGE PLAN
020 C17	FIRE PROTECTION PLAN
021 C18	LANDSCAPING PLAN
022 C19	LANDSCAPING PLAN
023 C20	LANDSCAPING DETAILS AND NOTES

Electrical Plans

024 E01	ELECTRICAL PLAN - PART 1
025 E02	ELECTRICAL PLAN - PART 2
026 E0A	PHOTOMETRIC PLAN: LOADING SLAB
027 E0B	PHOTOMETRIC PLAN: CONTAINER STORAGE CALC A
028 E0C	PHOTOMETRIC PLAN: CONTAINER STORAGE CALC B
029 E0D	PHOTOMETRIC PLAN: WATERFRONT

Structural Plans

030 S01	INTERMODAL RAMP
031 S02	INTERMODAL RAMP

Highway Plans

032 H01	COMMERCIAL STREET TYPICAL SECTION
033 H02	COMMERCIAL STREET PLAN
034 H03	COMMERCIAL STREET PLAN
035 H04	COMMERCIAL STREET PLAN

<u>SHEET</u>	<u>TITLE SHEET</u>
---------------------	---------------------------

Highway Plans cont.

058 H27	COMMERCIAL STREET SIGNING PLANS
059 H28	COMMERCIAL STREET SIGNING PLANS
060 H29	COMMERCIAL STREET SIGNING PLANS
061 H30	COMMERCIAL STREET SIGNING PLANS
062 H31	COMMERCIAL STREET SIGNING PLANS

Rail Plans

063 R1	TRACK TYPICAL SECTIONS
064 R2	TRACK TYPICAL SECTIONS
065 R3	TRACK DETAILS 1 OF 3
066 R4	TRACK DETAILS 2 OF 3
067 R5	TRACK DETAILS 3 OF 3
068 R6	TRACK PLAN & PROFILE
069 R7	TRACK PLAN & PROFILE
070 R8	TRACK PLAN & PROFILE
071 R9	LOADING TRACK PROFILE

Marine Plans

088 M1	FENDER SYSTEM REPAIRS SHEET 1 OF 2
--------	------------------------------------

Boundary Survey Plans

X01	BOUNDARY SURVEY SHEET 1 OF 3
X02	BOUNDARY SURVEY SHEET 2 OF 3
X03	BOUNDARY SURVEY SHEET 3 OF 3

1. Cover Letter



April 4, 2014

Ms. Barbara Barhydt
City of Portland Planning Authority
4th Floor, City Hall
389 Congress Street
Portland, ME 04101

**RE: Portland International Marine Terminal
Existing Laydown and Connecting Corridor Connection Project
Chart, Block, Lot: TM 59-A-1 thru 11**

Dear Barbara,

On behalf of the Maine State Department of Transportation (MaineDOT), we are pleased to submit this Level III Site Plan Application and supporting materials relating to improvements on land to be acquired from New Yard, LLC and Pan Am Railways and operated by the Maine Port Authority as the Portland International Marine Terminal (IMT). The project is located on land just west of the existing IMT facility and Casco Bay Bridge. The property proposed for the expansion is being acquired by MaineDOT through Eminent Domain to acquire the full fee interests in the subject properties. This project will provide infrastructure allowing expanded marine freight to continue to operate and grow on the Portland waterfront, benefiting both the City of Portland and the State of Maine for many years to come.

An existing approval is currently in place for the New Yard, LLC site development, and this approval will be amended through a separate application and run concurrent with this application. Both applications will clarify changes in ownership, access, utilities, and permit limits. This application by MaineDOT will reflect the development of the expansion in accordance with the needs of the MaineDOT and the Maine Port Authority. MaineDOT will work cooperatively with New Yard, LLC to foster success of both endeavors along the waterfront. See enclosed project description for a more in depth description of the land acquisition through Eminent Domain by MaineDOT.

The IMT expansion project includes significant portions of the land bound by West Commercial Street between Cassidy Point Road and the Casco Bay Bridge and the Fore River to the south. The property has been historically developed with marine, rail, utility and industrial type uses, and there is much evidence of its past development as a working waterfront, including exposed and grown over gravel surfaces and subbases, remnants of pavement, concrete slabs,

abandoned piers, and various alterations of the shoreline. Portions of the lands are undeveloped and vacant except for weedy type growth. All of the land shows evidence of alteration and previous development of some sort.

The project will include various landside improvements such as selective site clearing for construction; general site clean-up; rail improvements (both the removal of old track and installation of new track alignment) from Cassidy Point Drive to the proposed IMT site; a new 750' intermodal ramp for rail and crane loading operations; West Commercial Street improvements (including widening, restriping, bicycle, pedestrian, and streetscape improvements, reconfiguration of the Beach Street intersection and signalization); site re-grading and installation of gravels for storage/shipping container and chassis storage yard; drainage upgrades; new port security features including new site lighting, new fencing/gates, and cameras; and utility improvements including gas main relocation and new fire hydrants. An existing curb cut on West Commercial Street, opposite Beach Street, will be slightly reconfigured to provide an appropriately sized access for trucks entering/exiting from the facility. On the marine side, the project will implement repairs to the existing fenders along the pier, east of the Casco Bay Bridge.

It is our hope to begin the review process with City Staff and schedule a workshop with the Planning Board when appropriate at their next available meeting. Attached you will find one copy of the written documents (including application fee), one full size (24"x36") copy of the plans, one reduced size (11"x17") copy of the plans, and a CD with the entire application (written documents and plans).

We look forward to working with you, Planning Department staff, and the Planning Board in the review of this project. Please feel free to contact me to discuss any questions or concerns you may have regarding the attached application materials.

Sincerely,
CARROLL ASSOCIATES



Patrick J. Carroll
Principal

Enc.

Cc: Joel Kittredge, MaineDOT
Craig Morin, HNTB
William Needleman, City Waterfront Director

2. Letter of Authorization



Paul R. LePage
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

David Bernhardt
COMMISSIONER

March 27, 2014

Barbara Barhydt
Development Review Services Manager
City of Portland Planning Division
389 Congress Street
Portland, Maine 04101

Re: IMT---Rail Corridor and Existing Laydown Yard Expansion WIN 22809.20

Dear Barbara:

This letter authorizes Patrick Carroll of Carroll Associates to act as agent on behalf of the MaineDOT in the submission of any and all application materials and public meetings as they relate to the above referenced project.

Sincerely,

Joel Kittredge, Project Manager
Bridge Program, MaineDOT

JCK/clr

3. Application Form



Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level II: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

The Land Use Code (including Article V), the Technical Manual, and the Design Manual are available on the City's web site at <http://www.portlandmaine.gov/planning/default.asp>

Planning Division

Fourth Floor, City Hall
389 Congress Street
(207) 874-8721 or 874-8719

Office Hours

Monday thru Friday
8:00 a.m. – 4:30 p.m.

PROJECT NAME: International Marine Terminal - Existing Laydown and Connecting Corridor Connection

PROPOSED DEVELOPMENT ADDRESS:

460 Commercial Street

PROJECT DESCRIPTION:

See attached project description

CHART/BLOCK/LOT: land owned (59-A-1,3+4,7+8, & 11)
land leased (59-A-2, 5+6, & 9-10)

PRELIMINARY PLAN

 (date)

FINAL PLAN

 X (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Joel Kittredge, Project Manager Business Name, if applicable: Maine Dept. of Transportation Address: 16 State House Station City/State : Augusta, ME Zip Code: 04333-0016	Applicant Contact Information Work # 207-624-3550 Home# Cell # Fax# e-mail: joel.c.kittredge@maine.gov
Owner – (if different from Applicant) Name: John Henshaw, Executive Director Marine Port Authority (MDOT) Address: 16 State House Station City/State : Augusta, ME Zip Code: 04333-016	Owner Contact Information Work # 207-200-2401 Home# Cell # Fax# e-mail: john.h.henshaw@maine.gov
Agent/ Representative Name: Patrick Carroll, Carroll Associates Address: 217 Commercial Street , #200 City/State : Portland, ME Zip Code: 04101	Agent/Representative Contact information Work # 207-772-1552 Cell # e-mail: pcarroll@carroll-assoc.com
Billing Information Name: Same as applicant Address: City/State : Zip Code:	Billing Information Work # Cell # Fax# e-mail:

Engineer Name: See attached project directory Address: City/State : Zip Code:	Engineer Contact Information Work # Cell # Fax# e-mail:
Surveyor Name: See attached project directory Address: City/State : Zip Code:	Surveyor Contact Information Work # Cell # Fax# e-mail:
Architect not applicable Name: Address: City/State : Zip Code:	Architect Contact Information Work # Cell # Fax# e-mail:
Attorney not applicable Name: Address: City/State : Zip Code:	Attorney Contact Information Work # Cell # Fax# e-mail:

APPLICATION FEES:

Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)

Level III Development (check applicable reviews) ___ Less than 50,000 sq. ft. (\$500.00) ___ 50,000 - 100,000 sq. ft. (\$1,000) ___ 100,000 – 200,000 sq. ft. (\$2,000) ___ 200,000 – 300,000 sq. ft. (\$3,000) ___ over 300,00 sq. ft. (\$5,000) <u>X</u> Parking lots over 11 spaces (\$1,000) ___ After-the-fact Review (\$1,000.00 plus applicable application fee) Plan Amendments (check applicable reviews) ___ Planning Staff Review (\$250) ___ Planning Board Review (\$500) The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	Other Reviews (check applicable reviews) ___ Traffic Movement (\$1,000) ___ Stormwater Quality (\$250) ___ Subdivisions (\$500 + \$25/lot) # of Lots ___ x \$25/lot = _____ ___ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots ___ x \$200/lot = _____ ___ Other _____ ___ Change of Use <u>X</u> Flood Plain <u>X</u> Shoreland ___ Design Review ___ Housing Replacement ___ Historic Preservation
--	---

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or DVD with each plan submitted as separate files, with individual file names (see submittal requirements document attached).
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Planning Division Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist for a detailed list of submission requirements.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site <http://www.portlandmaine.gov/citycode/chapter014.pdf>

APPLICANT SIGNATURE:

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level III Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant:

Date:

April 4, 2014



Agent, for MaineDOT

PROJECT DATA

The following information is required where applicable, in order to complete the application.

Total Area of Site	19+/- ac or 827,640 sq. ft.
Proposed Total Disturbed Area of the Site	11.20 ac or 487,897 sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland	
Impervious Surface Area	
Impervious Area (Total Existing)	3.05 ac or 132,738 sq. ft.
Impervious Area (Total Proposed)	11.12 ac or 484,389 sq. ft.
Building Ground Floor Area and Total Floor Area	NOT APPLICABLE
Building Footprint (Total Existing)	sq. ft.
Building Footprint (Total Proposed)	sq. ft.
Building Floor Area (Total Existing)	sq. ft.
Building Floor Area (Total Proposed)	sq. ft.
Zoning	
Existing	Waterfront Port Development Zone (WPD) and Shoreland Overlay District (SOD)
Proposed, if applicable	Same
Land Use	
Existing	Rail road corridor, industrial, and vacant land
Proposed	Marine container/chassis storage yard & marine/freight transportation operation facility
Residential, If applicable	NOT APPLICABLE
# of Residential Units (Total Existing)	
# of Residential Units (Total Proposed)	
# of Lots (Total Proposed)	
# of Affordable Housing Units (Total Proposed)	
Proposed Bedroom Mix	NOT APPLICABLE
# of Efficiency Units (Total Proposed)	
# of One-Bedroom Units (Total Proposed)	
# of Two-Bedroom Units (Total Proposed)	
# of Three-Bedroom Units (Total Proposed)	
Parking Spaces	
# of Parking Spaces (Total Existing)	0
# of Parking Spaces (Total Proposed)	0 as part of project but available on ex. IMT site to east (144 chassis spaces)
# of Handicapped Spaces (Total Proposed)	0 as part of project but available on ex. IMT site to east
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	4 total on two racks
Estimated Cost of Project	12.2 million

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application form
X		1	Application fees
X		1	Written description of project
X		1	Evidence of right, title and interest
X		1	Evidence of state and/or federal approvals, if applicable
X		1	Written assessment of proposed project's compliance with applicable zoning requirements
X		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
X		1	Written requests for waivers from site plan or technical standards, if applicable.
X		1	Evidence of financial and technical capacity
X		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
X		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
X		1	Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)
			Proposed grading and contours;
X			Existing structures with distances from property line;
X			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
X			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
X			Preliminary infrastructure improvements;
X			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
X			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
X			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
X			Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;
N/A			Exterior building elevations.

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Completed Application form
X		1	* Application fees
X		1	* Written description of project
X		1	* Evidence of right, title and interest
X		1	* Evidence of state and/or federal permits
X		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
X		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
X		1	* Evidence of financial and technical capacity
X		1	Construction Management Plan
X		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
X		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
X		1	Stormwater management plan and stormwater calculations
X		1	Written summary of project's consistency with related city master plans
X		1	Evidence of utility capacity to serve
X		1	Written summary of solid waste generation and proposed management of solid waste
X		1	A code summary referencing NFPA 1 and all Fire Department technical standards
X		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
N/A		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
X		1	Final Site Plans including the following:
X			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
X			Existing and proposed structures on parcels abutting site;
X			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
X			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
X			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
X			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
N/A			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
X			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
X			Location of all snow storage areas and/or a snow removal plan;
X			A traffic control plan as detailed in Section 1 of the Technical Manual;
X			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
N/A			Location and proposed alteration to any watercourse;
X			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
X			Proposed buffers and preservation measures for wetlands;
X			Existing soil conditions and location of test pits and test borings;
X			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
X			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
X			Grading plan;
X			Ground water protection measures;
X			Existing and proposed sewer mains and connections;

- Continued on next page -

X		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
X		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
X		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
N/A		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
N/A		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
N/A		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
N/A		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
X		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
N/A		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review. **See attached drawings for site plan info and proposed hydrant locations**

1. Name, address, telephone number of applicant
2. **Joel Kittredge, Maine Dept. of Transportation, 16 State House Station, Augusta, ME 04333-0016, 207-624-3550**
3. Name address, telephone number of architect
not applicable
4. Proposed uses of any structures [NFPA and IBC classification]
5. **not applicable**
6. Square footage of all structures [total and per story]
not applicable
7. Elevation of all structures
not applicable
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations **1. North side of Comm. St. @ intersection with Clark Street (paper st.) in front of Nova Seafood**
(Existing) 2. North side of W. Comm. St., 400' west of Beach St. (between Graybar & Portland Star Match)
3. North side of W. Comm. St., 775' west of Beach St., in front of 83 West Comm. St.
10. Water main[s] size and location
Existing 12" water line in West Comm. & Comm. Street
11. Access to all structures [min. 2 sides]
not applicable, no structures are proposed
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.
See application code summary and Fire Protection Plan.

Some structures may require Fire flows using annex H of NFPA 1

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Mr. Frank J. Brancely,
Senior Engineering Technician,
Phone #: (207) 874-8832,
Fax #: (207) 874-8852,
E-mail: fjb@portlandmaine.gov

Date: **April 4, 2014**

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: **460 Commercial Street**

Proposed Use: **Container storage yard & marine/freight transportation operation facility**

Previous Use: **vacant land**

Existing Sanitary Flows: **0** GPD Existing

Process Flows: **0** GPD

Description and location of City sewer that is to receive the proposed building sewer lateral. **not applicable, no buildings and no sewer laterals are proposed**

Chart Block Lot Number:

land owned (59-A-1,3+4,7+8, & 11)

land leased (59-A-2, 5+6, & 9-10)

Site Category

Commercial (see part 4 below)	☒
Industrial (complete part 5 below)	☐
Governmental	☐
Residential	☐
Other (specify)	☐

(Clearly, indicate the proposed connections, on the submitted plans)

2. Please, Submit Contact Information.

City Planner's Name: **TBD**

Phone: **874-8721 or 874-8719**

Owner/Developer Name: **John Henshaw, Executive Director, Marine Port Authority (MDOT)**

Owner/Developer Address: **16 State House Station, Augusta, Maine 04333-016**

Phone: **207-200-2401**

Fax:

E-mail: **john.h.henshaw@mainr.gov**

Engineering Consultant Name: **Craig Morin, HNTB**

Engineering Consultant Address: **340 County Road, Suite 6-C, Westbrook, Maine 04092**

Phone: **207-228-0908**

Fax:

E-mail: **cmorin@hntb.com**

(Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review)

3. Please, Submit Domestic Wastewater Design Flow Calculations. **not applicable, no sewer connection proposed.**

Estimated Domestic Wastewater Flow Generated: _____ GPD

Peaking Factor/ Peak Times: _____

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"
"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)

(Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet)

4. Please, Submit External Grease Interceptor Calculations. not applicable

Total Drainage Fixture Unit (DFU) Values: _____

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

(Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet)

5. Please, Submit Industrial Process Wastewater Flow Calculations not applicable

Estimated Industrial Process Wastewater Flows Generated: _____ GPD

Do you currently hold Federal or State discharge permits? _____

Yes _____ No _____

Is the process wastewater termed categorical under CFR 40? _____

Yes _____ No _____

OSHA Standard Industrial Code (SIC): _____

<http://www.osha.gov/oshstats/sicser.html>

Peaking Factor/Peak Process Times: _____

(Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps)

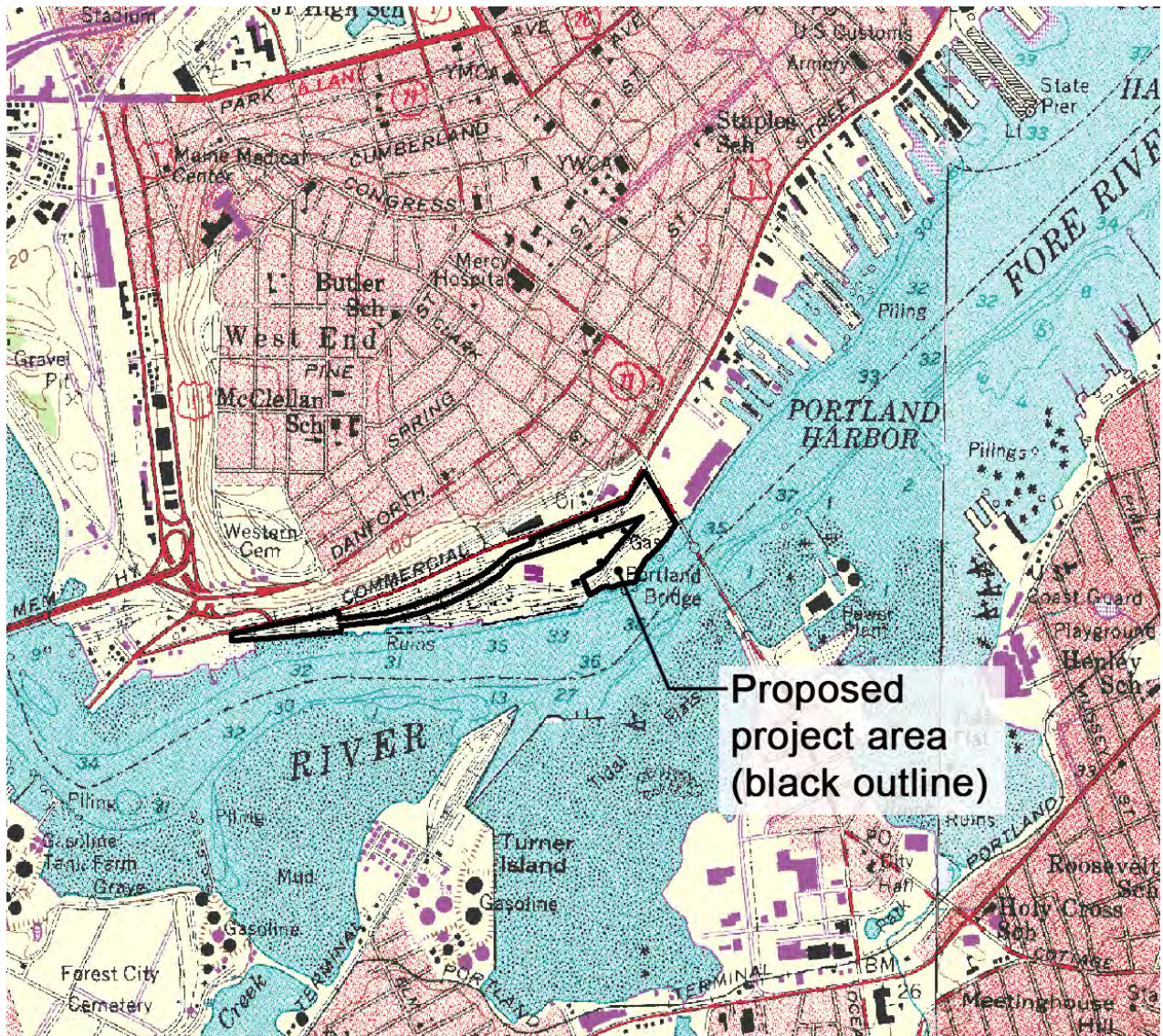
(Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)

Notes, Comments or Calculation

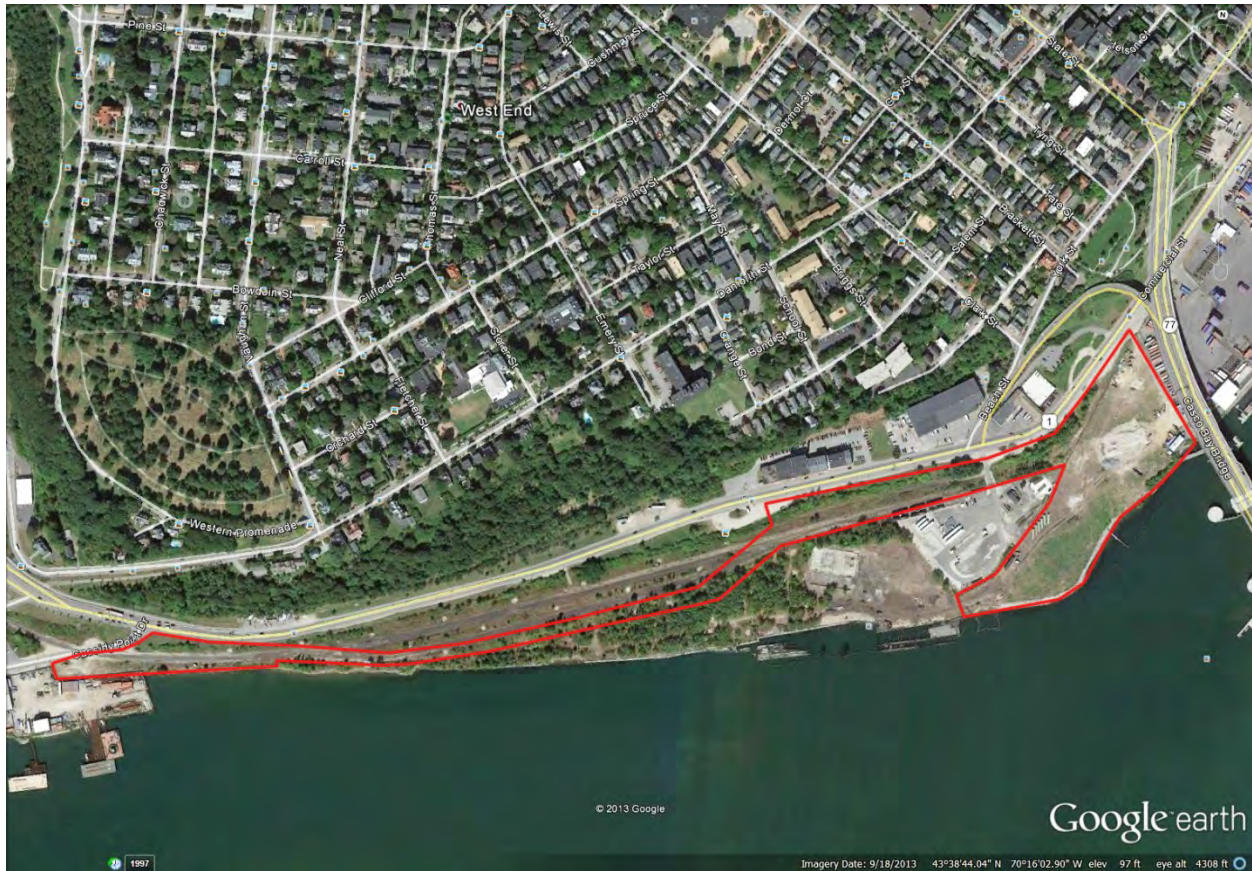
For this project only a temporary security shack is proposed (no buildings); whereas this is only an expansion of the existing IMT facility where there is an existing office building. No domestic type sewer connections are proposed. Instead a Porta-Potty type bathroom for the one security person (or other transit workers/truckers) is proposed.

4. Location Maps

Location Map – USGS



Location Map – Aerial photograph



Aerial photograph of approximate property (outlined in red) comprising Existing Laydown and Connecting Corridor Connection Project.

5. Description of Project

Description of Project

Expansion of the IMT operation is seen as a critical component to maintaining a viable working waterfront in Portland. This expansion is intended to provide two overall goals- increase the ability to store and move containerized cargo through the Port, and connect intermodally with the railroad, allowing connections to national and international distribution networks through rail and highway corridors.

The proposed project encompasses approximately 19 acres of the 36.5 acres of land on the southern side of West Commercial Street between the Casco Bay Bridge and Cassidy Point Road. An additional 4 acres will be acquired by the MaineDOT but will remain leased to Unitil and NGL and therefore will not be developed as part of this project. The project is located on portions of Portland Tax Maps 59, 60, 71, & 72. The project site is zoned Waterfront Port Development (WPZ) and Shoreland Overlay (SOD). The property is bound on the north by West Commercial Street and a number of businesses; to the east by the existing International Marine Terminal and the Casco Bay Bridge; to the south by privately owned land and the Fore River; and to the west by Cassidy Point Road and privately owned land.

An essential component of the proposed IMT expansion is the ability of MaineDOT to use its condemnation powers to acquire the full fee interests in the following properties:

- a. New Yard, LLC – 9.90 acres;
- b. Northern Utilities, Inc., a/k/a Unitil – Waterfront parcel containing 4.17 acres;
- c. Northern Utilities, Inc., a/k/a Unitil – Inland parcel containing 3.96 acres (2.19 acres of which is encumbered by a lease to Osterman Propane, LLC, f/k/a NGL-NE, LLC, which will be extinguished upon condemnation).
- d. Pan Am Property – 5.0 acres;

These parcels are absolutely critical to the expansion project due to their direct proximity to the existing IMT (for yard expansion and direct cross parcel access), their direct access to Commercial street (for site access and intermodal ramp access by truck and train), and their ability to relocate / extend the rail component from Cassidy Point to the intermodal ramp. The project site has historically been used as a working waterfront, rail corridor, and industrial area. Most of the land has been established over the years by the filling of the Fore River's edge. The property is broken into two different land use areas. The west parcel is the active rail corridor which is largely unmaintained with the exception of the area directly along the tracks for operations. The east parcel is largely vacant, unmaintained, successional growth over the former industrial areas.

The proposed expansion project will occur on lands directly to the west of the existing International Marine Terminal property. Of the 19 acres, approximately 14 acres lie just west of the Casco Bay Bridge and an additional 5 acres lie just east of Cassidy Point Drive. The remaining lands will be owned by New Yard, LLC and the Pan Am Railroad.

The project will include several design features in an effort to bring intermodal rail service to the Portland IMT. Approximately 2,850 linear feet of mainline track will be installed between Cassidy Point Drive and the western property line of the expanded terminal. Another 790-ft of track will extend into

the terminal yard which will facilitate container loadings onto rail cars. A separate 1040-ft rail siding will be added along the mainline to facilitate the building of multiple trains at one time. Out of the 14 acre parcel, 7 acres west of the existing terminal will be leveled with porous gravels to provide good drainage throughout the site. Lights and fire hydrants will be included in the design and installed throughout the storage yard. Approximately 1.6 acres out of the 14 acre parcel will be used to provide a concrete loading slab along the last 790-ft section of track and will allow for container lifting equipment such as fork lifts and reach-stackers to effectively load rail cars.

Additionally, the project envisions significant improvements to West Commercial Street and at the intersection of Beach Street. Proposed improvements include widening of the street to provide turn lanes and truck staging areas, signalization of the intersection, and improving the pedestrian corridor on the north side of West Commercial Street with new sidewalks and landings on both sides of Beach Street. Crosswalks will be installed to safely maintain pedestrians on the north side of Commercial Street and connect to the main vehicular entrance into the IMT parcel. Dedicated bicycle lanes are proposed in both directions along West Commercial Street. Paint striping and signage will also be used to clearly demark travel lanes including bike lanes on both sides of Commercial Street. Finally, landscaping will be added on both sides of West Commercial Street, enhancing the pedestrian and vehicular experience along Commercial Street at this important gateway into the City.

Lastly, this project extends over a vast strip of land along the southern side of Commercial Street as shown in the following sketches, and results in a unique layout of the remaining properties. The sketches depict the Original IMT facility immediately east of the Casco Bay Bridge, while the Proposed IMT expansion occurs to the west of the Bridge. The new area for the IMT will be approximately 32 acres and will facilitate storage of containers on chassis within the secured storage yard as well as intermodal transport over the new rail corridor. An additional 5 acres will be acquired from Pan Am railways for use a narrow railroad corridor as illustrated by red lines within the green-colored property area. Pan Am Railroad will continue to own approximately 13 acres, while New Yard LLC will own approximately 5 acres. Due to the landlocked nature of the waterfront railroad parcel and the New Yard LLC parcel, the applicant has worked extensively through a collaborative process to ensure easements and access ways are in place. The following sketches also identify these access points by way of grade crossings and designated internal corridors; and such features are indicative of the intent of the applicant to work together with its neighbors for the mutual benefit of all.

PORTLAND INTERNATIONAL MARINE TERMINAL

EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PROJECT

General Description of the Project



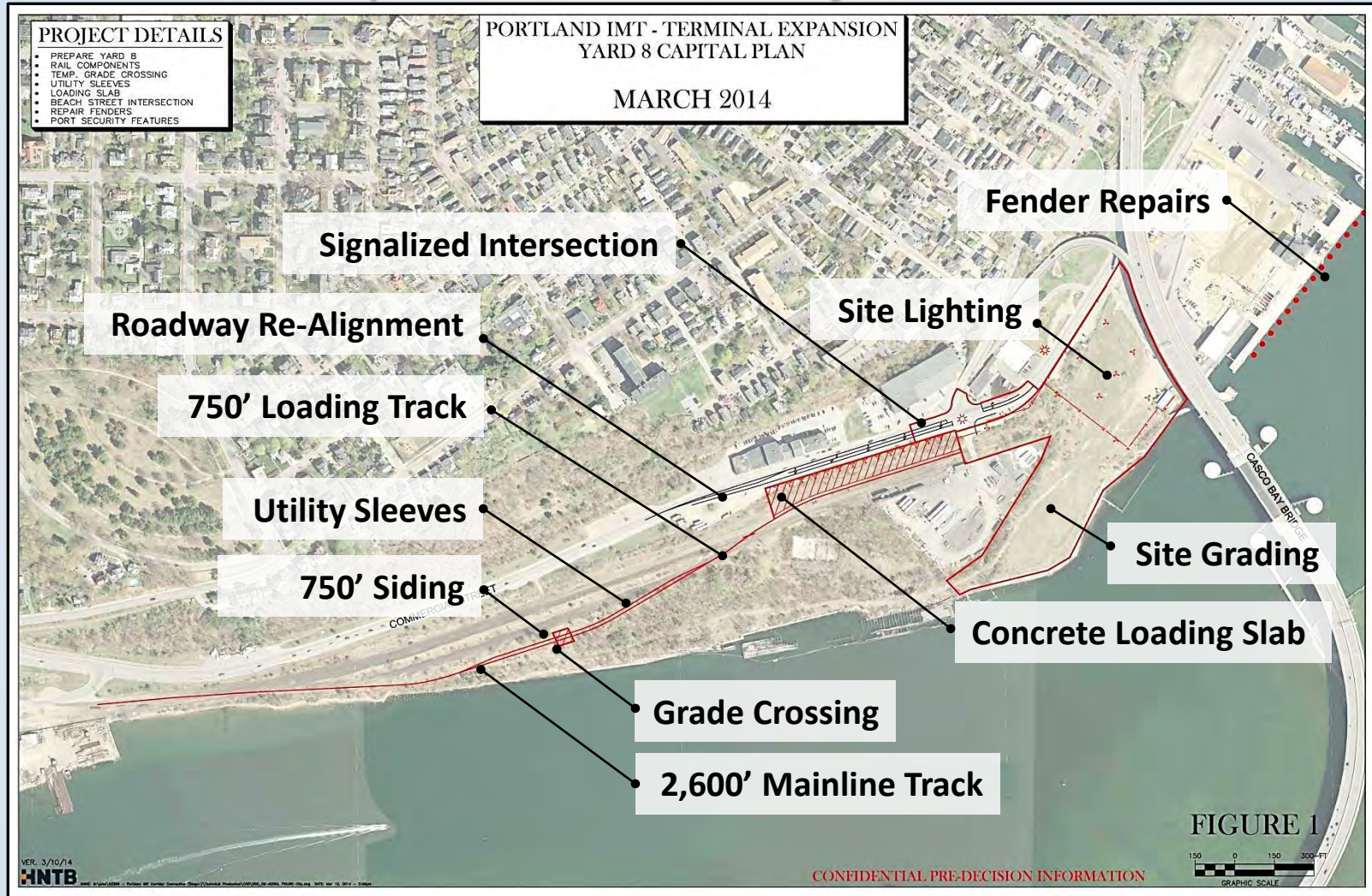
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PROJECT

Portland International Marine Terminal

PORTLAND INTERNATIONAL MARINE TERMINAL

EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PROJECT

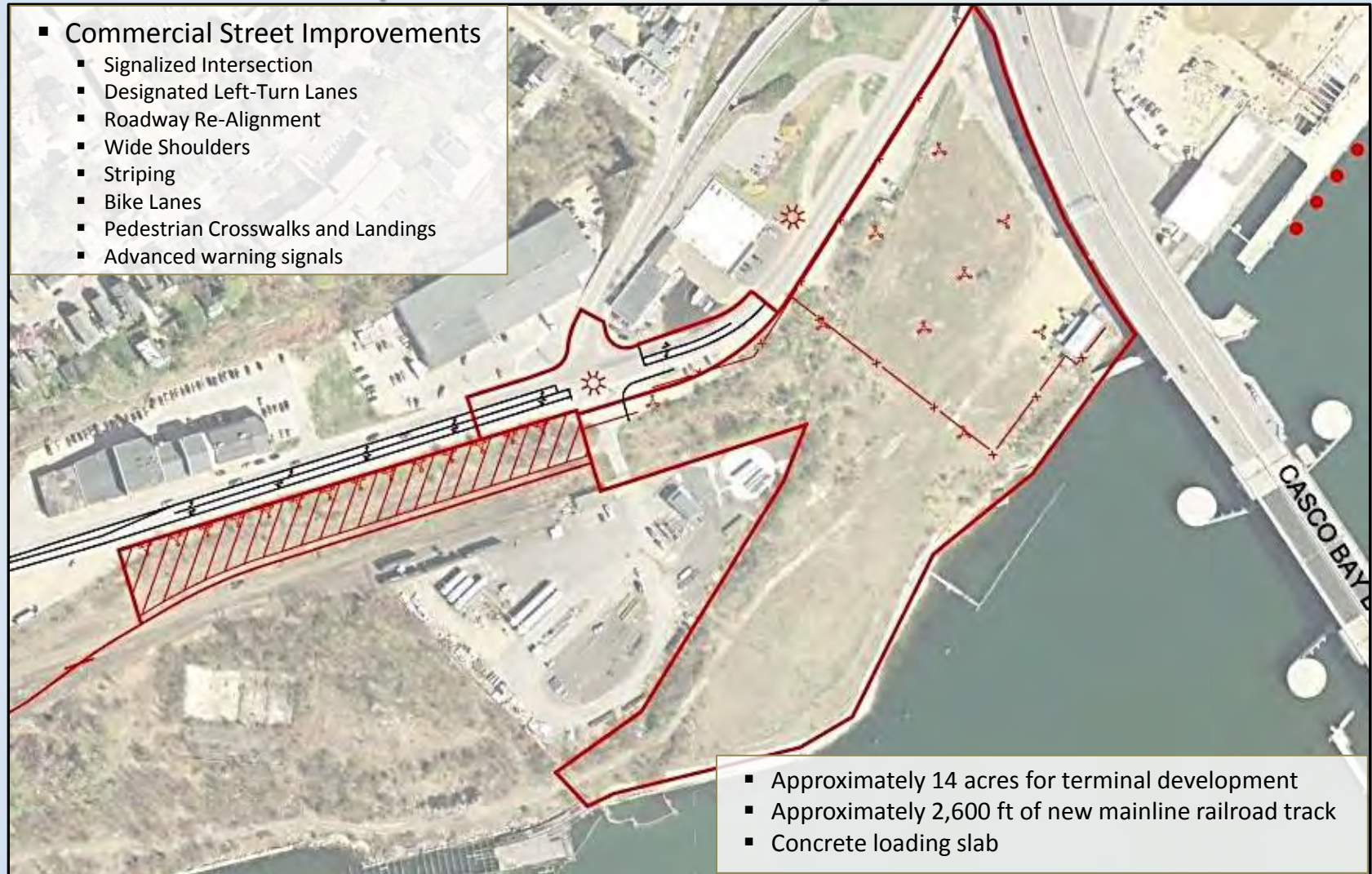
General Description of the Project



PORTLAND INTERNATIONAL MARINE TERMINAL

EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PROJECT

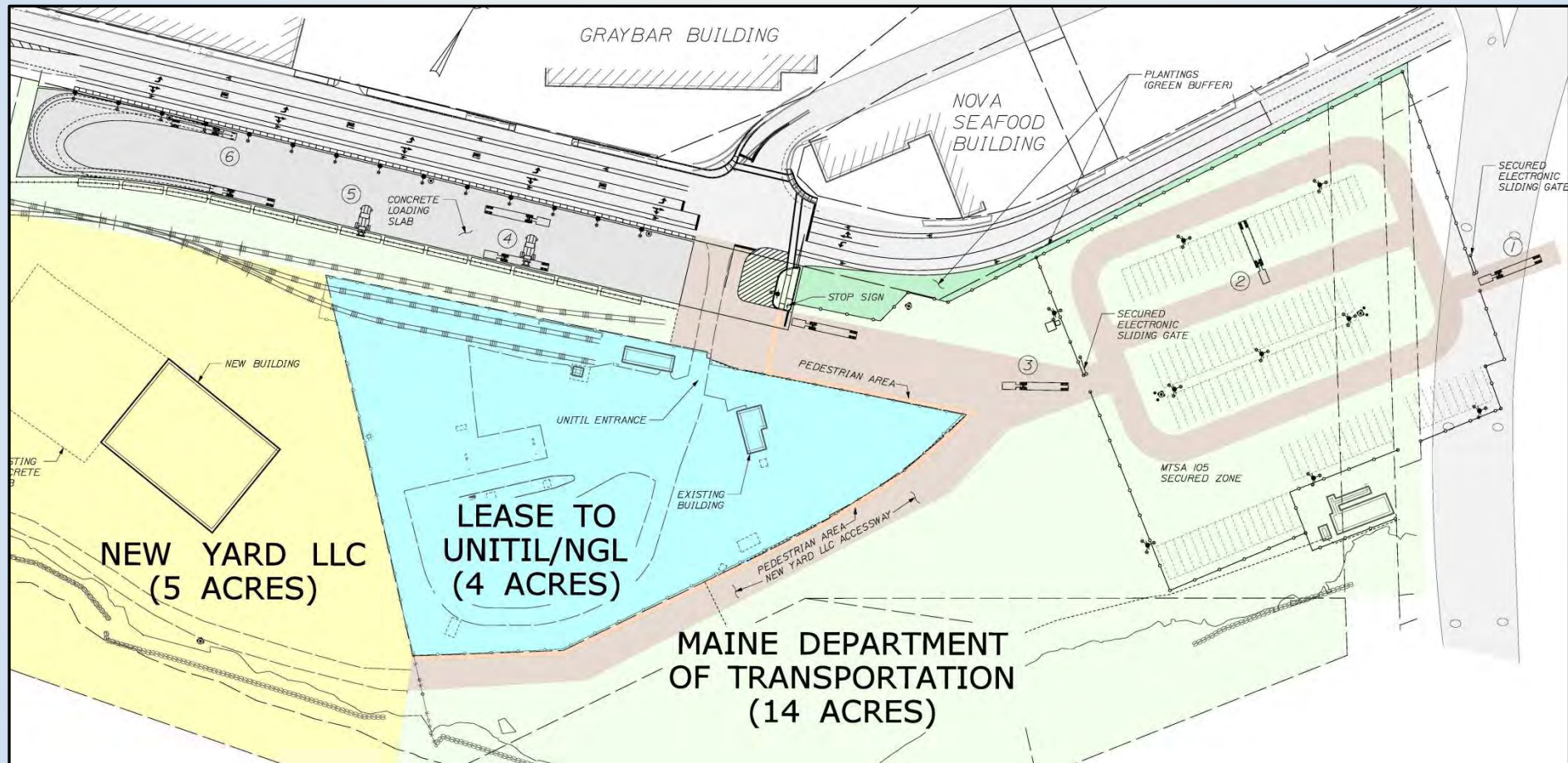
General Description of the Project



PORTLAND INTERNATIONAL MARINE TERMINAL

EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PROJECT

General Description of the Project



6. Subdivision Letter

Subdivision Letter

See enclosed letter from the Department of Transportation.



Paul R. LePage
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

David Bernhardt
COMMISSIONER

March 26, 2014

City of Portland
Planning Division
Attn.: Marge Schmuckal, Zoning Administrator
389 Congress St., 4th Floor
Portland, ME 04101

Re: MaineDOT West Commercial Street Development, Site Development Questions

Dear Ms. Schmuckal:

Please let this letter serve as MaineDOT's response to the questions raised by the City of Portland in its preparation for review of MaineDOT's site development application involving its proposed project on West Commercial Street.

1. MaineDOT intends to use its condemnation powers to acquire the interests of the listed parties in the following properties:
 - a. New Yard, LLC – 9.90 acres;
 - b. Northern Utilities, Inc., a/k/a Unitil – Waterfront parcel containing 4.17 acres (encumbered by a lease to New Yard, LLC, which will be extinguished upon condemnation);
 - c. Northern Utilities, Inc., a/k/a Unitil – Inland parcel containing 3.96 acres (encumbered by leases to Osterman Propane, LLC, f/k/a NGL-NE, LLC, and New Yard, LLC, both of which will be extinguished upon condemnation); and
 - d. Maine Central Railroad Company/Portland Terminal Company – 5.0 acres of upland and 2.6 acres of submerged/intertidal land.
2. The City has raised concerns that MaineDOT's acquisition of these property rights may create a subdivision, requiring a different level of review for the project. Pursuant to 30-A M.R.S.A. § 4401(4)(D-2), the definition of a Subdivision provides the following explicit exception:

“A division accomplished by condemnation does not create a lot or lots for the purposes of this definition, unless the intent of the transferor is to avoid the objectives of this subchapter.”

As such, these acquisitions do not create a Subdivision.



PRINTED ON RECYCLED PAPER

3. We have also been asked to provide evidence that MaineDOT will have right, title and interest in and to the property that is the subject of its site development permit application. MaineDOT will be filing its condemnation notice against the railroad property by the end of March. While MaineDOT cannot predict the exact date upon which the other condemnation notices will be filed, MaineDOT is proceeding with the full intention of filing these notices in the immediate future, contingent on the continued appropriation of the necessary funding. As soon as these notices are filed, MaineDOT will possess.

Sincerely,

A handwritten signature in cursive script, appearing to read "Toni L. Kemmerle".

Toni L. Kemmerle, Esq.
Chief Counsel, MaineDOT

JK/tlp

cc: Joel Kittredge, Project Manager, MaineDOT Bureau of Project Development

7. Evidence of Right, Title, or Interest

Evidence of Right, Title, or Interest

See enclosed item #3 in Subdivision Letter.

8. Evidence State and/or Federal Permits

Evidence of State and/or Federal Permits

Below is a summary of the required State permits (and current status of each) required as part of the proposed project.

1. Site Location of Development

On February 19, 2013, the Maine Department of Environmental Protection (MaineDEP) issued a General Permit to the Maine Department of Transportation pursuant to 38 M.R.S.A. §486-B. The General Permit requires submittal of a Notice of Intent and plans and outlines a streamlined review process under the Site Location of Development Act.

Status: MaineDOT anticipates filing a Notice of Intent with MaineDEP on or about April 8, 2014. A copy of final approval will be provided to the City of Portland upon receipt.

2. Natural Resources Protection Act-Permit-by-Rule, Section 11

Status: MaineDOT anticipates filing a Section 11 Permit-by-Rule Notification form on or about April 8, 2014. A copy of final approval will be provided to the City of Portland upon receipt.

9. Summary of Compliance with Zoning Requirements

Summary of Compliance with Zoning Requirements:

DIVISION 18.5 WATERFRONT PORT DEVELOPMENT ZONE

Section 14-318.5 No Adverse Impacts on Marine Uses.

(a) The proposed nonwater-dependent use will displace an existing water-dependent use;

No water dependent use will be displaced by the proposed project. Portions of the project site are currently vacant and other portions contain similar uses.

(b) The proposed use will reduce existing commercial vessel berthing space;

The proposed project will not reduce existing commercial vessel berthing space as the current waterfront is not used for vessel berthing.

(c) The proposed nonwater-dependent use, structure or activities, including but not limited to access, circulation, parking, dumpsters, exterior storage or loading facilities, and other structures, will unreasonably interfere with the activities and operation of existing water-dependent uses or significantly impede access to vessel berthing or other access to the water by water-dependent uses; or

The proposed is a water dependent use. It will not interfere with other existing water dependent uses.

(d) The siting of a proposed nonwater-dependent use will substantially reduce or inhibit existing public access to marine or tidal waters.

The proposed is a water dependent use. It will not reduce or inhibit public access as the project site is currently private property and the public does not have use or access to it.

Section 14-319 Permitted Uses.

(a) Marine:

This project qualifies as a Marine Use under #5:

5. Marine cargo handling facilities, including docking, loading and related storage.

(b) Commercial:

This project qualifies as a Commercial Use under #1-3:

1. Intermodal transportation facilities principally for vessels with regularly scheduled destination service or for railroad transportation service;

2. Warehousing and storage of goods which are awaiting shipment via cargo carriers;

3. Marine cargo container and chassis maintenance and repair.

(d) Other:

1. Accessory uses customarily incidental and subordinate to the location, function and operation of permitted uses...and further provided that such accessory uses provide goods or services that are supportive of the principal use and its clientele.

The project qualifies as an 'Other' use under #1 in that there may be times where there will be 'truck to truck', 'truck to rail', or 'rail to truck' exchanges without any direct involvement with the marine component. However, this type of operation will be subordinate and incidental to the larger marine / intermodal transportation operation component of the project.

Section 14-320.2 Dimensional Requirements.

Minimum lot size: None

Minimum Frontage: None

Minimum Yard Dimensions: None

Front Setback: None

Side Setback: None

Rear Setback: None

*Setback from pier line: Minimum setback of 5' from the edge of the pier: **Not applicable***

Maximum Lot Coverage: One hundred (100) percent

*Maximum Building Height: Forty-five (45) feet. **Not applicable***

Section 14-320.3 Performance Standards.

All uses in the waterfront port development zone shall comply with the following standards:

(a) Outdoor Storage of Materials: Outdoor storage of commodities and materials accessory to normal conduct of business shall be permitted to a maximum height of forty-five (45) feet, and such materials shall be entirely contained within a designated area within the lot boundaries.

Freight storage containers stored outside on the site will be stacked individually on a chassis or no more than one container high; resulting in a maximum height well below the 45' maximum height restriction. All marine freight containers will be stored within a fenced storage area within the boundaries of the site.

(b) Noise:

The main sounds from the site will be from the movement of trains, operation of the mobile crane unit that moves and loads containers (from the storage yard to the train or ship or truck and vice versa) and the trucks that are entering/exiting from the site.

(c) Vibration:

The only anticipated vibration would occur from the movement of freight trains coming or going from the project site. It is anticipated that any other vibration would be imperceptible at the lot boundaries.

(d) Federal and state environmental regulations:

The project will comply with all federal and state environmental statutes and regulations, as well as applicable provisions of the ordinance regarding emissions into the air. All state and federal permits are currently pending.

(e) Discharges into harbor areas:

There will be no direct discharges of domestic type wastewater into the harbor. There is no sewer or domestic type water connection proposed as part of this project. Site stormwater will be tied into a City owned CSO which will discharges into the Fore River, only after filtering through the porous pavement or other stormwater device. See Stormwater Management Plan section of this application for a description of stormwater discharge.

(f) Storage of vehicles:

There will be no unregistered automotive vehicles stored on the site.

(g) Landfill of docking and berthing areas:

Not Applicable.

(h) Off-street parking: Off-street parking is required as provided in division 20 (Off-street parking).

No off-street parking is required as none of the triggering uses are proposed as part of this project nor are any proposed on the subject property as part of this project. Ample parking is provided for employees at the existing International Marine Terminal property to the east.

(i) Off-street loading is required as provided in division 21 of this article.

Division 21 prescribes minimum number of off street loading bays based on use and size of proposed building. Office buildings over 100,000 s.f. require one off-street loading bay. There are no proposed buildings as part of this project and therefore does not require an off-street loading bay.

(j) Shoreland and flood plain management regulations: Any lot or portion of a lot located in a Shoreland Zone or Flood Hazard Zone shall be subject to the requirements of division 26 and/or division 26.5.

A portion of the lot is in the Shoreland Zone as well as the 100 Year Flood Zone. See summary of requirements of Division 26 at the end of this section.

(k) Lighting: All lighting on the site shall be shielded such that direct light sources shall not unreasonably interfere with vessels transiting the harbor nor have an unreasonable adverse impact on adjacent residential zones.

New site lighting is proposed as part of this project. Refer to the Site Lighting Section of this application package for a detailed description of the lighting plan including fixture cuts, performance characteristics, and photometric plans of the site.

(l) Signs: Signs shall be permitted as set forth in division 22 of this article.

There are no business signs proposed as part of the project.

(m) Storage of pollutants and oily wastes: On premises storage of pollutants and oily wastes shall not be permitted for more than forty-five (45) days.

Refer to Solid Waste Section of this application package for a description of solid waste management on-site.

(n) Compatibility of non-marine uses with marine uses: Nonmarine uses, structures and activities, including but not limited to access, circulation, parking, dumpsters, exterior storage and loading facilities or other structures shall neither unreasonably interfere with the existence or operation of marine uses nor significantly impede access to vessel berthing or other access to the water by existing or potential marine uses.

Access and circulation provided for trucks (widening of Commercial St., restriping, and intersection upgrades) is directly related to the marine cargo processing operations on site. Extending and relocating of the railroad tracks are essential for movement of goods to and from the storage yard. The proposed intermodal ramp will provide access for cranes and lifting equipment engaged in transporting cargo containers from freight trains, ships, and trucks to the storage yard and back. The graveled chassis storage lot will play an important part of the terminal expansion as it will be a temporary storage yard and staging area for loading / off-loading. All other components of the proposed project are used for the direct support of the marine use and do not interfere with operations or vessel berthing.

DIVISION 20 OFF STREET PARKING

Section 14-332 Uses requiring off-street parking.

In all zones where off street parking is required the following minimum off-street parking requirements shall be provided.

Not applicable, no building is being proposed as part of this project. Off-street parking will be provided for employees at the existing International Marine Terminal to the east of the project site.

Section 14-332.1 Zone specific off-street parking exceptions and modifications.

The off street parking requirements established for uses are hereby modified for the following zones according to the revisions as described below.

(j) Waterfront Port Development Zone: Off-street parking is required at fifty (50) percent of the required number of parking spaces for specified uses as otherwise provided in division 20 of this article.

Off-street parking is being provided based on expected need and will be available on the existing International Marine Terminal to the east of the project site.

Section 14-332.3 Uses requiring off-street bicycle parking.

In all zones where of-street motor vehicle parking is required, minimum off-street bicycle parking shall be provided and maintained.....as specified in Section 14 - 526(a) (2) (Site Plan Standards).

The standards referenced above require two bicycle parking spaces for every ten (10) vehicle parking spaces for the first one hundred (100) required vehicle parking spaces. This project will not be providing on-site parking as it is available on the existing International Marine Terminal to the east of the project site. However bicycle parking for at least four bikes will be provided on-site as part of this project.

Section 14-340 Construction requirements when more than six vehicles parked.

(a) Appropriate driveways from streets or alleys, as well as maneuvering areas, shall be provided.

Location and width of approaches over public sidewalks shall be approved by the traffic engineer.

An appropriate entrance drive and maneuvering areas have been provided. The design team will work with the City Traffic Engineer to review the location and configuration of the proposed driveway.

(b) The surface of driveways, maneuvering areas and parking areas shall be uniformly graded with a subgrade consisting of gravel or equivalent materials at least six (6) inches in depth, well compacted, and with a wearing surface equivalent in quantities of compaction and durability to fine gravel.

The proposed entrance pavement will be constructed with a compacted base overlaid by bituminous asphalt as described in the attached drawings. The proposed gravel storage lot will be constructed with a compacted base overlaid by porous gravel pavement as described in the attached drawings.

(c) A system of surface drainage shall be provided in such a way that the waste run-off shall not run over or across any public sidewalk or street.

The gravel storage lot will be provided with an internal subgrade drainage and collection system as described in the attached drawings. The proposed entrance and widening of Commercial Street will tie into the existing stormdrain system in Commercial Street.

(d) Where artificial lighting is provided, it shall be shaded or screened so that no light source shall be visible from outside the area and its access driveways.

New lighting is proposed for the gravel storage lot, intermodal ramp, and other area of the site as part of this project. Refer to the Site Lighting Section of this application package for a detailed description

of the lighting plan including fixture cuts, performance characteristics, and photometric plans of the site.

DIVISION 26 SHORELAND REGULATIONS

Section 14-449 Land Use Standards

(a) Principal and accessory structures: All principal and accessory structures shall be set back at least seventy-five (75) feet horizontal distance, from the normal high water line of water bodies..... except that in the following zones the setback shall be as indicated: W-PD Zone:

No setback required.

The project does not include any principal or accessory structures but does include a gravel storage lot, an intermodal ramp, and rail improvements; portions of the storage lot and rail improvements are located within the Shoreland Zone and within the 75' setback as shown on the enclosed Plans.

(b) Piers, docks, wharves, bridges and other structures and uses extending over below the normal high water line of a water body or within a wetland: New permanent structures, and expansions thereof, projecting into or over water bodies shall require a permit from the D.E.P.

Not Applicable.

(c) Clearing of vegetation.

The project attempts to provide a minimum of a 25' buffer between any work and the highest annual tide line. In general the project will selectively clear vegetation, re-grade the ground surface, and place new porous gravels up to 25' of the highest annual tide line. In two small areas the project will encroach within the 25' setback; one is the repair of an existing fence and the other is for the installation of a new rail line. A Permit-By-Rule from the Maine Department of Environmental Protection, Section 11 – State Transportation Facilities, has been submitted for this work.

Within the subject property, which is comprised of portions of the land that stretches from the existing IMT west to Cassidy Point Road, there are 963 total trees >4" in diameter in the Shoreland Zone. The proposed development will remove 37 trees on DOT land and 138 trees were removed in the Sprague boat yard. When the two projects are combed approximately 18% of trees within the Shoreland Zone will be removed.

See enclosed plans for specifics.

(d) Erosion & Sedimentation Control:

See enclosed narrative describing temporary soil erosion and water pollution control specification.

(e) Soils:

See Boring Logs attached to this application.

(f) Water Quality:

No pollutants will be deposited into State waters as a result of this project. As part of this project the proposed stormwater system will tie into an existing City owned CSO that discharges into the Fore River; only after it filters through a crushed stone layer. See enclosed plans and stormwater report for specifics.

(g) Archaeological Sites:

See exhibit #16 for correspondence with Maine Historic Preservation Commission.

(h) Installation of Public Utility Service:

This is a pre-developed site with many utilities already in place or available along Commercial Street. All applicable utility service companies will be contacted and worked with to install any necessary new services. As part of this project it is proposed to tie the stormwater system into an existing City owned CSO that discharges into the Fore River.

(i) Essential Services:

This is a pre-developed site with many essential services already in place or available along Commercial Street. All applicable essential service companies and the City will be contacted and worked with to install any necessary new services.

(j) Roads & Driveways:

The applicant is working with the City and the Maine Department of Transportation for the design and approval of the widening / restriping / signalization of Commercial Street, and the improvements to the Beach Street intersection, all which will occur outside the Shoreland Zone. All improvements will take place within the right-of-way or within the applicant's property.

Internal access, access to the adjacent properties (Unitil and New Yard, LLC), and internal haul roads will be located on the subject property and setback as far as possible or as a minimum established for structures as allowed in WPD Zone as shown on the enclosed Plans. The access road to the adjacent parcel is an established road and will be maintained as an active travel way, it is located within the 75' setback.

(k) Parking Areas:

The project does not include any typical vehicle parking areas but does include a porous gravel storage lot, which will temporarily store truck chassis, freight & refrigerated containers. Approximately half of the storage yard will be located within the Shoreland Zone and a portion of this area will be within the 75' setback or as a minimum established for structures as allowed in WPD Zone.

(l) Septic Waste Disposal:

Not Applicable. For this project, only a temporary security shack is proposed (no buildings); whereas this is only an expansion of the existing IMT facility where there is an existing office building. No domestic type sewer connections are proposed. Instead a Porta-Potty type bathroom for the one security person (or other transit workers/truckers) is proposed.

(m) Stormwater runoff:

Stormwater from the site will ultimately tie into an existing City owned CSO that discharges into the Fore River. See Stormwater Report Section for a description of the proposed storm water management plan.

(n) Agriculture:

Not Applicable.

(o) General site plan features:

The applicant feels that the proposed project meets the intent of the Shoreland Zone regulations. See attached site drawings for specifics.

10. Summary of Proposed & Existing Easements

Summary of Proposed & Existing Easements

Existing easements, encumbrances, and other burdens are delineated on the attached boundary plans of the site titled:

1. "Boundary & Topographic Survey, West Commercial Street, Portland, Cumberland County, Maine" made for HNTB & The Maine Department of Transportation, prepared by Owen Haskell, Inc., dated April 4, 1014.
2. "Land Acquisitions" West Commercial Street, Portland, Cumberland County, Maine made for the State of Maine, Department of Transportation, 16 State House Station, Augusta, Maine, prepared by Owen Haskell, Inc., dated April 2014.

Proposed Easements are delineated on the enclosed Site Plans and described with the enclosed easement descriptions.

Schedule B Section 2 Exceptions:

Unitil Parcels

- OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE #: POCO15, EFFECTIVE DATE: UPDATE FROM 11-30-12
WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE
- 1-8. NON-SURVEY ITEMS
9. EASEMENT FROM WILLIAM LINDSEY TO PORTLAND GAS LIGHT COMPANY, DATED OCTOBER 28, 1863 AND RECORDED IN BOOK 318, PAGE 466 - LOCATION UNKNOWN.
10. INTENTIONALLY DELETED
11. INTENTIONALLY DELETED
12. CONDITIONS DESCRIBED IN THE DEED FROM PORTLAND TERMINAL COMPANY TO PORTLAND GAS LIGHT COMPANY, DATED DECEMBER 26, 1925 AND RECORDED IN BOOK 1222, PAGE 188, - AS SHOWN.
13. EASEMENTS DESCRIBED IN THE DEED FROM PORTLAND TERMINAL COMPANY TO CASCO WHARF AND BINGHAM MCDUTCHEM LLP DATED DEC. 18, 2006 BY OWEN HASKELL, INC.
14. EASEMENT FROM PORTLAND GAS LIGHT COMPANY TO NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, DATED NOVEMBER 1, 1993 AND RECORDED IN BOOK 2070, PAGE 128 - POLE #65.3 NOT LOCATED.
15. EASEMENT FROM PORTLAND GAS LIGHT COMPANY TO CENTRAL MAINE POWER COMPANY, DATED JANUARY 6, 1966 AND RECORDED IN BOOK 2276, PAGE 265 - POLE #62.1 NOT LOCATED.
16. INTENTIONALLY DELETED
17. EASEMENT FROM NORTHERN UTILITIES, INC. TO CENTRAL MAINE POWER COMPANY, INC. AND KENNEBEC RAIL ROAD COMPANY, DATED OCTOBER 6, 1966 AND RECORDED IN BOOK AT 346, PAGE 376, - AS SHOWN
18. EASEMENT AS DESCRIBED IN THE INSTRUMENT BY AND BETWEEN NORTHERN UTILITIES, INC. AND CENTRAL MAINE POWER COMPANY, DATED JULY 23, 1993 AND RECORDED IN BOOK 108932, PAGE 32 - AS SHOWN.
19. INTENTIONALLY DELETED
20. NON SURVEY ITEM.
21. SUCH STATE OF FACTS AS IS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY ENTITLED "LAND TITLE SURVEY ON WEST COMMERCIAL STREET, PORTLAND, MAINE, MADE FOR NEW YARD LLC," DATED JULY 2, 2012, DATED SEPTEMBER 18, 1987 TO LAY AND MAINTAIN A 12" PIPE ACROSS AND UNDER THE LAND AND LOCATION OF THE RAILROAD AS REFERENCED IN NOTE 4 OF THE PLAN - AS SHOWN, INCLUDING SPECIFICALLY:
(a) ENCROACHMENT OF CHAIN LINK FENCE ONTO WESTERLY ABUTTER'S PROPERTY, - AS SHOWN.
22. NON-SURVEY ITEM.

Schedule B Section 2 Exceptions:

Maine Central Railroad Parcel

- OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE #: POCO15, EFFECTIVE DATE: UPDATE FROM 11-30-12
40 WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE
- 1-10. NON-SURVEY ITEMS
11. INTENTIONALLY DELETED
12. INTENTIONALLY DELETED
13. INTENTIONALLY DELETED
14. EASEMENT FROM PORTLAND GAS LIGHT COMPANY TO PORTLAND AND KENNEBEC RAIL ROAD COMPANY, DATED OCTOBER 6, 1866 AND RECORDED IN BOOK AT 346, PAGE 376, - AS SHOWN.
15. INTENTIONALLY DELETED
16. EASEMENT RESERVED IN DEED FROM PORTLAND GAS LIGHT COMPANY TO MAINE CENTRAL RAILROAD COMPANY, DATED MAY 5, 1897 AND RECORDED IN BOOK 648, PAGE 488 - AS SHOWN.
17. EASEMENT FROM PORTLAND TERMINAL COMPANY TO COUNTY OF CUMBERLAND, DATED AUGUST 30, 1916 AND RECORDED IN BOOK 976, PAGE 73 - AS SHOWN.
18. EASEMENT RESERVED IN DEED FROM COUNTY OF CUMBERLAND TO PORTLAND TERMINAL COMPANY, DATED AUGUST 30, 1916 AND RECORDED IN BOOK 976, PAGE 74 - AS SHOWN.
19. EASEMENT FROM PORTLAND TERMINAL COMPANY TO CENTRAL MAINE POWER COMPANY, DATED APRIL 15, 1975 AND RECORDED IN BOOK 3689, PAGE 135 - AS SHOWN.
20. EASEMENT FROM PORTLAND TERMINAL COMPANY TO CENTRAL MAINE POWER COMPANY, DATED APRIL 15, 1975 AND RECORDED IN BOOK 3689, PAGE 135 - AS SHOWN.
21. INTENTIONALLY DELETED
22. EASEMENT FROM PORTLAND TERMINAL COMPANY TO PORTLAND WATER DISTRICT, DATED FEBRUARY 11, 1994 AND RECORDED IN BOOK 3573, PAGE 282 - AS SHOWN.
23. EASEMENT FROM PORTLAND TERMINAL COMPANY TO CENTRAL MAINE POWER COMPANY TO CENTRAL MAINE POWER COMPANY, DATED FEBRUARY 9, 1993 AND RECORDED IN BOOK 10611, PAGE 111 - AS SHOWN.
24. EASEMENT FROM PORTLAND TERMINAL COMPANY TO STATE OF MAINE, DATED JANUARY 14, 1998 AND RECORDED IN BOOK 13562, PAGE 163 - AS SHOWN.
25. SUCH STATE OF FACTS AS IS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY BY OWEN HASKELL, INC., DATED JULY 2, 2012, LAST REVISED SEPTEMBER 23, 2013 AND RECORDED IN PLAN BOOK 213, PAGE 352 & 353, (THE "PLAN") INCLUDING SPECIFICALLY:
(a) ENCROACHMENT OF BUILDING OWNED BY THE EASTERLY ABUTTER ON THE INSURED PREMISES, - AS SHOWN.
(b) TRAIN TRACKS CROSSING THE INSURED PREMISES, - AS SHOWN.
26. EASEMENT (GAS REGULATOR STATION) FROM NEW YARD, LLC TO NORTHERN UTILITIES, INC. D/B/A UNITIL, DATED AUGUST 2, 2013 AND RECORDED IN BOOK 30895, PAGE 317, - AS SHOWN.
27. REMEDIATION AND GAS FACILITIES EASEMENT FROM NEW YARD, LLC TO NORTHERN UTILITIES, INC., D/B/A UNITIL, DATED AUGUST 2, 2013 AND RECORDED IN BOOK 30895, PAGE 321, -BLANKET IN NATURE, NOT FOLDABLE
28. EASEMENT RESERVED IN DEED FROM PORTLAND AND MAINE RAILROAD TO PORTLAND GAS LIGHT COMPANY DATED SEPTEMBER 18, 1987 TO LAY AND MAINTAIN A 12" PIPE ACROSS AND UNDER THE LAND AND LOCATION OF THE RAILROAD AS REFERENCED IN NOTE 4 OF THE PLAN - AS SHOWN.
29. UNRECORDED PERMISSION TO LAY AND MAINTAIN PIPES FROM MAINE CENTRAL RAILROAD COMPANY (PORTLAND TERMINAL COMPANY) TO PORTLAND GAS LIGHT COMPANY, DATED AS SHOWN IN BOOK 30, 1941 FOR A 4-INCH STEEL GAS PIPE AS NOTED IN NOTE 4 OF THE PLAN, - AS SHOWN.

Plan References:

- HARBOR LINES, PORTLAND HARBOR, MAINE U.S. ENGINEER OFFICE, BOSTON, MASS. JUNE 30, 1939.
- STANDARD BOUNDARY SURVEY SOUTH OF COMMERCIAL STREET, PORTLAND, MAINE FOR CENTRAL MAINE POWER COMPANY PROPOSED EASEMENT LOCATION ON LAND OF PORTLAND TERMINAL COMPANY, MAINE CENTRAL RAILROAD AND CASCO WHARF AND STORAGE DATED DEC. 10, 1992 REF. 2 MAY 27, 1993 BY OWEN HASKELL, INC.
- STANDARD BOUNDARY & TOPOGRAPHIC SURVEY ON COMMERCIAL STREET, PORTLAND, MAINE MADE FOR NORTHERN UTILITIES, INC. DATED AUGUST 6, 1999 BY OWEN HASKELL, INC.
- STANDARD BOUNDARY SURVEY FOR PROPERTY AT PORTLAND INTERNATIONAL MARINE TERMINAL, COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, MAINE OWNED BY CITY OF PORTLAND DATED AUGUST 14, 2002 BY EASTERLY SURVEYING, INC.
- PLAN OF LAND ON WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR CENTRAL MAINE POWER COMPANY DATED APRIL 24, 2003 BY OWEN HASKELL, INC.
- ALTA/ACSM LAND TITLE SURVEY AT WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BINGHAM MCDUTCHEM LLP DATED DEC. 18, 2006 BY OWEN HASKELL, INC.
- PORTLAND HARBOR, PORTLAND, MAINE CONTOUR SURVEY, 35 AND 45-FOOT CHANNELS, 45-FOOT ANCHORAGE 35-FOOT TURNING BASINS, DATED SEPT. 19, 2011 U.S. ARMY CORPS OF ENGINEER NEW ENGLAND DISTRICT SHEET ID. NO. V-105.
- STANDARD BOUNDARY SURVEY FOR PROPERTY AT PORTLAND INTERNATIONAL MARINE TERMINAL, COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, MAINE OWNED BY CITY OF PORTLAND DATED AUGUST 14, 2002 BY NORTHEASTREY SURVEYING, INC.
- PORTLAND TERMINAL COMPANY OFFICE OF THE VICE PRESIDENT - ENGINEERING, LAND SALE PLAN, PORTLAND, ME DATED DEC. 30, 2011.
- COMMERCIAL STREET GRNAGE AND TRAFFIC IMPROVEMENTS CIVIL PLAN MADE BY CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED JUNE 2007.
- PLAN OF PROPERTY IN THE CITY OF PORTLAND BY W. ANSON, CITY ENGINEER, PORTLAND, JUNE 1854, RECORDED IN THE PLAN BOOK 2 PAGE 5.
- ATLAS OF THE CITY OF PORTLAND AND SOUTH PORTLAND MAINE PLAT 4 BY RICHARDS MAP CO. SPRINGFIELD, MASS. DATED 1914.
- LAND ON WEST COMMERCIAL STREET, PORTLAND, MAINE, MAINE CENTRAL RAILROAD COMPANY TO NEW YARD LLC, DATED JULY 30, 2013, BY OWEN HASKELL, INC.
- ALTA/ACSM LAND TITLE SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR NEW YARD LLC BY OWEN HASKELL, INC. DATED JULY 2, 2012 REVISED THROUGH SEPTEMBER 23, 2013, RECORDED IN PLAN BOOK 213 PAGES 352 & 353.

Record Owners

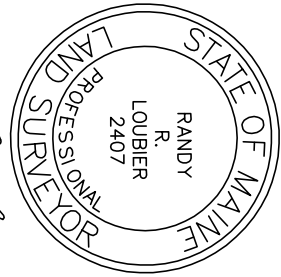
TM 59-A-1,3,4,7&8,11 NEW YARD LLC, BOOK 30887 PAGE 247
TM 59-A-2,5,6,9,10 UNITIL, VOL. 89 PAGE 21

Boundary & Topographic Survey

West Commercial Street
Portland, Cumberland County, Maine
made for
HNTB & The Maine Department of Transportation

RANDY R. LOUGHER
PROFESSIONAL LAND SURVEYOR NO. 2407
IN THE STATE OF MAINE
DATE OF PLAN: APRIL 4, 2014
REVISION DATE:
OHI JOB NO. 2013-154P

SHEET 2 OF 2



Randy R. Lougher



OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. Route One, Unit #10
Falmouth, Maine 04105
Tel. (207)774-0424 Fax (207)774-0511
www.owenhaskell.com

Area to be acquired from New Yard, LLC

A certain lot or parcel of land situated on the easterly side of West Commercial Street in the City of Portland, County of Cumberland and State of Maine bounded and described as follows:

Commencing at a granite monument in a manhole located in the southerly sideline of West Commercial Street as shown on "Boundary & Topographic Survey West Commercial Street, Portland, Maine made for HNTB & The Maine Department of Transportation" dated April 4, 2014 by Owen Haskell, Inc.

Thence, S 32°36'10" W along the southerly sideline of West Commercial Street 86.09 feet to the point of beginning;

Thence, from said point of beginning S 32°31'38" E along land now or formerly of Portland Terminal Company and land now or formerly of the City of Portland 580 feet more or less to low water;

Thence, westerly and southwesterly along low water 64 feet more or less to land now or formerly of Casco Wharf & Storage as described in deed recorded in said registry of deeds in book 1507, page 126;

Thence, N 32°31'38" W along land now or formerly of said Casco Wharf & Storage 14 feet more or less to the northeast corner of land now or formerly of said Casco Wharf & Storage;

Thence, S 59°25'20" W along land now or formerly of said Casco Wharf & Storage 602.21 feet to land now or formerly of Portland Gas Light Co. As described in deed recorded in said registry of deeds in book 346, page 374 and book 646, page 419;

Thence, S 33°20'20" W along land now or formerly of said Portland Gas Light Co. 430 feet more or less to low water;

Thence, westerly along low water 70 feet more or less to a point;

Thence, N 21°46'06" W along land to be retained by New Yard, LLC 106 feet more or less;

Thence, N 43°25'17" W along land to be retained by New Yard, LLC 435.50 feet;

Thence, S 70°47'58" W along land to be retained by New Yard, LLC 381.52 feet to land now or formerly of Portland Terminal Company and Maine Central Railroad Company;

Thence, N 16°58'37" W along land of said Portland Terminal Company and Maine Central Railroad Company 149.35 feet to the southerly sideline of West Commercial Street;

Thence, N 73°01'23" E along the southerly sideline of said West Commercial Street 1053.20 feet;

Thence, N 32°36'10" E along the southerly sideline of said West Commercial Street 551.51 feet to the point of beginning.

Excepting from the above described parcel the following parcel of land:

Beginning at a point located 404.28 feet on a course of S 87°32'13" E from the most northwest corner of the above described lot;

Thence the following courses and distances:

N 70°47'58" E	181.08 feet;
N 70°50'01" E	232.75 feet;
N 70°47'58" E	20.12 feet;
S 25°12'02" E	6.50 feet;
N 79°57'28" E	33.57 feet;
N 70°47'58" E	36.77 feet;
N 70°47'58" E	226.63 feet;

Along a curve to the right having a radius of 603.80 feet an arc distance of 190.40 feet, bearing a chord of S 23°07'23" W a distance of 189.61 feet;

S 43°11'47" E	2.93 feet;
S 33°30'33" W	256.74 feet;
S 57°20'08" W	167.99 feet;
N 43°25'17" W	435.50 feet to the point of beginning containing 3.96 acres.

The total area of the above described parcel is 9.83 acres more or less.

The above described premises are subject to the existing and proposed easements as shown on the above referenced plan.

Description of CSO Easement
Over New Yard, LLC

A 30 foot wide strip of land situated on the southerly side of Commercial Street in the City of Portland, County of Cumberland and State of Maine the centerline of which is described as follows:

Beginning at a point on the southerly sideline of said Commercial street, said point being 223.87 feet northerly of an angle point in said southerly sideline on a course of N32°36'10" E, thence the following courses and distances across land of the grantor:

S 56°44'08" E	124.24 feet;
S 52°46'47" E	125.99 feet;
S 40°36'20" E	209.35 feet to land now or formerly of Unitil.

February 27, 2014

DESCRIPTION OF PROPOSED
CMP EASEMENT

A 20 foot wide strip of land situated on the southerly side of Commercial Street in the City of Portland, County of Cumberland and State of Maine the centerline of which is described as follows:

Beginning at a point on the southerly sideline of said Commercial street, said point being 95.11 feet northerly of an angle point in said southerly sideline on a course of N32°36'10" E, thence the following courses and distances across land of the grantor:

S 52°25'35" E 405.33 feet to land now or formerly of Unitil.

March 13, 2014

PROPOSED LOT
PORTLAND TERMINAL COMPANY TO MAINE DOT

A certain lot or parcel of land situated on the southerly side of West Commercial Street in the City of Portland, County of Cumberland and State of Maine as shown on a plan entitled "State of Maine Department of Transportation Right of Way Land Acquisitions D.O.T. File No.3-595" by Owen Haskell, Inc. Dated March 2014, bounded and described as follows:

Commencing at a point on the southerly sideline of West Commercial Street at the northwesterly corner of land now or formerly of New Yard, LLC recorded in book 30887 page 247;

Thence, S 16°58'37" E along the westerly line of land of said New Yard, LLC 90.30 feet to the point of beginning;

Thence, from said point of beginning S 16°58'37" E continuing along westerly line of land of New Yard, LLC 67.90 feet;

Thence the following courses and distances through the land of the grantor:

S 66°19'39" W	57.45 feet;
S 62°41'27" W	125.13 feet;
S 59°26'10" W	495.19 feet;

Thence, along a curve to the right with a radius of 725.74 feet, having an arc length of 165.42 feet, having a chord bearing of S 65°57'58" W and chord length of 165.07 feet;

Thence, S 72°29'45" W 519.07 feet;

Thence, along a curve to the right with a radius of 725.78 feet, having an arc length of 185.34 feet, having a chord bearing of S 79°48'41" W and chord length of 184.84 feet;

Thence, S 87°07'38" W	21.45 feet to a point;
S 02°52'22" E	26 feet, more or less, to the spring high tide line;

Thence, southwesterly along the spring high tide line 1316 feet, more or less, to land now or formerly of Cianbro Corp. recorded in book 3424 page 116, being on a bearing of S 74°55'10" W a distance of 1075.68 feet from the last mentioned point;

Thence, the following courses and distances along land of said Cianbro Corp.:

N 16°59'42" W	171.32 feet;
S 79°48'18" W	347.84 feet;
N 16°59'42" W	53.00 feet to the southerly sideline of Cassidy Point Road;

Thence, N 73°00'18" E along the southerly sideline of Cassidy Point Road 263.93 feet to the southerly sideline of West Commercial Street;

Thence, N 82°56'03" E continuing along the southerly sideline of West Commercial Street 543.92 feet to an angle point;

Thence, N 77°41'31" E continuing along the southerly sideline of West Commercial Street 16.88 feet;

Thence the following courses and distances through the land of the grantor:

N 84°41'57" E	219.48 feet;
N 86°01'33" E	312.82 feet;
N 87°07'38" E	273.21 feet;
N 72°29'45" E	542.24 feet;

Thence, along a curve to the left with a radius of 673.74' feet, having an arc length of 153.57 feet, having a chord bearing of N 65°57'58" E and chord length of 153.24 feet;

Thence, N 59°26'10" E a distance of 693.10 feet to the point of beginning. Containing 5.0 acres more or less.

Together with all right, title and interest that this grantor may have in the intertidal and submerged lands abutting the above described parcel.

March 14, 2014

Proposed 50' Wide Access Easement

A 50 foot wide strip of land situated on the southerly side of, but not adjacent to Commercial Street in the City of Portland, County of Cumberland and State of Maine as shown on a plan entitled "State of Maine Department of Transportation Right of Way Land Acquisitions D.O.T. File No.3-595" by Owen Haskell, Inc. Dated March 2014, the centerline of which is described as follows:

Commencing at an angle point on the southerly sideline of said Commercial street, said point being 854.33 feet easterly of another angle point in said southerly sideline on a course of N 71°39'48" E;

Thence, S 59°00'58" E a distance of 238.35 feet to the point of beginning;

Thence, from said point of beginning, S 17°30'15" E a distance of 52.00 feet.

March 13, 2014

**Description of CSO Easement
Over New Yard, LLC & Unitil**

A 30 foot wide strip of land situated on the southerly side of Commercial Street in the City of Portland, County of Cumberland and State of Maine the centerline of which is described as follows:

Beginning at a point on the southerly sideline of said Commercial street, said point being 223.87 feet northerly of an angle point in said southerly sideline on a course of N32°36'10" E, thence the following courses and distances across land of the grantor:

S 56°44'08" E	124.24 feet;
S 52°46'47" E	125.99 feet;
S 40°36'20" E	209.35 feet to land now or formerly of Unitil;

Thence, continuing S 40°36'20" E a distance of 28 feet, more or less.

March 13, 2014

Description of CSO Easement "A"

A 30 foot wide strip of land situated on the southerly side of Commercial Street in the City of Portland, County of Cumberland and State of Maine as shown on a plan entitled "State of Maine Department of Transportation Right of Way Land Acquisitions D.O.T. File No.3-595" by Owen Haskell, Inc. Dated March 2014, the centerline of which is described as follows:

Beginning at a point on the southerly sideline of said Commercial street, said point being 170.74 feet easterly of an angle point in said southerly sideline on a course of N 71°39'48" E, thence the following courses and distances across land of the grantor:

S 14°09'30" E 219 feet more or less.

March 13, 2014

Description of CSO Easement “B”

A 30 foot wide strip of land situated on the southerly side of Commercial Street in the City of Portland, County of Cumberland and State of Maine as shown on a plan entitled “State of Maine Department of Transportation Right of Way Land Acquisitions D.O.T. File No.3-595” by Owen Haskell, Inc. Dated March 2014, the centerline of which is described as follows:

Beginning at a point on the southerly sideline of said Commercial street, said point being 12.61 feet westerly of an angle point in said southerly sideline on a course of S 66°06’18” W, thence the following courses and distances across land of the grantor:

S 28°00’00” E	31.95 feet;
S 29°08’26” E	127.88 feet;
S 33°38’26” E	370 feet more or less.

11. Written Requests for Waivers

Written Requests for Waivers

Waiver Request 1: Sidewalks

Article V, Section 14-526 - Site Plan Standards requires that:

"All proposed developments shall provide sidewalks along all frontages in accordance with sections 14-498 and 14-499 of the City Code. An applicant may request a waiver from curb and sidewalk installation requirements if they meet applicable waiver criteria listed in Section 14-506 (b) of the City Code."

Section 14-506 - Modifications provides a list of 6 conditions relating to sidewalks. Applicants are required to meet at least 2 of these requirements in order for a waiver request to be considered by the planning authority. The applicant asserts that two of the conditions are met as follows:

1. There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site.

All land located to the west of the site on the south side of Commercial Street is undeveloped or occupied by industrial type uses. There are no sidewalks present on the south side of the road in this area from the project site to the end of Commercial Street over a mile away at the Veteran's Memorial Bridge intersection. The parcels abutting the project site to the east along the south side of Commercial Street are characterized by having areas of parking perpendicular to Commercial Street that abut the building faces. Between buildings are wide, ill-defined driveways. None of these parcels have sidewalks or clear crosswalks in place. The closest sidewalk is at Becky's Restaurant and even this section of sidewalk is isolated in the midst of driveways without designated crosswalks. The start of legitimate sidewalk leading toward the central waterfront is at the Gulf of Maine Research Institute. There are no businesses or amenities to attract pedestrian usage in the area of the project site extending from Becky's Restaurant on the east side of the site to the Veteran's Memorial Bridge west of the site. The area is essentially industrial in character and there is no reasonable expectation for pedestrian usage.

2. A safe, alternative-walking route is reasonably and safely available, for example, by way of a sidewalk on the other side of the street that is lightly travelled.

Starting at the Casco Bay Bridge to South Portland and heading east along the north side of Commercial Street, there is a continuous network of sidewalks and crosswalks leading into the central waterfront area. The sidewalks located directly across Commercial Street from the project site are relatively new and include a link to a pedestrian walkway system that traverses a hill side park area along the base of the bridge leading to York Street and residential areas beyond. The project will reinforce these sidewalk connections on the north side. A pedestrian crosswalk is proposed across West Commercial Street at the Beach Street intersection to provide safe pedestrian access to the IMT site.

Waiver Request 2: Granite Curbing

Article V, Section 14-526 - Site Plan Standards requires that:

Section 14-506 - Modifications provides a list of 5 conditions relating to curbs. Applicants are required to meet at least 2 of these requirements in order for a waiver request to be considered by the planning authority. The applicant asserts that two of the conditions are met as follows:

1. Strict adherence to the curb requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.

From the project entrance west, the intermodal ramp will essentially serve as a barrier. It will be raised above the adjacent truck storage lane and through lanes of Commercial Street. From the project entrance east the area is intended to remain in its current state of gravel. We do not intend to change the grading of this area if it is not necessary. When curb is added to an area that is currently not curbed, there is a need for additional stormwater drainage structures and piping. As currently designed, the City benefits by the sheet flow action which naturally runs into the project site and will be accommodated by the proposed porous gravels. If a curb line is added, it will add more water to the City's existing infrastructure and could result in flooding if the City does not add more catch basins.

Curbing would also limit and inhibit the ability for vehicle circulation in and out of the project.

2. Runoff from the development site or within the street does not require curbing for stormwater management.

There should be little to no stormwater runoff from the bulk of the site as the surface is mainly going to consist of porous gravels. Curbing will not be necessary to complete the Stormwater Management Plan. See Stormwater Management Plan for specifics.

Waiver Request 3: Driveway Width

Technical Standards, Section 1.7.2.4. *Maximum driveway width (two-way): The maximum width of a driveway will be based upon site conditions or vehicle characteristics that warrant a wider access (e.g., dedicated turn lanes at exits) and will require approval of the reviewing authority. Maximum widths shall not exceed the following, although confirmation of exact capacity requirements will be necessary:*

- Commercial -24 feet
- Industrial – 30 feet

The proposed driveway width is 100 feet. This width is necessary to accommodate large trucks (WB-67) and trailer turning movements. The above standards would not allow trucks to access the site without crossing opposing lanes of traffic. See enclosed truck turning movement exhibit.

Waiver Request 4: Flooding Standard

Technical Standard, Section 5.III.4.E (2) for flooding. Waiver of the flooding standard due to direct discharge into the ocean, a great pond, or major river segment.

Due to the capacity of the receiving body (Fore River), the use of porous gravels (minor runoff), and proposed method of conveying the runoff to the river (sheet flow and combined sewer overflow) it is requested that the requirement of the Flooding Standard be waived for this project.

Waiver Request 5: Soil Infiltration Testing

Technical Standard, Section 5. Appendix D.4 (a) Soil Permeability. Permeability must be shown to be reasonably consistent across the proposed infiltration area and may be determined by in-place well or permeameter testing, by analyses of soil gradation, or other means acceptable to the department.

Based on known conditions (see Soil Boring Plans) of the site soils and controlled materials to be installed with the new construction, it is anticipated that a very consistent permeability can be guaranteed across the site. Due to this fact it is requested that a waiver be granted for the requirement of soil infiltration testing.

Waiver Request 6: Landscape and Landscape Preservation

Tech Standard, Section 4.2 & 4.3 - Preservation of Significant Site Features and Existing Vegetation.

Due to the lack of significant site features and lack of significant existing site vegetation (both due to significant previous site development) as well as the expansive nature of the proposed use, it is being requested that the preservation program and preservation measures be waived for the project.

Tech Standard, Section 4.5 - Site Landscaping: Screening and Buffers, Industrial & Commercial Developments.

General project frontage: Most of the project frontage is extremely encumbered by many various overhead and underground utilities. Due to these obstacles as well as the ones mentioned below it is being requested that the screening and buffering requirement be waived.

West of the project entrance: Due to the fact that the intermodal ramp will be directly adjacent to the truck storage lane and east bound through lanes, the project frontage (along West Commercial Street) will have no area to provide for evergreen screening / buffering. Due to the ramp width (for maneuverability of trucks and stacker cranes) and the location of the rail line there is no room to provide an area for screening/buffering within the IMT property. A fence will be installed on top of a 4' tall concrete barrier between the intermodal ramp and the truck storage lane adjacent to West Commercial Street.

East of the project entrance: Commercial Street is not centered within the right-of-way; instead it is shifted towards the south and the subject property. This area is where the chassis & container storage yard is to be located along with associated access isles and haul type roads. The storage yard and security fence are located only a few feet from the proposed / existing edge of Commercial Street pavement thus not allowing much room for screening/buffering. Limited tree plantings are proposed in this area (see Landscape Plan). There is an area approximately 200' in length directly east of the project entrance, along Commercial Street, where there is some available land for some planting. Limited tree and shrub plantings are proposed in this area (see Landscape Plan).

Tech Standard, Section 4.6 - Street Trees. Commercial, industrial and institutional developments shall provide street trees thirty (30) to forty-five (45) feet apart on center in the City right-of-way along all street frontages unless otherwise approved.

General project frontage: Most of the project frontage is encumbered by many various overhead and underground utilities. Due to these facts it is being requested that a partial waiver of installation of street trees be granted.

West of the project entrance: Due to the fact that the intermodal ramp will be directly adjacent to the truck storage lane and east-bound through lanes, this frontage (along West Commercial Street) will have no land available for street trees.

East of the project entrance: Commercial Street is not centered within the right-of-way; instead it is shifted towards the south and the subject property. There is an area approximately 200' in length directly east of the project entrance, along Commercial Street, where landscaping including street trees will occur. Further down Commercial Street adjacent to the chassis & container storage yard is a strip of land where limited street tree plantings are proposed (see Landscape Plan).

Waiver Request 7: Boundary Survey

Technical Standard, Section 13.2. LEVEL I SITE ALTERATION, II AND III GENERAL STANDARDS:

The following items shall be shown on boundary surveys for Level I (site alteration), Level II and Level III site plans to ensure compliance with City of Portland Planning Requirements, Engineering Technical and Design Standards, and accurate documents are on record for future planning, GIS mapping, and engineering needs.

The enclosed, "Boundary Survey on West Commercial Street, ME, made for HNTB Corporation" by Owen Haskell, Inc., dated October 10, 2012 and revised through 2/25/14 does not meet the standards outlined in Section 13 of the technical Manual for the following reasons:

1. **Incomplete utility information.** The survey does not include all rims/inverts nor all underground utilities. The applicant (MDOT) is currently working with the applicable utility companies to locate these underground utilities.
2. **Incomplete topographic information.** The survey does not include all topographic data of the entire property. A portion of the subject property on the southern side of the site and a portion within the West Commercial Street right-of-way are missing.
3. **Drawn to a scale of not less than one (1) inch to fifty (50) feet.** The survey plans are drawn to a scale less than 1 inch to 50 feet due to the size and linear shape of the subject parcels.

It is requested that the above three requirements of the Boundary Survey be partially waived for this project as the applicant is currently working on obtaining the remaining underground utility information, the two sections of missing topography are inconsequential to the overall project design, and the scale the surveys are drawn at are legible without breaking the plans into two separate sheets with a match line.

12. Evidence of Financial Capacity

Evidence of Financial Capacity

The project will be fully funded through a combination of State funds: PL 2013, Chapter 429 Multimodal Bond, and the State Multimodal Transportation Special Revenue account. The funds secured for the IMT-Rail Corridor and Existing Laydown Expansion project will be used for the design, construction, and inspection services of the proposed project. Funds for this project will be administered through the MaineDOT.

13. Evidence of Technical Capacity

Evidence of Technical Capacity

The applicant has assembled a highly qualified team of professionals in the preparation of this project. All members of this team have significant experience with this type of project and many have worked together on other similar projects. The project is being designed by a multi-disciplinary team of design professionals led by HNTB Corporation, a national engineering and planning firm with offices in Westbrook. All members of the design team have proven experience working on projects for the MaineDOT and multiple projects located in the city of Portland.

See enclosed Project Directory for list of professionals involved with the project.



MAINEDOT / MAINE PORT AUTHORITY

PORTLAND IMT
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PROJECT DIRECTORY

PROJECT

Portland International Marine Terminal (IMT)
460 Commercial Street
Portland, Maine

Tasks Include:

1. Install and grade gravels in preparation of wheeled chassis operations in Yard 8;
2. Install rail components from Cassidy Point Drive to Yard;
3. Install temporary grade crossing at Canal Landing;
4. Install utility sleeves under tracks;
5. Install intermodal ramp;
6. Install signalized traffic intersection at Beach Street;
7. Repair fenders; and
8. Install port security features such as site lighting, fencing, gates, and cameras.

CLIENT

Maine Department of Transportation (MaineDOT)
16 State House Station
Augusta, ME 04333-0016

Joel Kittredge	Project Manager Tel: (207) 624-3550 email: Joel.C.Kittredge@maine.gov
----------------	---

Maine Port Authority (MPA)
16 State House Station
Augusta, ME 04333-0016

John Henshaw	Director of Ports & Marine Transportation (MaineDOT) Executive Director (MPA) Tel: (207) 200-2401 email: john.h.henshaw@maine.gov
--------------	--

Patrick Arnold	Business Development & Marketing Manager Tel: (207) 200-2403 email: patrick.arnold@maineports.com
----------------	---

PORT OPERATOR

Ports America
460 Commercial Street
Portland, Maine

Jack Humeniuk	Director of Port Operations Tel: (207) 232-5178 email: jack.humeniuk@portsamerica.com
---------------	---

DESIGN TEAM

PRIME CONSULTANT

HNTB
340 County Road, Suite 6-C
Westbrook, ME 04092

Craig Morin, PE	Project Manager Tel: (207) 228-0908 Cell: (207) 409-9702 email: cmorin@hntb.com
Mitch Elliott, PE	Deputy Project Manager / Project Engineer (site/civil) Tel: (207) 228-0901 email: mielliott@hntb.com
Ray Hanf, PE	Project Engineer (highway) Tel: (207) 228-0903 email: rhanf@hntb.com
Ian Moon, PE	Project Engineer (track) Tel: (617) 996-0771 ext. 259 email: imoon@hntb.com
Bruce Munger, PE	Project Engineer (traffic) Tel: (207) 228-0896 email: bmunger@hntb.com

LEAD PERMITTING / LANDSCAPE ARCHITECT

Carroll Associates
217 Commercial Street, Suite 200
Portland, ME 04101

Patrick Carroll	Principal Tel: (207) 772-1552 email: pcarroll@carroll-assoc.com
Matthew Phillips	Project Manager Tel: (207) 772-1552 email: mphilips@carroll-assoc.com

ELECTRICAL ENGINEERING (Site Electrical)

Bartlett Design
942 Washington Street
Bath, ME 04530

Larry Bartlett, PE

President / Senior Engineer
Tel: (207) 443-5447
Fax: (207) 443-5560
email: bartlettdesigninc@comcast.net

LAND SURVEYOR

Owen Haskell
390 US Route 1
Falmouth, ME 04105

Ellen Brewer, PLS

Project Manager
Tel: (207) 774-0424 (ext. 31)
email: ebrewer@owenhaskell.com

SECURITY SYSTEM

Galaxy Integrated Technologies
100 Leo M Birmingham Parkway
Brighton, MA 02135

John Gulezian

Executive Vice President
Tel: (617) 202-6388
email: Johng@galaxyintegrated.com

Mike Finegan

Project Manager
Tel: (617) 202-6388
email: MichaelF@galaxyintegrated.com

HNTB File No.: 50921-DS-200-001

58818-DS-500 Multimodal & Marine\502 - Portland IMT Corridor Connection\Work Plan\
Project Directory - Portland IMT.doc

14. Construction Management Plan

Construction Management Plan

See enclosed Construction Management Plan.

Construction Management Plan

The Maine Department of Transportation (MaineDOT) will administer the construction phase of this project and perform the necessary oversight and the construction management to ensure its overall success. As is customary for MaineDOT projects, a team of individuals will assist with the successful delivery of the project and will manage the construction phase from initial ground-breaking to project close-out. The team of individuals will comprise a Resident Engineer, a Consultant, and a Construction Manager.

The role of the Resident Engineer is to maintain a daily presence on the job site and oversee and review the contractor's work in accordance with the contract documents including the drawings, specifications, and any federal, state, or local ordinances that are applicable. The Resident Engineer coordinates inspection activities and testing of materials to the satisfaction of the MaineDOT, and reviews the construction schedule and various submittals. Also, the Resident Engineer ensures the maintenance of all erosion control measures are in place and kept in proper working order throughout the project. The MaineDOT will employ a full-time Resident Engineer as part of its construction management plan.

While the Resident Engineer provides the day-to-day oversight of the project, it is the engineer of record (the Consultant) that provides the technical oversight and ensures the design intent of the project details are completed to serve the ultimate needs of the client and end-users. The Consultant is oftentimes the project manager from the original design team, who has been involved in the project from the conceptual design through completion of the final contract documents. The Consultant will participate in weekly construction meetings, keep abreast of the project development, and answer technical questions as the need arises. Since the Consultant is very familiar with not only the design details shown in the contract documents but also the development and perhaps nuances of those details, the Consultant provides continuity to the construction process and can assist the Resident and Contractor when unforeseen conditions are encountered or field changes are required. The MaineDOT will employ a technical Consultant as part of its construction management plan.

Lastly, a Construction Manager from the MaineDOT will provide routine oversight on the project to ensure that all participants including the Resident Engineer, the Consultant, and the Contractor, are following the contract documents and resolving field issues in a timely manner. The Construction Manager acts as a quality assurance person whose role is to verify that the construction project remains on schedule, on budget, and is completed in a quality manner. The Construction Manager routinely reports back to the MaineDOT and various stakeholders to provide assurances that the project is well managed and meeting the overall needs of all parties. The MaineDOT will utilize an in-house Construction Manager that will be assigned to this project as part of its construction management plan.

As part of the overall Construction Management Plan, the Contractor itself will have the responsibility to submit for approval a Construction Plan and Construction Schedule for the project. As part of the Contractor's submittal, specific items will include traffic control along Commercial Street to allow for unimpeded flow of vehicular, pedestrian and bicycle traffic for the duration of the project. This will include such items as concrete barrier with security fencing, construction signage, public transportation

signage and detour routes. It will be the Contractor's responsibility to determine project phasing for the major components such as, Commercial Street improvements, rail improvements and the chassis storage yard improvements.

Whereas the Portland IMT facility is in compliance with Homeland Security requirements and MTSA 33 CFR Part 105, the existing terminal must remain secure at all times. The Contractor will be required to confine the work zone with temporary fencing when installing the electronic gate between the existing terminal and the proposed storage yard. The Contractor will be required to employ workers with Transportation Worker Identification Credential badges (TWIC cards) so as to comply with regulated access within the existing terminal.

The construction sequence of the project will be determined by the Contractor given the multiple disciplines and tasks at hand. There will likely be overlap in the construction activities since the work will comprise various trades working in different locations throughout the site. It is possible that the three major components of work, namely the track installation, the storage yard development, and the Commercial Street improvements, are all performed simultaneously albeit with offsetting start and end times. Other variables that will contribute to the Contractor's schedule of work are availability of staff and equipment, weather, and coordination with neighboring businesses. A general outline of the workflow for this project may resemble the following:

1. Mobilization
 - o Delivery of Equipment
 - o Material Procurement
 - o Coordination with local agencies and utilities
2. Installation and Maintenance of temporary erosion and sediment control measures including:
 - o Sedimentation barrier to protect adjacent properties and the Fore River
 - o Silt sacks at all surface inlet structures
 - o Check dams if needed in swales/ditches
3. Installation of temporary traffic, pedestrian and bicycle control along Commercial Street
4. Installation of temporary fencing and access gates around perimeter of Contractor work area.
5. Commence construction of Track Components
 - o Removals of old track within project limits
 - o Perform grading and installation of underdrains
 - o Installation of subballast, ballast, and ties
 - o Installation of temporary grade crossing
6. Commence construction of Storage Yard
 - o Install underground utility lines such as electrical and water provisions
 - o Install lights, fire hydrants, and protective site bollards
 - o Performing grading and installation of underdrains
 - o Install concrete loading slab
 - o Install security fences and gates
 - o Install security cameras and card access readers

7. Commence construction of Commercial Street Improvements

- o Install mast arm foundations
- o Perform grading and installation of underdrains
- o Perform modifications to existing sidewalks
- o Install mast arms
- o Install pavement
- o Install pavement markings (travel lanes, bike, lanes, shoulders)
- o Install advanced-warning systems
- o Install light signal and signs
- o Install roadway signage

Individual components of the project require clearing and grubbing and earthwork throughout the site to within the work limits. The Contractor will be required to perform all earthwork activities as outlined in Section 656 – TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL (SEWPCP), of the MaineDOT Standard Specifications, Revised December 2002. The Contractor, as part of his contract is required to submit for review and approval all SEWPCP that is specific to the project. Similarly, Per MaineDOT Standard Specifications, Revision of December 2002, Section 652–MAINTENANCE OF TRAFFIC, Section 652.3.3 Submittal of Traffic Control Plan, the Contractor will be required to submit for approval to the MaineDOT a Traffic Control Plan (TCP) that provides continuous and effective traffic control and management of the project that is appropriate the construction means, methods, and sequencing allowed by the contract and selected by the Contractor. These individual specifications are a mere sample of the standard construction specifications that the Contractor will be required to perform during the construction project.

Standard MaineDOT Specifications included in the project bid documents will also outline methods for dealing with any undesirable or contaminated soils on the project. The Contractor will be responsible for providing and maintaining environmental controls as required by federal, state and municipal regulations and permits. Environmental controls shall include but not be limited to noise, liquids and dust.

15. Traffic Study and Transportation Related Plans

Traffic Study and Transportation Related Plans

See enclosed Traffic Analysis letter.

Date

January 29, 2014

To

Craig Morin, PE

**Project
Correspondence****From**

Bruce Munger, PE, PTOE

Subject

International Marine Terminal – Traffic Analysis

BACKGROUND

The Maine Department of Transportation (MaineDOT) has retained HNTB to provide engineering services for the expansion of the Portland International Marine Terminal (IMT). The last phase of expansion to the IMT was completed in 2012 and did not require a Traffic Movement Permit (TMP). Prior to the 2012 expansion the last major work to the IMT was in 1995. The existing facility prior to the 2012 expansion is older than five years and there is no change of use, and is therefore grandfathered under the MaineDOT TMP Rules. The analysis below will show that a TMP is not needed for the proposed expansion of the IMT based on the acreage improved in the 2012 expansion, and the current proposed acreage to be improved.

REQUIRED ANALYSIS

Trip Generation - As per the MaineDOT TMP Application, all proposed development are required to calculate Trip Generation for the proposed land use. Furthermore, if that trip generation is significantly higher than the existing use trip generation (100 trips or more in a peak hour) a traffic impact study will be required.

As per MaineDOT standards, Trip Generation is calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition.

The Trip generation for the grandfathered section, first phase of the IMT facility expansion (2012), and the proposed expansion are based on Land Use Code (LUC) 010 Waterport/Marine Terminal and are listed below:

CONDITION	AVERAGE RATE TRIP END PER DAY	NUMBER OF ACRES	TRIP ENDS PER WEEKDAY
Existing (Prior to 2012)	11.93 trips per acre	5.5 acres	66 trip ends
Existing (Completed 2012)	11.93 trips per acre	5.28 acres	63 trip ends
Proposed	11.93 trips per acre	12.02 acres	144 trip ends

It should be noted that the Trip Ends are calculated for an average weekday and not peak hour. Assuming the peak hour would account for 15% of the average weekday trip generation, the peak hour trip generation for both the 2012 expansion and the proposed expansion would be 31 trip Ends. Also, if we assume that vehicles entering and exiting are large vehicles (tractor trailers) and these large vehicles would be equal to two passenger car equivalents (PCE), then the peak hour trip generation would be 62 trip ends (31 entering and 31 exiting) in a peak hour.

CONCLUSION

Based on the analysis above, the Portland IMT does not require a MaineDOT Traffic Movement Permit based on the previous and proposed expansion trip generation as per MaineDOT trip generation standards.

16. Summary of Significant Natural Features

Summary of Significant Natural Features

The project site is a previously developed (former industrial /rail-yard/working water front) urban site that largely consists of a gravel type surface over a fill condition. From years of non-use, parts of the vacant site have started the transformation into a successional re-growth type landscape. There are many first growth indicator species: trees - gray birch, aspen, apple, cherry, pitch pine; shrubs – sumac, meadowsweet, sweet fern, etc. and many grasses, as well as many invasive plants (purple loosestrife, Japanese knotweed, bittersweet, multiflora rose, etc.). Much of the site is covered with a weedy type growth, as would be expected in such a harsh, inhospitable site. There are no significant plant species, communities, or specimens within the site.

There are no significant natural features on the site except for the the adjacent Fore River.

Enclosed is a copy of the findings from the wetland field evaluation prepared by HNTB, dated January 31, 2014. The field evaluation found five potential areas exhibiting inland wetland characteristics. All locations are within previously disturbed and formerly developed sites. See exhibit #26 for specifics and letter.

Enclosed is a copy of a botanical review letter from the Maine Department of Conservation, Maine Natural Areas Program, dated March 31, 2014 in which they state there are no document cases of rare or unique botanical features in the vicinity of the project site.

Enclosed is a copy of correspondence with the Maine Historic Preservation Commission concerning archaeological review.

MaineDOT sent the project location and a request for review to the Maine Department of Fisheries and Wildlife. The response will be forwarded upon receipt.

MaineDOT screened the project using GIS Datalayers from the Maine Office of GIS. No rare, threatened, or special concern species were noted on the project site. Peregrine falcons were documented on the Casco Bay Bridge adjacent to the project site.

Maine Natural Areas Program

17 Elkins Lane

State House Station #93

Augusta, Maine 04333

Date: March 31, 2014

To: Kristen Chamberlain

From: Don Cameron, Ecologist

Re: Rare and exemplary botanical features: IMT Railroad Connector Project, Portland, ME

I have searched the Natural Areas Program's Biological and Conservation Data System files for rare or unique botanical features in the vicinity of the proposed site in response to your request received March 28, 2014 for our agency's comments on the project.

According to our current information, there are no rare botanical features that will be disturbed within the project site. This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We welcome the contribution of any information collected if a site survey is performed.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact our office if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Matthew Phillips

From: Chamberlain, Kristen <Kristen.Chamberlain@maine.gov>
Sent: Thursday, April 03, 2014 2:05 PM
To: Kittredge, Joel; Mitch Elliott (mielliott@HNTB.com); mphilips@carroll-assoc.com; HNTB (cmorin@HNTB.com) (cmorin@HNTB.com)
Subject: FW: Portland IMT

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Below please find the latest on MHPC/archaeology for inclusion in the City application. I will pass on their concurrence as soon as I get it.

*Kristen Chamberlain
Bridge, Multi Modal and Traffic Team Leader
Environmental Office
Maine Department of Transportation
(207) 557-5089
(207) 624-3101 Fax*

From: Hopkin, Megan M
Sent: Thursday, April 03, 2014 1:38 PM
To: Spiess, Arthur
Cc: Chamberlain, Kristen
Subject: Portland IMT
Importance: High

Art-

This a follow-up e-mail regarding Portland IMT site and archaeology concerns. Based on the plans sent to MHPC on March 26, 2014, MHPC Archaeologist (Leith Smith and Art Spiess) responded with the following statements:

- o We agree that there will be no adverse effect to the C & O Canal site, if it is still preserved, by minimal re-grading and placing porous, granular material in preparation of the area labeled “yard 8” and the area adjacent to Casco Bay Bridge.
- o We agree that there will be minimal or no adverse effect to the Glass Works from construction of the rail line on fill. However, we do not know whether the Glass Works remains are buried under 6” of fill or much greater depth of fill. To help determine the status of the Glass Works site underneath the proposed rail line, we would like to dig a series of hand-dug, 1 m square test units (up to a half dozen in number) along the proposed rail relocation line. These testpits could be adjacent to the line or within the proposed rail line footprint, depending on timing. They would provide information necessary for future assessment of impact to the Glass Works if there were to be future development along the rail line.
- o We conclude that the excavation for the proposed 730’-long concrete slab loading area has the potential to encounter and destroy a section of the C&O Canal. We agree with your email of earlier this week that the appropriate mitigation would be for an archaeologist or small team of

archaeologists to work with the excavation crew, monitor the excavation, and record features of the canal if/as they are exposed. This mitigation approach would be analogous to Section 106 data recovery.

In order to address the concerns that MHPC has regarding the C& O Canal and the glassworks, MHPC proposes the following:

MaineDOT agrees to allow MHPC to use a 4 man day of fieldwork to complete 1m hand dug test pits (half dozen in number) in the area of the former Glassworks where the rail line is proposed to go. Test pit work would have to be completed by the end of June 2014 in this area.

MaineDOT agrees to allow MHPC archaeologists to be on site during excavation of the proposed 730' concrete slab loading area.. Archaeologists are permitted to be on site during the length of excavation; however; delays caused by archaeological study can be no more than 2 days. This information will be included in a Special Provision 105.9 included with the contract.

If you could concur or provide your response by tomorrow morning, it would be greatly appreciated. If you would like to discuss this matter further, we can also do that. We will be including the above language in our application for a city permit tomorrow.

Thank you,

Megan M. Hopkin
Historic Coordinator
Maine DOT- Environmental Office
16 State House Station
Phone: 207.592.3486
Fax: 207.624.3099

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2014.0.4355 / Virus Database: 3722/7292 - Release Date: 04/03/14

17. Stormwater Management Plan and Calculations

Stormwater Management Plan and Calculations

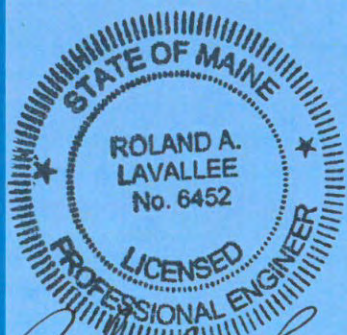
See enclosed Stormwater Management Report.

PORT OF PORTLAND

INTERNATIONAL MARINE TERMINAL



EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION



Roland A. Lavalley

MARCH 26, 2014

STORMWATER REPORT



STORMWATER MANAGEMENT REPORT

This section describes the impact of the proposed Portland International Marine Terminal (IMT) Existing Laydown and Connecting Corridor Connection project on the quantity and quality of stormwater runoff from the site. As this project is being developed by and under the supervision of the Maine Department of Transportation (MaineDOT), the permitting requirements follow the guidelines as outlined in the Memorandum of Agreement (MOA) for Stormwater Management between the Maine DOT, Maine Turnpike Authority and Maine Department of Environmental Protection (MaineDEP) as well as the MaineDEP Site Location of Development Act General Permit (MaineDEP GP) for the MaineDOT. Both of these guidance documents outline the requirements for MaineDOT projects in order to meet the standards of the MaineDEP's Chapter 500 Stormwater Management Rules.

The project is located between Commercial Street and the Fore River in Portland, Maine. The project location includes portions of land bounded by Commercial Street (Route 1A) between Cassidy Point Road and the Casco Bay Bridge (Route 77) and the Fore River to the south. The property is partially developed with marine and rail industrial uses, and evidence of the once extensive former developed waterfront and rail yard are commonly found in the site. Portions of the site are wooded with young growth trees and shrubs. The site is very flat with only subtle evidence of vertical relief. Non-active use portions of the site have roads and former rail sidings.

The proposed project includes construction of approximately 4,600 lf of railroad track, 55,000 sf of concrete loading slab, improvements to Commercial Street, improvements to the Beach Street Intersection and yard improvements to allow for storage of approximately 140 cargo chassis trailers. Figure 1 shows the proposed improvements.



Figure 1

EXISTING SITE FEATURES

The present parcel historically served as extensive railroad, industrial and marine operations as can be seen in the aerial photo in Figure 2. Over the last 30 to 40 years, rail activity along this parcel has decreased so that currently, only the Unitil propane terminal uses direct rail and the remaining portion of the site is primarily used as storage yards.



Figure 2: Historic photo, showing industrial and rail use (circa 1940)

Currently, the western portion of the site is primarily undeveloped with tracts of rail whereas the eastern portion is previously developed, abandoned rail yard, most of which is unused today. The existing site to be developed is approximately 11.2 acres and is comprised of the following ground covers:

- 5.54 acres (49%) Gravel with overgrowth of weeds
- 2.15 acres (19%) Trees/Brush
- 1.59 acres (14%) Railroad ballast
- 1.31 acres (12%) Gravel roads and roadway shoulders
- 0.47 acres (4%) Grass
- 0.15 acres (1%) Pavement

Recent photos of the site show the majority of the parcel contains some vegetation however upon further inspection it can be seen that the surface material is sand and gravel. It appears that vegetation has been allowed to grow due to the lack of recent use. Therefore, these overgrow, previously granular areas, are considered a combination of gravel and vegetation impervious groundcover as defined by Maine DEP Chapter 500. Although the soil is classified as impervious, runoff from rain events infiltrates into the granular materials and this methodology will be mimicked for Post-Development conditions.



Gravel ground cover with intermittent vegetation



Vegetation overgrowth on abandoned paved road, small tree growth

EXISTING DRAINAGE FEATURES

Commercial Street drainage flows to a series of catch basins located along the edge of pavement and in the gravel shoulder. Basins are connected via an 18" closed brick drainage system located within the Commercial Street Right of Way. The closed drainage system ties into the 24" Combined Sewer Overflow (CSO) which in turn traverses the IMT site and discharges into the Fore River. The rail portion of the site has no known drainage infrastructure and surface runoff infiltrates into the existing ground. The yard

portion of the site also has no drainage infrastructure for surface runoff. Similar to the rail portion, runoff infiltrates into existing ground. The existing 24" CSO line runs through this portion of the site however there is no surface runoff directed into the drainage system through this portion of the site. The CSO is shown on the survey provide by Owen Haskell included in Appendix A.

EXISTING SOILS

The site was inspected on January 21, 2014 to determine evidence of ecological communities that could indicate potential presence of state or federal jurisdictional wetlands. It was determined that wetlands do not likely exist on the site and that the existing soils are well draining. The Wetland Delineation/Regulated Resource Findings Memo is included as Appendix B.

The soils on the project site are cut and fill lands with moderately well drained drainage class. No surface waters other than the adjacent Fore River occur at the site. From the former land use indicators at the site, the entire area is likely appropriately identified on the soil survey. In general, the site consists of well drained silty sand which allows all stormwater runoff to either enter into the Commercial Street closed drainage system or to infiltrate into the granular soils where it enters the groundwater table.

PROPOSED DRAINAGE FEATURES

The proposed project consists of three primary areas of development which are identified as rail improvements; Commercial Street improvements and chassis storage yard improvements. The proposed development results in an overall disturbance of approximately 11.2 acres. The MaineDEP Chapter 500 Stormwater standards that apply to this project are the Basic and General Standards. A waiver from the flooding standard is applicable as runoff from the site discharges to the tidal Fore River via a piped system and in sheet flow.

Rail improvements consist of re-alignment of 4,600 LF of rail which extends from Cassidy Point to the IMT. Approximately 66% of the rail improvements are located within the limits of current rail or gravel roads. The remaining 34% of rail improvements occur within existing vegetated land. Rail improvements also include 750 LF of concrete loading slab which extends alongside the track at the eastern most segment of track. The slab will be used for loading cargo containers onto rail cars from within the IMT facility. The rail improvements result in the disturbance of approximately 2.14 acres. The loading slab disturbance is approximately 1.39 acres, which results in a total combined rail disturbance of 3.53 acres. HNTB has considered the development of the rail corridor and concrete loading slab linear as it is associated with an existing travel corridor in existence prior to July 19, 2007 as outlined in the MOA for Stormwater Management, Section 3(B)(2) and therefore is not required to meet the General Standards.

Commercial Street improvements consist of pavement widening of the eastbound travel lane to the Beach Street intersection in conjunction with widening the driveway into the IMT facility. The pavement widening width ranges from 11 FT to 17 FT directly adjacent to the north edge of the concrete slab. These improvements result in approximately 0.28 acres of new pavement which encompasses the existing gravel and grass shoulder. Additional Commercial Street improvements include improving the sidewalks at the Beach Street intersection and restriping travel lanes. These additional improvements are not considered in the overall project disturbance as there are no impacts in stormwater patterns. HNTB has considered Commercial Street shoulder widening linear for the same reason as noted above and therefore is not required to meet the General Standards.

The chassis storage yard improvements include extension of the IMT driveway into the site, grading/resurfacing the existing gravel yard, lighting and electrical infrastructure, fencing, and the installation of fire hydrants. These improvements result in an overall disturbance of 7.4 acres. The entrance into the site will be paved with asphalt and a curbed island will be provided to allow for pedestrian access to the site. The remaining disturbed area will include minor grading with the installation of a 24" granular porous section which includes a crushed stone surface to allow for movement of chassis vehicles. Based on the historic use of the site as an industrial and rail yard, existing subgrade soils are assumed to be granular fill with sufficient strength capacity to handle the anticipated loads at the facility. Therefore, excavation of existing soils will be minimized and the new granular section will be constructed on the existing soils. Approximately 6" of existing granular soils will be removed in order to keep the proposed yard elevation close to Commercial Street grades. HNTB has considered this portion of the project to be non-linear as outlined in the MOA for Stormwater Management, Section 3(B)(4) and is required to meet the General Standards.

STORMWATER QUANTITY

The drainage patterns for the Post-Development condition remain essentially unchanged from Pre-Development conditions. Rail improvements proposed for the western portion of the site remain within the same watershed and drainage patterns are essentially unchanged. The track realignment results in the track being shifted toward the waterfront approximately 50 feet and the surface runoff for Post-Development conditions will mimic current conditions in that runoff will be allowed to infiltrate into the ballast and shoulder and ultimately into underlying soils. There are no known issues with drainage as noted along the existing tracks therefore this is not anticipated to be of concern for Post-Development conditions. Additionally, an underdrain is included along the entire length of track to ensure subgrade soils are properly drained. The proposed underdrain system connects to the existing CSO's. Field inlets have also been provided at low points along the north side underdrain as the proposed track is elevated and acts as a dam to the up gradient parcel along Commercial Street. Field inlets will ensure that ponding does not occur along the track during larger storm events.

Drainage patterns for Commercial Street also remain unchanged from Pre-Development conditions. Runoff along the Commercial Street corridor is collected in a series of existing catchbasins where it is conveyed to the 24 inch diameter CSO that discharges into the Fore River. The proposed widened shoulder along the eastbound travel lane will be graded such that surface water runoff sheds to the edge of pavement and is channelized along the face of the concrete barrier. The concrete barrier is located along the curb line of the widened shoulder and separates track loading operations from Commercial Street. The gutter line includes a porous concrete section the entire face of barrier. Runoff is collected in a proposed underdrain system located in the widened eastbound travel lanes of Commercial Street. The underdrain system acts to collect and convey runoff to the catch basin located at the intersection of Beach Street. Runoff from Commercial Street and the Beach Street intersection is currently collected by the closed drainage system therefore drainage characteristics are essentially unchanged. The existing catch basin will need to be cored to allow for tie-in of the underdrain system. The City of Portland has indicated that there are no concerns with connecting to the existing drainage infrastructure.

The chassis storage yard subcatchment is also essentially unchanged. Currently, all stormwater runoff collected between the south edge of Commercial Street and the Fore River infiltrates into the existing porous granular materials throughout the entire site. As indicated in the Wetlands Delineation memo, existing soils are cut and fill lands that are moderately well drained. In Post-Development conditions, grades are raised 6" to remove any undesirable organics and allow for installation of 20" of Type D

Aggregate Subbase and 4"-6" of Crushed Stone surface while minimizing excavations of existing soil. Installation of these materials meets strength requirements to allow for storage of cargo containers on truck chassis bodies while also promoting infiltration of stormwater runoff. Due to the porous nature of the existing subgrade soils, an underdrain system is not proposed.

Due to the nature of existing subgrade soils and the ability of runoff to infiltrate into the granular soils, the majority of surface runoff from the proposed development will be allowed to infiltrate. The exception to this is the Commercial Street improvements where runoff is conveyed into the existing closed drainage system as previously noted. As this system ultimately discharges into the Fore River via the existing 24" CSO, a waiver from the flooding standard is being requested as outlined in MaineDEP Chapter 500 Stormwater Management Rules, section 4 (E)(2)(a).

Flooding calculations were conducted for the widened shoulder and truck storage lane on the eastbound travel lane of Commercial Street. Calculations for the 50-year storm event demonstrate that flooding along the concrete barrier does not occur as the porous concrete, granular layer and underdrain have sufficient capacity to store and convey all runoff. A drainage model was performed to determine extent of flooding in the event the porous media becomes clogged. Analysis shows that ponding occurs at the catch basin located at the eastern end of the concrete barrier however does not extend into the through travel lane of Commercial Street. The 400 sf puddle encompasses a portion of the shoulder and overflows into the IMT facility across the newly paved entrance before entering into a proposed catch basin. The Maine Port Authority has indicated this is not of concern and should not impede their operations. Calculations are included in Appendix C.

STORMWATER QUALITY

BASIC STANDARDS

The MaineDEP GP for MaineDOT states that all projects shall comply with the Basic Standards of the DEP Stormwater Rules as outlined in Section II(D). The MaineDOT requires that the Contractor develop a project specific Erosion Control Plan to be approved by the MaineDOT. As noted in the MOA for Stormwater Management, all MaineDOT transportation projects shall comply with the Basic Standards of Chapter 500 through implementation of best management practices described in the MaineDOT's Best Management Practices for Erosion and Sedimentation Control (MaineDOT Manual).

Standard erosion control notes are provided on the plans and outline the requirements of the Contractor to provide a construction entrance, sediment barrier, silt sacks, and check dams. This plan includes adequate measures to prevent construction related erosion from negatively impacting the Fore River located adjacent to the proposed development.

GENERAL STANDARDS

The MOA for Stormwater Management outlines the requirements for linear and non-linear portions of projects MaineDOT related projects. As previously discussed, the rail corridor improvements, concrete loading slab and Commercial Street improvements are considered linear portions of the project and are associated with existing travel corridors constructed prior to July 19, 2007; therefore, per Section 3(B)(2) of the MOA, these developed areas are not required to meet the General Standards. The chassis storage yard is considered non-linear and must meet the General Standards for portions of the redevelopment that are new impervious, Section 4(B)(3)(e) of Chapter 500.

LINEAR PORTIONS OF THE PROJECT

Although linear portions of the project are not required to meet the General Standards, some linear portions of the project provide treatment of stormwater runoff in much the same way it is today. Rail runoff infiltrates into the ballast stone and shoulder soils and therefore treatment is provided for via infiltration. Commercial Street runoff continues to be conveyed into the existing closed drainage system within the roadway. However, a porous concrete shoulder is proposed along the entire length of the roadway improvements. All of the pavement widening is sloped to drain into the porous concrete strip. The porous pavement section consists of a 6" porous concrete surface, 24" Type D subbase gravel and 4" +/- granular underdrain material with 6" perforated underdrain pipe which connects to the existing Commercial Street closed drainage system. The granular media acts as a filter layer to provide stormwater treatment although none is required.

The concrete slab along the rail results in 1.21 acres of new impervious area. Runoff from the slab sheds toward the rail and is conveyed directly into an underdrain system via a series of scuppers located along the entire length of the slab. The underdrain is connected to the existing 24" CSO located in the chassis storage yard. Stormwater treatment is therefore not provided for this portion of the project which is consistent with the criteria as outlined in the MOA, Section 3(B)(2).

NON-LINEAR PORTIONS OF THE PROJECT

The chassis storage yard improvements are constructed with a granular section consisting of 20" MaineDOT 304.10, Type D gravel with 4"-6" MaineDOT 411.12, Crushed Stone Surface course. This section has been designed to handle the heavy vehicle loads anticipated at the IMT facility, provide for infiltration and treatment of stormwater runoff, and provide storage of the 1" rain event within the stone voids. Drainage calculations for the 1" storm are provided in Appendix C. In order to achieve the required treatment of new impervious area, the entire yard is constructed to allow infiltration and treatment of runoff. The porous section is constructed per Section 7.7 Manmade Pervious Surfaces BMP from the BMP's Technical Design Manual.

The proposed developed results in approximately 11.2 acres of disturbance and is comprised of the following ground covers:

- 6.90 acres (62%) Crushed stone surface
- 2.14 acres (19%) Railroad ballast
- 1.87 acres (17%) Pavement
- 0.21 acres (2%) Gravel
- 0.08 acres (1%) Grass

The summary of treatment for new impervious and new developed areas (acres) is tabulated below:

	EXIST IMP.	PROP IMP.	NEW IMP:	DEVEL- OPED	TREAT- MENT	METHOD	% NEW IMP	% DEVELOPED
RAIL:	1.40	2.14	0.74	2.14	2.14	INFILTRATION TO EXIST MEDIA	2.14/.74=289%	2.14/2.14=100%
ROAD:	0.15	0.28	0.12	0.28	0.28	INFILTRATION TO UNDERDRAIN	.28/.12=233%	.28/.28=100%
SLAB:	0.11	1.33	1.21	1.39	0		0%	0%
YARD:	1.38	7.38	6.00	7.40	6.90	INFILTRATION TO EXIST MEDIA	6.9/6=115%	6.9/7.4=93.2%
TOTAL:	3.05	11.12	8.07	11.20	9.32		9.32/8.07=115%	9.32/11.21=83%

**Note: Linear portions of the project are not required to provide treatment per the MOA. Rail and Commercial Street is considered to have 100% treatment provided through infiltration through existing granular soils or through infiltration through granular underdrain media. Treatment is not required but considered in the above table.*

As summarized in the above table, the required treatment of new impervious surfaces and total developed area for the non-linear portions of the development are exceeded. The reason for excess treatment is that the development of the chassis storage area converts existing impervious paved and gravel areas to the crushed stone surface which is designed to allow infiltration and provide for stormwater treatment.

The design of the chassis storage yard followed the guidelines of the Manmade Pervious Surfaces BMP, Section 7.7, in order to provide treatment of stormwater runoff at the IMT Facility. There seems to be a bit of flexibility in this BMP that allows alternative pavement/surface systems but there are specific requirements that must be met. Of these requirements are maintaining light to moderate traffic volumes, maintaining flat slopes (<5%), minimize sediment loading (such as winter sanding), and course clean aggregate for use as reservoir course. Additionally, the filter layer is required to be a minimum of 8" with between 4 and 7% fines. Calculations show that based on a 40% voids ratio in the MDOT 703.12 Crushed Stone Surface, a minimum thickness of 2.5" is required in order to collect the 1" storm and therefore meets the reservoir criteria. The 20" granular base material is noted on the plans to require 4-7% fines. The guidelines in the BMP have been used to design an alternative to the filtration BMP that works for the IMT facility. The storage reservoir is located at the surface as this material also acts as the operating surface for the yard where typically the reservoir layer would be under a layer of porous pavers and the filter layer. We feel that the filter layer and reservoir course should have the same final end result in that stormwater runoff will be sufficiently "treated" before allowed to infiltrate into underlying soils. This is all provided that the crushed stone surface is properly inspected and maintained and therefore this will be part of the annual inspection and maintenance program for the IMT facility.

HNTB has reviewed the Geotechnical report for the currently developed adjacent property which shows the groundwater table is six to nine feet below existing grade. It is HNTB's opinion that since grades are uniform across the proposed IMT development and into the adjacent property, that the groundwater table on the IMT site would be similar in elevation.

SUMMARY

The natural drainage patterns that exist today will remain essentially unchanged by the proposed development. Improvements along Commercial Street consist of a widened, paved shoulder. The MOA for Stormwater Management requires the MaineDOT to meet the MaineDEP's General Standards for stormwater quality on linear projects if the project is located in the direct watershed of a lake most at risk from new development or in the watershed of an urban impaired stream. Neither of these criteria are met therefore linear portions of the proposed project are not required to meet the MaineDEP's General Standards for stormwater quality. However, treatment is being provided via infiltration into existing soils and a porous concrete pavement section. Computer modeling indicates that flooding will be limited by use of the porous concrete pavement located along the face of the concrete barrier and by conveyance of potential overflow to the existing catch basin located at the IMT entrance. Flooding could potentially occur during large storm events however modeling indicates the highest flood stages do not result in flooding within the travel lanes or intersection of Commercial Street and Beach Street; flooding is anticipated to be limited to within the IMT driveway where it flows into a new catch basin.

Yard improvements at the IMT consist of upgrades to the granular section to allow for handling heavy loads of loaded truck chassis. The section mimics existing soils drainage characteristics in that it

continues to allow for infiltration of stormwater runoff. Surface runoff is pitched towards existing structures located along the existing 24" CSO. The structures will be converted from manholes to catchbasins and allow for possible highest flood stage overflow into the CSO closed drainage system. The CSO discharges into the Fore River therefore flooding of down gradient drainage areas is not of concern.

In conclusion, the existing Commercial Street drainage system operates sufficiently and will not be significantly impacted by the proposed improvements; the existing infiltration characteristics for the chassis storage yard will be carried over for the proposed development; and therefore the improvements as outlined herein will have no significant impact in regards to off-site runoff stormwater discharge or degradation of stormwater quality.

APPENDICES

APPENDIX A: OWEN HASKELL SURVEY PLANS

APPENDIX B: WETLAND DELINEATION/REGULATED RESOURCE FINDINGS MEMO

APPENDIX C: DRAINAGE CALCULATIONS

- COMMERCIAL STREET STORMWATER CALCULATIONS
- 1" STORM CALCULATIONS

APPENDIX D: DRAWINGS

- PRE-DEVELOPMENT CONDITIONS
- POST-DEVELOPMENT CONDITIONS
- SITE PLAN
- SITE GRADING PLAN
- EROSION AND SEDIMENT CONTROL PLAN
- EROSION AND SEDIMENT CONTROL NOTES
- EROSION AND SEDIMENT CONTROL DETAILS

APPENDIX A: OWEN HASKELL SURVEY PLANS

Possible Encroachments:

- ▲ BUILDING OVER LINE 3/4
▲ FENCE OVER LINE 18.52

Notes:

1. THE FEDERAL CHANNEL LINE TAKEN FROM PLAN REFERENCE NO. 7 USING COORDINATES IN THE DIGITAL FORMAT OF SAID PLAN.
2. VERTICAL DATUM IS NGVD 1929 BASED UPON MAINE DEPARTMENT OF TRANSPORTATION DISK L-5 (NGS) RESET 1997 FOUND SET IN CONCRETE BRIDGE ABUTMENT THAT SUPPORTS THE BRIDGE STREET ON RAISE WHERE IT CONNECTS TO THE CASCO SALT BRIDGE.
3. BEARINGS ARE MAINE STATE PLANE WEST 1983 DATUM.
4. NO RECORD HAS BEEN FOUND FOR THIS RIGHT OF WAY, EXCEPT FOR IT HAS BEEN SHOWN ON OR IMPLIED ON THE PLANS REFERENCED.

Utility Note:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-DRINKER AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

Legend:

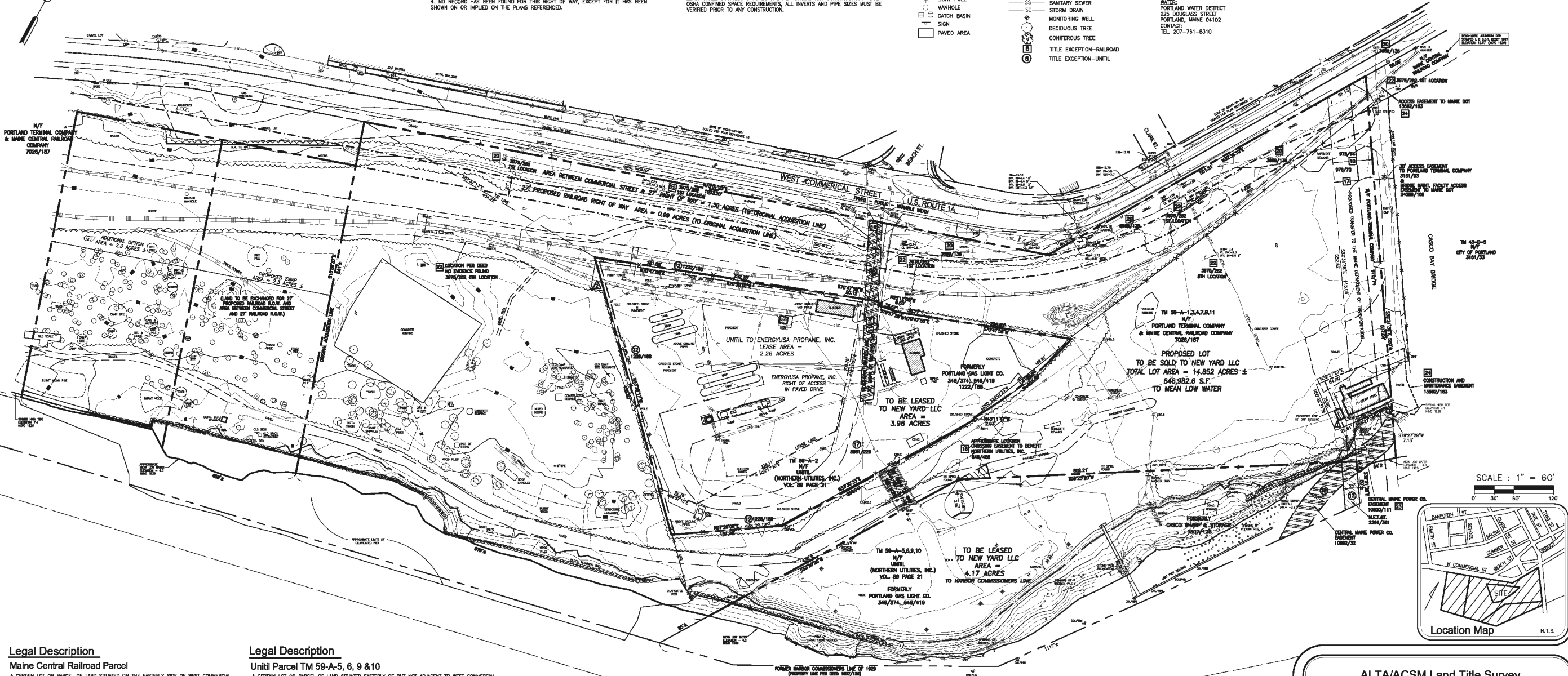
- IRON PIPE OR ROD FND
- MONUMENT FOUND
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- CATCH BASIN
- SIGN
- PAVED AREA
- FENCE
- CURB
- OVERHEAD WIRES
- UNDERGROUND ELECTRIC
- TELEPHONE
- WATER LINE
- GAS LINE
- SANITARY SEWER
- STORM DRAIN
- MONITORING WELL
- DECIDUOUS TREE
- CONIFEROUS TREE
- TITLE EXCEPTION—RAILROAD
- TITLE EXCEPTION—UNITLE

Utility Companies:

SANITARY SEWER/STORM DRAIN:
CITY OF PORTLAND
DEPARTMENT OF PUBLIC SERVICES
55 PORTLAND STREET
PORTLAND, MAINE 04101
CONTACT:
TEL: 207-874-874

WATER:
PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PORTLAND, MAINE 04102
CONTACT:
TEL: 207-761-8310

GAS:
UNITLE
1075 FOREST AVENUE
PORTLAND, MAINE 04103
CONTACT:
TEL: 207-797-8002
TEL: 1-888-833-3821



Legal Description

Maine Central Railroad Parcel

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE EASTERLY SIDE OF WEST COMMERCIAL STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT A GRANITE MONUMENT IN A MANHOLE LOCATED IN THE SOUTHERLY SIDELINE OF WEST COMMERCIAL STREET AS SHOWN ON "ALTA/ACSM LAND TITLE SURVEY ON WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR NEW YARD LLC DATED JULY 2, 2012 REVISED THRU 4-08-13 BY OWEN HASKELL, INC. TO BE RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS (THE "PLAN"); THENCE, S 32°36'10" W ALONG THE SOUTHERLY SIDELINE OF WEST COMMERCIAL STREET 86.09 FEET TO THE POINT OF BEGINNING; THENCE, FROM SAID POINT OF BEGINNING S 32°31'30" E ALONG LAND NOW OR FORMERLY OF PORTLAND TERMINAL COMPANY AND LAND NOW OR FORMERLY OF THE CITY OF PORTLAND 580 FEET MORE OR LESS TO LOW WATER; THENCE, WESTERLY AND SOUTHWESTERLY ALONG LOW WATER 64 FEET MORE OR LESS TO LAND NOW OR FORMERLY OF CASCO WHARF & STORAGE AS DESCRIBED IN DEED RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 1507, PAGE 126; THENCE, N 32°13'50" W ALONG LAND NOW OR FORMERLY OF SAID CASCO WHARF & STORAGE 14 FEET MORE OR LESS TO THE NORTHEAST CORNER OF LAND NOW OR FORMERLY OF SAID CASCO WHARF & STORAGE; THENCE, S 59°25'20" W ALONG LAND NOW OR FORMERLY OF SAID CASCO WHARF & STORAGE 802.21 FEET TO LAND NOW OR FORMERLY OF PORTLAND GAS LIGHT CO. AS DESCRIBED IN DEED RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 346, PAGE 374 AND BOOK 846, PAGE 416; THENCE, S 33°20'20" W ALONG LAND NOW OR FORMERLY OF SAID PORTLAND GAS LIGHT CO. 430 FEET MORE OR LESS TO LOW WATER; THENCE, WESTERLY ALONG LOW WATER 679 FEET MORE OR LESS TO A POINT; THENCE, N 19°58'37" W ALONG REMAINING LAND OF THE GRANTEE 541 FEET MORE OR LESS TO THE SOUTHERLY SIDELINE OF WEST COMMERCIAL STREET; THENCE, N 73°01'23" E ALONG THE SOUTHERLY SIDELINE OF SAID WEST COMMERCIAL STREET 1053.00 FEET; THENCE, N 32°36'10" E ALONG THE SOUTHERLY SIDELINE OF SAID WEST COMMERCIAL STREET 551.51 FEET TO THE POINT OF BEGINNING.

EXCEPTING FROM THE ABOVE DESCRIBED PARCEL THE FOLLOWING PARCEL OF LAND:

BEGINNING AT A POINT LOCATED 404.28 FEET ON A COURSE OF S 87°32'13" E FROM THE MOST NORTHWEST CORNER OF THE ABOVE DESCRIBED LOT;

THENCE THE FOLLOWING COURSES AND DISTANCES:

N 70°47'58" E 181.08 FEET;
N 70°50'01" E 232.75 FEET;
S 20°12'02" E 25.12 FEET;
S 20°12'02" E 6.50 FEET;
N 70°57'28" E 33.57 FEET;
N 70°47'58" E 38.77 FEET;
N 70°47'58" E 228.63 FEET;

ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 603.80 FEET AN ARC DISTANCE OF 190.40 FEET, BEARING A CHORD OF S 23°07'23" W A DISTANCE OF 189.61 FEET;

S 43°11'47" E 2.93 FEET;
S 33°30'33" W 256.74 FEET;
S 37°20'08" W 167.96 FEET;

N 42°25'17" W 435.50 FEET TO THE POINT OF BEGINNING CONTAINING 3.96 ACRES.

Legal Description

Unitle Parcel TM 59-A-5, 6, 9 & 10

A CERTAIN LOT OR PARCEL OF LAND SITUATED EASTERLY OF BUT NOT ADJACENT TO WEST COMMERCIAL STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT A GRANITE MONUMENT IN A MANHOLE LOCATED IN THE SOUTHERLY SIDELINE OF WEST COMMERCIAL STREET AS SHOWN ON "ALTA/ACSM LAND TITLE SURVEY ON WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR NEW YARD LLC DATED JULY 2, 2012 REVISED THRU 4-08-13 BY OWEN HASKELL, INC. TO BE RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS (THE "PLAN"); THENCE, S 32°36'10" W ALONG THE SOUTHERLY SIDELINE OF WEST COMMERCIAL STREET 102.22 FEET; THENCE, S 32°31'30" E THROUGH LAND NOW OR FORMERLY OF PORTLAND TERMINAL COMPANY RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 7026, PAGE 187 552.80 FEET TO THE POINT OF BEGINNING; THENCE, FROM SAID POINT OF BEGINNING S 59°25'20" W ALONG LAND NOW OR FORMERLY OF SAID PORTLAND TERMINAL COMPANY 802.21 FEET; THENCE, S 33°20'20" W ALONG LAND NOW OR FORMERLY OF SAID PORTLAND TERMINAL COMPANY 430 FEET MORE OR LESS TO LOW WATER; THENCE, CONTINUING ALONG THE SAME COURSE 85 FEET MORE OR LESS TO THE FORMER HARBOR COMMISSIONERS LINE OF 1928; THENCE, EASTERLY ALONG THE HARBOR COMMISSIONERS LINE OF 1928, 1117 FEET MORE OR LESS TO LAND NOW OR FORMERLY OF SAID PORTLAND TERMINAL COMPANY; THENCE, N 32°31'30" W ALONG LAND NOW OR FORMERLY OF SAID PORTLAND TERMINAL COMPANY 64 FEET MORE OR LESS TO THE POINT OF BEGINNING.

Unitle Parcel TM 59-A-2

A CERTAIN LOT OR PARCEL OF LAND SITUATED EASTERLY OF BUT NOT ADJACENT TO WEST COMMERCIAL STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE AS SHOWN ON THE PLAN AND BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT A GRANITE MONUMENT IN A MANHOLE LOCATED IN THE SOUTHERLY SIDELINE OF WEST COMMERCIAL STREET AS SHOWN ON THE PLAN;

THENCE, S 32°36'10" W ALONG THE SOUTHERLY SIDELINE OF WEST COMMERCIAL STREET 637.80 FEET TO AN ANGLE POINT IN SAID STREET;

THENCE, S 73°01'23" W CONTINUING ALONG THE SOUTHERLY SIDELINE OF WEST COMMERCIAL STREET 1053.00 FEET;

THENCE, S 87°32'13" E THROUGH LAND NOW OR FORMERLY OF SAID PORTLAND TERMINAL COMPANY AS RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 7026, PAGE 187 404.28 FEET TO THE POINT OF BEGINNING;

THENCE THE FOLLOWING COURSES AND DISTANCES:

N 70°47'58" E 181.08 FEET;
N 70°50'01" E 232.75 FEET;
S 20°12'02" E 25.12 FEET;
S 20°12'02" E 6.50 FEET;
N 70°57'28" E 33.57 FEET;
N 70°47'58" E 38.77 FEET;
N 70°47'58" E 228.63 FEET;

ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 603.80 FEET AN ARC DISTANCE OF 190.40 FEET, BEARING A CHORD OF S 23°07'23" W A DISTANCE OF 189.61 FEET;

S 43°11'47" E 2.93 FEET;
S 33°30'33" W 256.74 FEET;
S 37°20'08" W 167.96 FEET;
N 42°25'17" W 435.50 FEET TO THE POINT OF BEGINNING, CONTAINING 3.96 ACRES.

Schedule B Section 2 Exceptions

Maine Central Railroad Parcel

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE # 1000115, EFFECTIVE DATE: UPDATE FROM 11-30-12
40 WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE

- 1-10. NON-SURVEY ITEMS
11. INTENTIONALLY DELETED
12. INTENTIONALLY DELETED
13. INTENTIONALLY DELETED
14. CONDITIONS DESCRIBED IN DEED FROM PORTLAND GAS LIGHT COMPANY TO PORTLAND AND KENNEBEC RAIL ROAD COMPANY, DATED OCTOBER 6, 1896 AND RECORDED IN BOOK AT 346, PAGE 376. — AS SHOWN
15. INTENTIONALLY DELETED
16. EASEMENT RESERVED IN DEED FROM PORTLAND GAS LIGHT COMPANY TO MAINE CENTRAL RAILROAD COMPANY, DATED MAY 5, 1907 AND RECORDED IN BOOK 648, PAGE 468 — AS SHOWN
17. EASEMENT FROM PORTLAND TERMINAL COMPANY TO COUNTY OF CUMBERLAND, DATED AUGUST 30, 1918 AND RECORDED IN BOOK 976, PAGE 73 — AS SHOWN
18. EASEMENT RESERVED IN DEED FROM PORTLAND TERMINAL COMPANY TO PORTLAND TERMINAL COMPANY, DATED AUGUST 30, 1918 AND RECORDED IN BOOK 976, PAGE 74 — AS SHOWN
19. INTENTIONALLY DELETED
20. EASEMENT FROM PORTLAND TERMINAL COMPANY TO CENTRAL MAINE POWER COMPANY, DATED APRIL 15, 1976 AND RECORDED IN BOOK 3669, PAGE 133 — AS SHOWN
21. INTENTIONALLY DELETED
22. EASEMENT FROM PORTLAND TERMINAL COMPANY TO PORTLAND WATER DISTRICT, DATED FEBRUARY 11, 1977 AND RECORDED IN BOOK 3975, PAGE 262 — AS SHOWN
23. EASEMENT FROM PORTLAND TERMINAL COMPANY AND MAINE CENTRAL RAILROAD COMPANY TO CENTRAL MAINE POWER COMPANY, DATED FEBRUARY 9, 1993 AND RECORDED IN BOOK 10600, PAGE 111 — AS SHOWN
24. EASEMENT FROM PORTLAND TERMINAL COMPANY TO STATE OF MAINE, DATED JANUARY 14, 1998 AND RECORDED IN BOOK 13562, PAGE 183 — AS SHOWN
25. SUCH STATEMENT OF FACTS AS IS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY OWEN HASKELL, ENTITLED "WEST COMMERCIAL STREET, COUNTY OF CUMBERLAND, MAINE MADE FOR NEW YARD LLC", DATED JULY 2, 2012, LAST REVISED _____, 2013 AND RECORDED IN PLAN BOOK _____, PAGE _____, INCLUDING SPECIFICALLY:
 - (a) ENCROACHMENT OF BUILDING OWNED BY THE EASTERLY ADJUTER'S PROPERTY ON THE INSURED PREMISES — AS SHOWN

Schedule B Section 2 Exceptions

Unitle Parcels

1. OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE # 1000115, EFFECTIVE DATE: UPDATE FROM 11-30-12
WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE
- 1-8. NON-SURVEY ITEMS
9. EASEMENT FROM MILLAU LANGE TO PORTLAND GAS LIGHT COMPANY, DATED OCTOBER 28, 1863 AND RECORDED IN BOOK 318, PAGE 466 — LOCATION UNKNOWN
10. INTENTIONALLY DELETED
11. CONDITIONS DESCRIBED IN THE DEED FROM PORTLAND GAS LIGHT COMPANY TO PORTLAND AND KENNEBEC RAIL ROAD COMPANY, DATED OCTOBER 6, 1896 AND RECORDED IN BOOK AT 346, PAGE 376. — AS SHOWN
12. CONDITIONS DESCRIBED IN THE DEED FROM PORTLAND TERMINAL COMPANY TO PORTLAND GAS LIGHT COMPANY, DATED DECEMBER 26, 1925 AND RECORDED IN BOOK 1222, PAGE 188. — AS SHOWN
13. EASEMENTS DESCRIBED IN THE DEED FROM PORTLAND TERMINAL COMPANY TO CASCO WHARF AND STORAGE COMPANY, DATED AUGUST 31, 1936 AND RECORDED IN BOOK 1507, PAGE 126, AS ATTESTED BY AN EASEMENT FROM CASCO WHARF AND STORAGE CO. TO NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, DATED JUNE 15, 1957 AND RECORDED IN BOOK 2361, PAGE 301. — AS SHOWN
14. EASEMENT FROM PORTLAND GAS LIGHT COMPANY TO NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, DATED NOVEMBER 1, 1951 AND RECORDED IN BOOK 2070, PAGE 128 — POLE #85.3 NOT LOCATED
15. EASEMENT FROM PORTLAND GAS LIGHT COMPANY TO CENTRAL MAINE POWER COMPANY, DATED JANUARY 6, 1956 AND RECORDED IN BOOK 2276, PAGE 265 — POLE #82.1 NOT LOCATED
16. INTENTIONALLY DELETED
17. EASEMENT FROM NORTHERN UTILITIES, INC. TO CENTRAL MAINE POWER COMPANY, DATED SEPTEMBER 2, 1982 AND RECORDED IN BOOK 5081, PAGE 229 — AS SHOWN
18. EASEMENT AS DESCRIBED IN THE INDEMTURE BY AND BETWEEN NORTHERN UTILITIES, INC. AND CENTRAL MAINE POWER COMPANY, DATED JULY 23, 1993 AND RECORDED IN BOOK 10882, PAGE 32 — AS SHOWN
19. INTENTIONALLY DELETED
20. NON-SURVEY ITEM
21. SUCH STATEMENT OF FACTS AS IS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY OWEN HASKELL, ENTITLED "WEST COMMERCIAL STREET, COUNTY OF CUMBERLAND, MAINE MADE FOR NEW YARD LLC", DATED JULY 2, 2012, LAST REVISED _____, 2013 AND RECORDED IN PLAN BOOK _____, PAGE _____, INCLUDING SPECIFICALLY:
 - (a) ENCROACHMENT OF CHAIN LINK FENCE ONTO WESTERLY ADJUTER'S PROPERTY — AS SHOWN

Plan References:

1. HARBOR LINES, PORTLAND HARBOR, MAINE U.S. ENGINEER OFFICE, BOSTON, MASS. JUNE 30, 1939.
2. STANDARD BOUNDARY SURVEY SOUTH OF COMMERCIAL STREET, PORTLAND, MAINE FOR CENTRAL MAINE POWER COMPANY, PROPOSED EASEMENT LOCATION ON LAND OF PORTLAND TERMINAL COMPANY & MAINE CENTRAL RAILROAD AND CASCO WHARF AND STORAGE DATED DEC. 10, 1992 REV. 2 JAN. 27, 1993 BY OWEN HASKELL, INC.
3. STANDARD BOUNDARY & TOPOGRAPHIC SURVEY ON COMMERCIAL STREET, PORTLAND, MAINE MADE FOR NORTHERN UTILITIES, INC. DATED AUGUST 6, 1999 BY OWEN HASKELL, INC.
4. STANDARD BOUNDARY SURVEY FOR PROPERTY AT PORTLAND INTERNATIONAL MARINE TERMINAL, COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, MAINE OWNED BY CITY OF PORTLAND DATED AUGUST 14, 2002 BY EASTERLY SURVEYING, INC.
5. PLAN OF LAND ON WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR CENTRAL MAINE POWER COMPANY DATED APRIL 24, 2003 BY OWEN HASKELL, INC.
6. ALTA/ACSM LAND TITLE SURVEY AT WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BINGHAM MCCUTCHEEN LLP DATED DEC. 18, 2006 BY OWEN HASKELL, INC.
7. HARBOR HARBOR, PORTLAND, MAINE CONDITION SURVEY, 35 AND 45-FOOT CHANNELS, 45-FOOT ANCHORAGE, 35-FOOT TURNING BASINS, DATED SEPT. 13, 2011 U.S. ARMY CORPS OF ENGINEER NEW ENGLAND DISTRICT SHEET NO. 10-105.
8. STANDARD BOUNDARY SURVEY FOR PROPERTY AT PORTLAND INTERNATIONAL MARINE TERMINAL, COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, MAINE OWNED BY CITY OF PORTLAND DATED AUGUST 14, 2002 BY EASTERLY SURVEYING, INC.
9. PORTLAND TERMINAL COMPANY OFFICE OF THE VICE PRESIDENT — ENGINEERING, LAND SALE PLAN, POWER COMPANY DATED DEC. 30, 2011.
10. COMMERCIAL STREET DRAINAGE AND TRAFFIC IMPROVEMENTS CIVIL PLAN MADE BY CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED JUNE 2007.
11. PLAN OF PROPERTY IN THE CITY OF PORTLAND BY W. ANSON, CITY ENGINEER, PORTLAND, JUNE 1854, RECORDED IN THE PLAN BOOK 2 PAGE 5.
12. ATLAS OF THE CITY OF PORTLAND AND SOUTH PORTLAND MAINE PLAT 4 BY RICHARDS MAP CO. SPRINGFIELD, MASS. DATED 1914.

ALTA/ACSM Land Title Survey

West Commercial Street
Portland, Cumberland County, Maine
made for
New Yard LLC
56 Fore Street, Portland, Maine

Surveyor's Certification

TO: NEW YARD LLC, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 2, 2012 AND MAY 24, 2013.

JOHN W. SWAN
PROFESSIONAL LAND SURVEYOR NO. 1038
IN THE STATE OF MAINE

DATE OF PLAN: JULY 31, 2012
REVISION DATE: MAY 31, 2013
OH JOB NO. 2012-051P



OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. Route One, Unit #10
Falmouth, Maine 04105
Tel. (207)774-0424 Fax (207)774-0511
www.owenhaskell.com

APPENDIX B: WETLAND DELINEATION/REGULATED RESOURCE FINDINGS MEMO

To

Craig R. Morin, P.E.

From

Kevin Slattery, PWS Boston, MA

**Subject**

Portland International Marine
Terminal Expansion – Yard 8 /
Commercial Street, Portland, ME

Wetland Delineation/Regulated
Resource Findings

Date

January 31, 2014

**Project
Memorandum**

This memorandum presents the findings of the wetland field evaluation and classification at the proposed International Marine Terminal (IMT) expansion along Commercial Street/Fore River in Portland, Maine. The site evaluation was conducted during winter conditions with 4-12" of snow cover and frozen ground, therefore, is not a definitive assessment of the presence/absence of jurisdictional wetlands. Based upon conditions, a formal delineation of wetland areas was not performed. The site was walked to look for evidence of potential jurisdictional areas, based upon topography, off-season vegetation, and potential evidence of hydrology (ice). The site inspection did not consider jurisdictional limits of the Waters of the U.S. (high tide line), or Coastal Wetlands (all tidal and sub-tidal lands, including all areas below any identifiable debris line left by tidal action [Maine Natural Resources Protection Act]) at Fore River, which is being determined separately by surveyors.

SITE DESCRIPTION

The project location includes portions of the land bounded by Commercial Street (Route 1) between Cassidy Point Road and the Casco Bay Bridge (Route 77) and the Fore River to the south (Figure 1). The property is partially developed with marine and rail industrial uses, and evidence of the once extensive former developed waterfront and rail yard are commonly found in the site. Portions of the site are wooded with young growth trees of aspen, birch, oak, ornamental pear and crabapple, and various grasses and herbs. The site is very flat with only subtle evidence of vertical relief. Non-active use portions of the site have trails and access roads, and former rail sidings. Stone bulkheads and wooden piles and pier remnants in various states of condition typify the waterfront.



Figure 1 – Site Evaluation Area shown on an aerial photograph from Google Earth. Figure orientation is approximately with north to the top.

EVALUATION METHODS

The site was inspected on January 21, 2014, to look for any evidence of ecological communities that could indicate potential presence of state or federal jurisdictional wetlands. Conditions at the time of the assessment included snow covered frozen ground and typical winter vegetation indicators (tree and shrub form, bark, buds, leaves, and dried grasses, herb stems and seeds). Based upon the site conditions, the assessment focused on land form, hydrological indications of standing or surface water (ice surfaces below the snow), and vegetation communities that included hydrophytes as dominants. Neither a soil auger nor a shovel were used to attempt checking frozen soils, although in some locations near drainage outfalls from Commercial Street, non-frozen ground was encountered. Since the site assessment was made when conditions preclude full verification of wetlands, a follow-up inspection could be performed during the non-frozen spring growing season. Locations showing indicators of potential jurisdictional wetlands were marked with a single florescent orange and florescent pink survey ribbon, and located by conventional survey methods. Representative pictures were taken from locations throughout the site at locations potentially having inland wetlands characteristics and at the coastal wetlands.

FINDINGS

Soils

The *USDA on-line Web Soil Survey* (<http://websoilsurvey.nrcs.usda.gov/app>) shows the project site to be cut and fill lands with a moderately well drained drainage class (Figure 2). No surface waters other than the adjacent Fore River occur at the site. From the former land use indicators at the site, the entire area is likely appropriately identified on the soil survey.



Figure 2 NRCS Web Soil Survey Map. Cu is “Cut and Fill Land”, with a “moderately well drained” drainage class rating. Orientation of figure is with north to the top.

Hydrology

Fore River: The Fore River is wide and tidally influenced water body at the project location, and a component of Portland Harbor. The River is defined as a navigable “Waters of the United States” as regulated under the U.S. Clean Water Act. The average tidal amplitude in the harbor at the site is approximately 9.2 feet based upon the published information from the nearby tidal gauging station 8418268 at Fore River in Portland. From a regulatory perspective, the US Army Corps of Engineers considers the high tide line as referenced in the Section 404 regulations, as the jurisdictional limit of navigable tidal waters. The Maine Department of Environmental Protection (Maine DEP) considers the coastal wetland limit as areas up to the identifiable drift line, and any swamp, marsh, bog, beach, flat or other contiguous lowland which is subject to tidal action during the maximum spring tide level as identified in tide tables published by the National Ocean Service.

Vegetation

Common vegetation at the project site includes young trees of quaking aspen (*Populus tremuloides*), grey birch (*Betula populifolia*), paper birch (*Betula papyrifera*), cherry (*Prunus sp.*), apple (*Malus sp.*), ornamental pear (*Pyrus sp.*), pin oak (*Quercus palustris*), red oak (*Quercus rubra*), black locust (*Robinia pseudoacacia*), white pine (*Pinus strobus*), and pitch pine (*Pinus rigida*). Asiatic bittersweet (*Celastrus orbiculatus*) is a common vine at the site, and staghorn sumac (*Rhus typhina*), multiflora rose (*Rosa multiflora*), meadowsweet (*Spiraea alba*) and sweet fern (*Comptonia peregrina*) common shrubs. Tender herbaceous vegetation was difficult to locate, but commonly found was little bluestem (*Schizachyrium scoparium*), everlasting (*Anaphalis sp.*), goldenrod (*Solidago sp.*), evening primrose (*Oenothera biennis*), bush clover (*Lespedeza capitata*), knotweed (*Polygonum cuspidatum*), and asters (*Aster sp.*).

At drainage outfalls along Commercial Street, purple loosestrife (*Lythrum salicaria*) was evident. There were no areas of strongly hydrophytic vegetation that would indicate presence of potential wetlands. The best indicators of areas with more persistent hydrology were all dominated by meadowsweet.

Inland Wetlands

Five locations within and near the site were noted as having frozen standing water, and appeared to be slightly depressed relative to surrounding land. Hydrophytic vegetation was not prominent at these locations, but was present inferring potentially higher moisture persistence during the growing season. Based upon the landform, former land uses and disturbances, the soil survey, and observed vegetation communities, all of these locations are suspected to be anthropogenic features of soil compaction or excavation, causing an accumulation of temporarily ponded water, such as occurs on dirt road or in wheel ruts. In one of the depression locations, non-hydrophytic moss *Polytrichum sp.* was noted beneath the ice, further inferring this frozen surface is reflective of ground compaction and combination of freeze/thaw weather conditions over the few weeks prior to the site inspection. It is likely that all of the above described locations do not meet the criteria to be jurisdictional wetlands; however, confirmation could best be made during the growing season.

Some drainage features pointing toward potential wetland areas were observed near Commercial Street. Storm drains discharging from the toe of slope from the road have hydrophytic vegetation such as purple loosestrife and show hydrological indications. However, these are clearly man-made drainage conveyances and not jurisdictional wetlands. Similarly, it appears there is a drainage swale in some locations between the active rail tracks and Commercial Street, which may directly receive runoff from the road. As a man-made drainage feature, the swale is not jurisdictional wetland. Ice was noted in this low-lying area, however, vegetation did not include a high percentage of hydrophytes. This location is outside of the IMT expansion area, but it may extend eastward in closer proximity to the proposed work area. The extent of the swale and potential for wetlands adjacent to the swale could be further investigated in the spring.

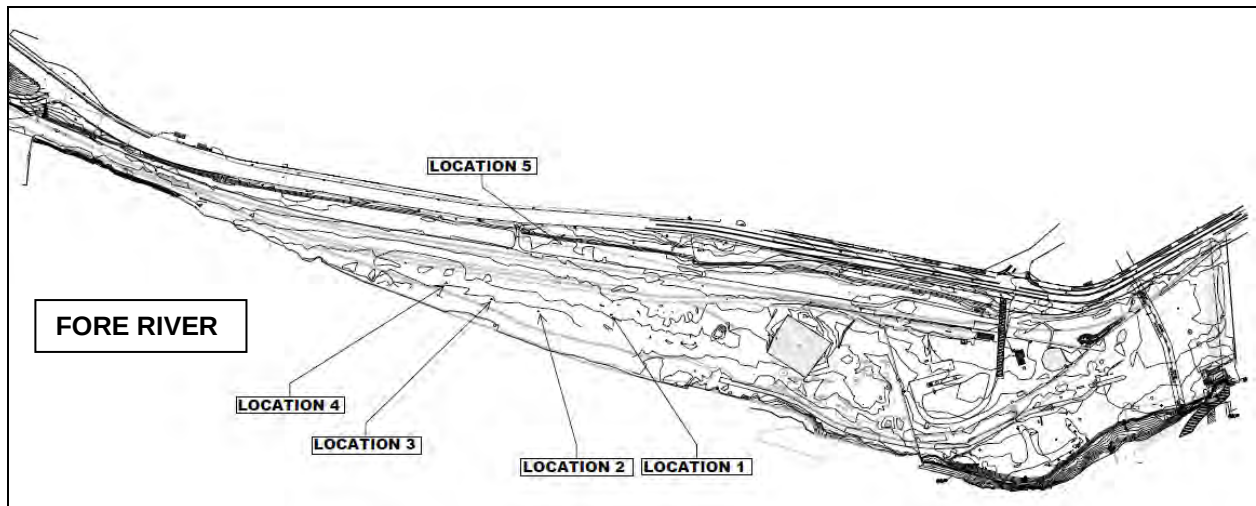


Figure 3 – locations of the areas exhibiting potential inland wetland characteristics. All locations are within disturbed and formerly developed soils. Orientation of figure is with north to the top.

Coastal Wetlands

The entire southern limit of the site is bounded by tidal waters which are Waters of the U.S. per the Army Corps and Coastal Wetlands per Maine DEP. The coastal boundary is entirely altered with granite bulkhead, former collapsed bulkhead, abandoned pier, or rock slope/stabilized treatments. Intertidal areas were observed in portions of the coastal boundary as shown in Figure 5 below.



Figure 4 – Picture of one of the slight depression areas with ice beneath the snow and some hydrophytic vegetation (goldenrod and meadowsweet), growing around the perimeter.



Figure 5 – Picture of the Fore River waterfront at the west end of the site near Cassidy Point Drive shows intertidal areas as evidenced by the lack of snow and ice within the tidal reach, and rock stabilization.



Figure 6 – Picture of drainage feature from Commercial Street. Pipe outlet is to the right and water flow from the pipe is evident by melted snow and ice.



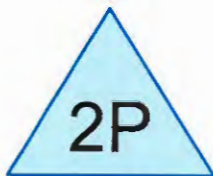
Figure 7 – Picture of a linear swale feature between Commercial Street and rail line. Commercial Street is to the left. Although water is evident during the frozen conditions, little hydrophytic vegetation was noted here. Non-hydrophytes such as multiflora rose are growing from the low ground/ice.

APPENDIX C: DRAINAGE CALCULATIONS

- COMMERCIAL STREET STORMWATER CALCULATIONS
- 1" STORM CALCULATIONS



Commercial Street



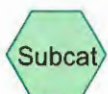
POROUS CONCRETE



Exist CB-GRATE



Exist CB-TO 24" CSO



50-YR MODEL

Routing Diagram for Commercial Street

Prepared by HNTB, Printed 3/5/2014

HydroCAD® 10.00 s/n 03962 © 2013 HydroCAD Software Solutions LLC

Commercial Street

Prepared by HNTB

HydroCAD® 10.00 s/n 03962 © 2013 HydroCAD Software Solutions LLC

Type III 24-hr 50-Year Rainfall=6.00"

Printed 3/5/2014

Summary for Pond 2P: POROUS CONCRETE

Inflow Area = 0.278 ac, 100.00% Impervious, Inflow Depth > 5.50" for 50-Year event
 Inflow = 1.48 cfs @ 12.12 hrs, Volume= 0.127 af
 Outflow = 1.18 cfs @ 12.19 hrs, Volume= 0.126 af, Atten= 20%, Lag= 4.7 min
 Primary = 1.18 cfs @ 12.19 hrs, Volume= 0.126 af
 Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 0.00-20.00 hrs, dt= 0.05 hrs / 2
 Peak Elev= 12.25' @ 12.20 hrs Surf.Area= 0.009 ac Storage= 0.009 af

Plug-Flow detention time= 14.8 min calculated for 0.125 af (98% of inflow)
 Center-of-Mass det. time= 9.0 min (729.1 - 720.0)

Volume	Invert	Avail.Storage	Storage Description
#1A	9.75'	0.016 af	3.75'W x 100.50'L x 5.05'H Field A 0.044 af Overall - 0.004 af Embedded = 0.040 af x 40.0% Voids
#2A	14.33'	0.001 af	PaveDrain S6-45 x 400 Inside #1 Inside= 7.1"W x 5.6"H => 0.10 sf x 1.00'L = 0.1 cf Outside= 12.0"W x 5.6"H => 0.43 sf x 1.00'L = 0.4 cf
			0.017 af Total Available Storage

ONLY 100' STRIP OFF PAVEDRAIN
USED IN MODEL

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	10.00'	6.0" Round Culvert-UNDERDRAIN L= 20.0' CPP, mitered to conform to fill, Ke= 0.700 Inlet / Outlet Invert= 10.00' / 9.50' S= 0.0250 ' /' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.20 sf
#2	Device 1	10.20'	0.5" Horiz. Orifice OF UNDERDRAIN X 400.00 columns X 2 rows C= 0.600 Limited to weir flow at low heads
#3	Secondary	14.80'	10.0' long x 10.0' breadth OVERFLOW TO CB GRATE Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.49 2.56 2.70 2.69 2.68 2.69 2.67 2.64

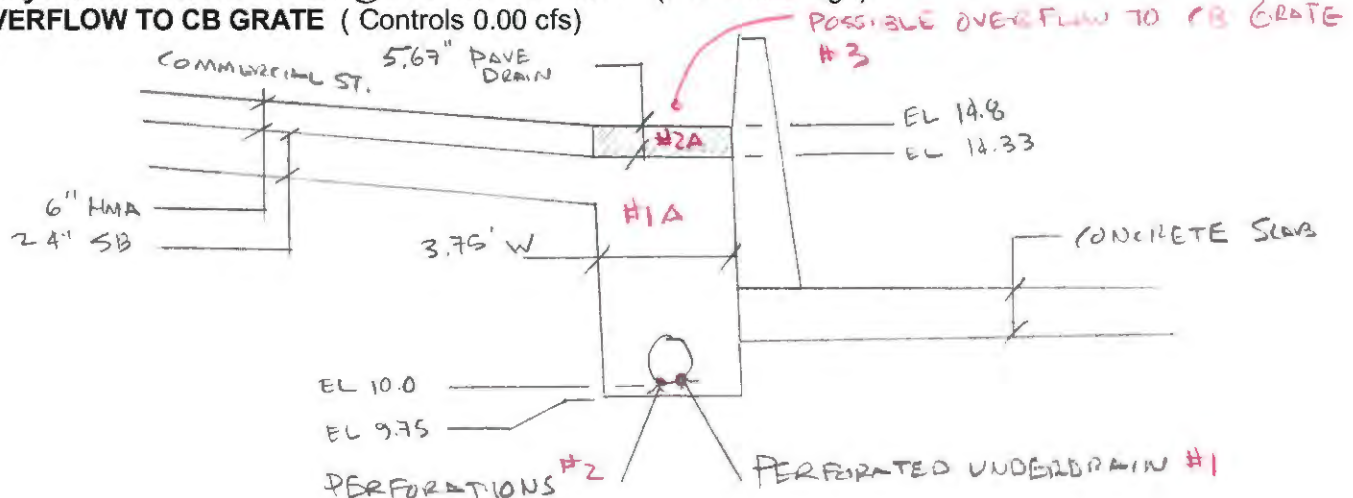
Primary OutFlow Max=1.17 cfs @ 12.19 hrs HW=12.23' (Free Discharge)

1=Culvert-UNDERDRAIN (Inlet Controls 1.17 cfs @ 5.98 fps)

2=Orifice OF UNDERDRAIN (Passes 1.17 cfs of 7.49 cfs potential flow)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=9.75' (Free Discharge)

3=OVERFLOW TO CB GRATE (Controls 0.00 cfs)



Commercial Street

Type III 24-hr 50-Year Rainfall=6.00"

Prepared by HNTB

Printed 3/5/2014

HydroCAD® 10.00 s/n 03962 © 2013 HydroCAD Software Solutions LLC

Summary for Pond 3P: Exist CB-TO 24" CSO

Inflow Area = 0.278 ac, 100.00% Impervious, Inflow Depth > 5.42" for 50-Year event
Inflow = 1.18 cfs @ 12.19 hrs, Volume= 0.126 af
Outflow = 1.18 cfs @ 12.19 hrs, Volume= 0.126 af, Atten= 0%, Lag= 0.0 min
Primary = 1.18 cfs @ 12.19 hrs, Volume= 0.126 af

Routing by Stor-Ind method, Time Span= 0.00-20.00 hrs, dt= 0.05 hrs

Peak Elev= 8.96' @ 12.19 hrs

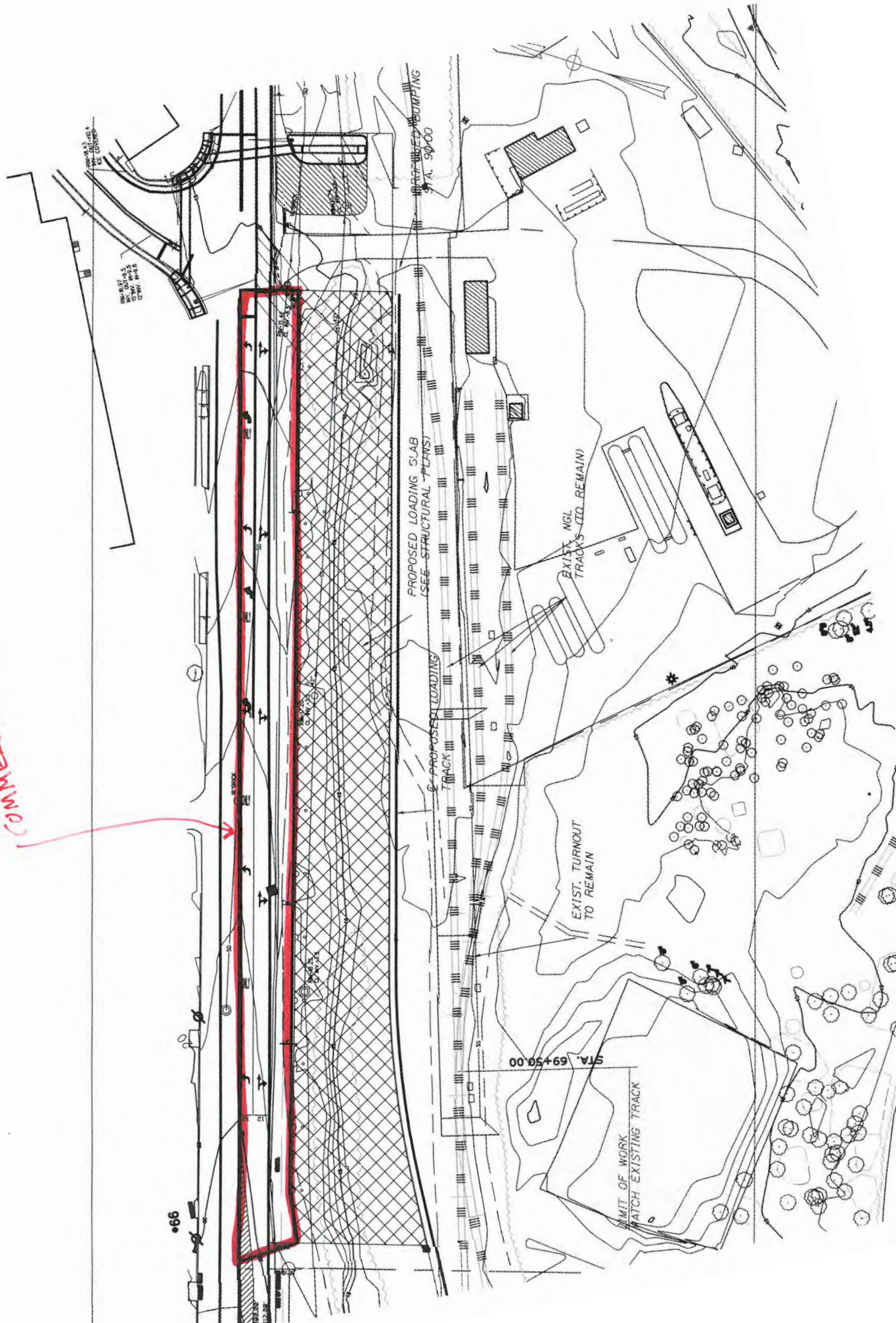
Flood Elev= 14.80'

Device	Routing	Invert	Outlet Devices
#1	Primary	8.50'	24.0" Round Culvert - CSO L= 253.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 8.50' / 6.30' S= 0.0087 ' S= 0.0087 ' Cc= 0.900 n= 0.015 Brickwork, Flow Area= 3.14 sf

Primary OutFlow Max=1.17 cfs @ 12.19 hrs HW=8.96' (Free Discharge)

1=Culvert - CSO (Barrel Controls 1.17 cfs @ 3.19 fps)

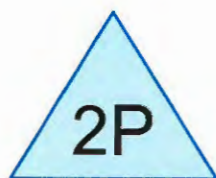
COMMERCIAL ST. SUBCATCHMENT



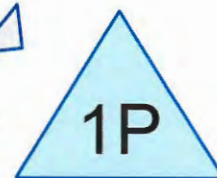


Commercial Street

* CONSIDER POROUS CONCRETE
CLOGGED, ANALYSIS OF
CB @ INT ENTRANCE



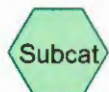
POROUS CONCRETE



Exist CB-GRATE



Exist CB-TO 24" CSO



50-Yr MODEL

Routing Diagram for Commercial Street

Prepared by HNTB, Printed 3/5/2014

HydroCAD® 10.00 s/n 03962 © 2013 HydroCAD Software Solutions LLC

Commercial Street

Type III 24-hr 50-Year Rainfall=6.00"

Prepared by HNTB

Printed 3/5/2014

HydroCAD® 10.00 s/n 03962 © 2013 HydroCAD Software Solutions LLC

Summary for Pond 1P: Exist CB-GRATE

[79] Warning: Submerged Pond 2P Secondary device # 3 by 0.20'

Inflow Area = 0.278 ac, 100.00% Impervious, Inflow Depth > 5.50" for 50-Year event
 Inflow = 1.48 cfs @ 12.12 hrs, Volume= 0.127 af
 Outflow = 1.48 cfs @ 12.12 hrs, Volume= 0.127 af, Atten= 0%, Lag= 0.3 min
 Primary = 0.27 cfs @ 12.12 hrs, Volume= 0.092 af
 Secondary = 1.21 cfs @ 12.12 hrs, Volume= 0.035 af

Routing by Stor-Ind method, Time Span= 0.00-20.00 hrs, dt= 0.05 hrs

Peak Elev= 15.01' @ 12.12 hrs Surf.Area= 490 sf Storage= 51 cf

Plug-Flow detention time= 1.1 min calculated for 0.127 af (100% of inflow)

Center-of-Mass det. time= 1.0 min (721.0 - 720.0)

Volume	Invert	Avail.Storage	Storage Description
#1	14.80'	293 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
14.80	10	0	0
15.10	712	108	108
15.20	890	80	188
15.30	1,200	104	293

Device	Routing	Invert	Outlet Devices
#1	Primary	14.80'	24.0" Horiz. CB Grate X 25.00 C= 0.600 in 4.2" x 4.2" Grate Limited to weir flow at low heads
#2	Secondary	14.95'	35.0' long x 20.0' breadth Wier overflow into IMT yard Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.68 2.70 2.70 2.64 2.63 2.64 2.64 2.63

Primary OutFlow Max=0.27 cfs @ 12.12 hrs HW=15.00' (Free Discharge)↑ **1=CB Grate** (Orifice Controls 0.27 cfs @ 2.17 fps)**Secondary OutFlow** Max=1.17 cfs @ 12.12 hrs HW=15.00' (Free Discharge)↑ **2=Wier overflow into IMT yard** (Weir Controls 1.17 cfs @ 0.62 fps)

FOR:	JOB NO:	SHEET NO:
MADE BY: M Elliott	CHECKED BY:	BACKCHECKED BY:
DATE:	DATE:	DATE:

HNTB

STORAGE CAPACITY OF CRUSHED STONE SURFACE

RESERVOIR COURSE - MANMADE PERVIOUS SURFACE

AREA OF CRUSHED STONE SURFACE = 300,609 SF

RUNOFF VOLUME FOR 1" STORM $300,609 \text{ SF} \left(\frac{1"}{12}\right) = 25,050 \text{ CF}$

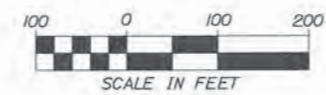
ASSUME 40% VOIDS IN STONE LAYER:

$1" / 0.4 = 2.5"$ STONE REQ'D MINIMUM

MIN = 3" LAYER FOR 1" STORAGE

APPENDIX D: DRAWINGS

- PRE-DEVELOPMENT CONDITIONS
- POST-DEVELOPMENT CONDITIONS
- SITE PLAN
- SITE GRADING PLAN
- EROSION AND SEDIMENT CONTROL PLAN
- EROSION AND SEDIMENT CONTROL NOTES
- EROSION AND SEDIMENT CONTROL DETAILS



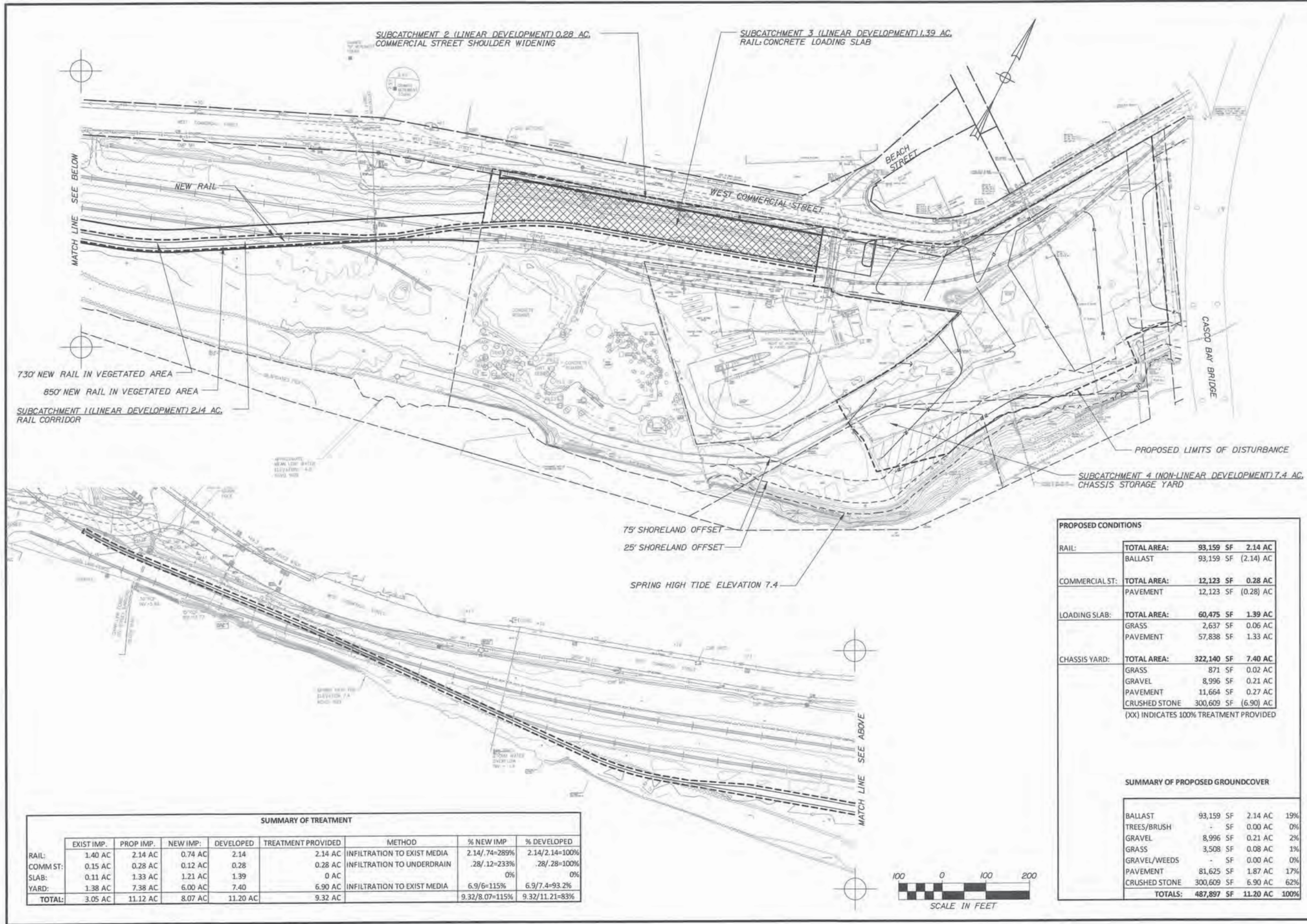
EXISTING CONDITIONS				
RAIL:	TOTAL AREA:	93,159 SF	2.14 AC	
	BALLAST	61,067 SF	1.40 AC	
	TREES/BRUSH	32,092 SF	0.74 AC	
COMMERCIAL ST:	TOTAL AREA:	12,123 SF	0.28 AC	
	GRAVEL	6,684 SF	0.15 AC	
	GRASS	5,439 SF	0.12 AC	
LOADING SLAB:	TOTAL AREA:	60,475 SF	1.39 AC	
	GRASS	14,927 SF	0.34 AC	
	TREES/BRUSH	11,953 SF	0.27 AC	
	GRAVEL	4,997 SF	0.11 AC	
	GRAVEL/WEEDS	28,598 SF	0.66 AC	
CHASSIS YARD:	TOTAL AREA:	322,140 SF	7.40 AC	
	TREES/BRUSH	49,557 SF	1.14 AC	
	GRAVEL	45,330 SF	1.04 AC	
	BALLAST	8,260 SF	0.19 AC	
	PAVEMENT	6,400 SF	0.15 AC	
	GRAVEL/WEEDS	212,593 SF	4.88 AC	
SUMMARY OF EXISTING GROUND COVER				
BALLAST	69,327 SF	1.59 AC	14%	
TREES/BRUSH	93,602 SF	2.15 AC	19%	
GRAVEL	57,011 SF	1.31 AC	12%	
GRASS	20,366 SF	0.47 AC	4%	
GRAVEL/WEEDS	241,191 SF	5.54 AC	49%	
PAVEMENT	6,400 SF	0.15 AC	1%	
TOTALS:	487,897 SF	11.20 AC	100%	

Date: 3/26/2014

Username:

Division:

Filename: 002_developPost.dgn



SUMMARY OF TREATMENT								
	EXIST IMP.	PROP IMP.	NEW IMP.	DEVELOPED	TREATMENT PROVIDED	METHOD	% NEW IMP	% DEVELOPED
RAIL:	1.40 AC	2.14 AC	0.74 AC	2.14	2.14 AC	INFILTRATION TO EXIST MEDIA	2.14/.74=289%	2.14/2.14=100%
COMM ST:	0.15 AC	0.28 AC	0.12 AC	0.28	0.28 AC	INFILTRATION TO UNDERDRAIN	.28/.12=233%	.28/.28=100%
SLAB:	0.11 AC	1.33 AC	1.21 AC	1.39	0 AC		0%	0%
YARD:	1.38 AC	7.38 AC	6.00 AC	7.40	6.90 AC	INFILTRATION TO EXIST MEDIA	6.9/6=115%	6.9/7.4=93.2%
TOTAL:	3.05 AC	11.12 AC	8.07 AC	11.20 AC	9.32 AC		9.32/8.07=115%	9.32/11.21=83%

PROPOSED CONDITIONS				
RAIL:	TOTAL AREA:	93,159 SF	2.14 AC	
	BALLAST	93,159 SF	(2.14) AC	
COMMERCIAL ST:	TOTAL AREA:	12,123 SF	0.28 AC	
	PAVEMENT	12,123 SF	(0.28) AC	
LOADING SLAB:	TOTAL AREA:	60,475 SF	1.39 AC	
	GRASS	2,637 SF	0.06 AC	
	PAVEMENT	57,838 SF	1.33 AC	
CHASSIS YARD:	TOTAL AREA:	322,140 SF	7.40 AC	
	GRASS	871 SF	0.02 AC	
	GRAVEL	8,996 SF	0.21 AC	
	PAVEMENT	11,664 SF	0.27 AC	
	CRUSHED STONE	300,609 SF	(6.90) AC	
(XX) INDICATES 100% TREATMENT PROVIDED				
SUMMARY OF PROPOSED GROUNDCOVER				
BALLAST	93,159 SF	2.14 AC	19%	
TREES/BRUSH	- SF	0.00 AC	0%	
GRAVEL	8,996 SF	0.21 AC	2%	
GRASS	3,508 SF	0.08 AC	1%	
GRAVEL/WEEDS	- SF	0.00 AC	0%	
PAVEMENT	81,625 SF	1.87 AC	17%	
CRUSHED STONE	300,609 SF	6.90 AC	62%	
TOTALS:	487,897 SF	11.20 AC	100%	



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.00
WIN
022809.00

RONALD A. LAVOIE
No. 6462
PROFESSIONAL ENGINEER

DATE: 03/14
BY: RWH
PROJ. MANAGER: J. KITTREDGE
DESIGN: DETAILER: RWH
CHECKED: REVIEWER: -
DESIGN: DETAILER: -
DESIGN: DETAILER: -
REVISIONS: 1
REVISIONS: 2
REVISIONS: 3
REVISIONS: 4
FIELD CHANGES: -

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
POST-DEVELOPMENT
CONDITIONS

SHEET NUMBER
SW2
2 OF 9

Filename: 003_SitePlan1.dgn



PLAN

Scale of Feet

PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	SHEET NUMBER SW3		STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.00	
	SITE PLAN 1		WIN 022809.00	
PROJ. MANAGER J. WITTREDE		DATE		
DESIGN-DETAILED		SIGNATURE		
CHECKED-REVIEWED		P.E. NUMBER		
DESIGN-DETAILED2		DATE		
DESIGN-DETAILED3		DATE		
REVISIONS 1		DATE		
REVISIONS 2		DATE		
REVISIONS 3		DATE		
REVISIONS 4		DATE		
FIELD CHANGES		DATE		

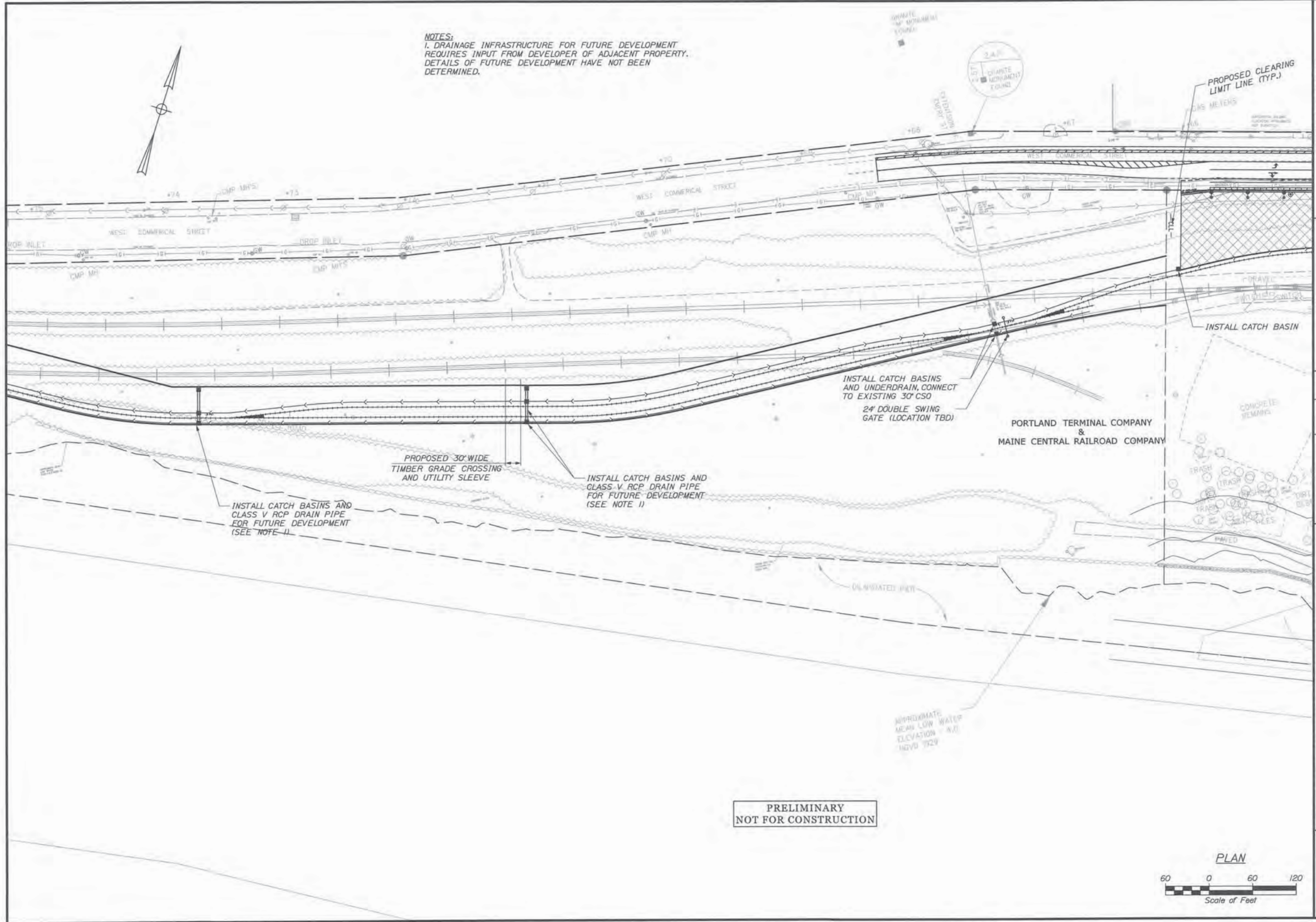
Date: 3/26/2014

Username:

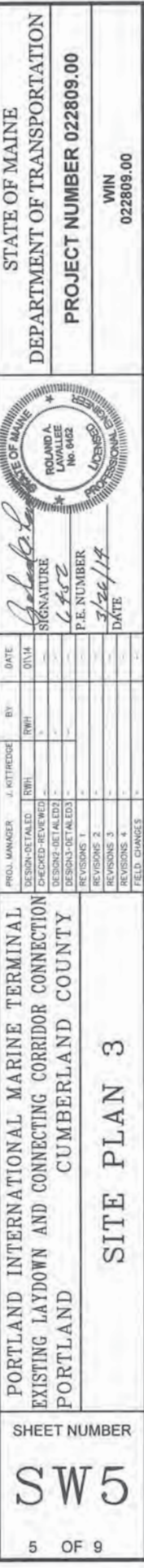
Division:

Filename: 004_SitePlan2.dgn

NOTES:
1. DRAINAGE INFRASTRUCTURE FOR FUTURE DEVELOPMENT
REQUIRES INPUT FROM DEVELOPER OF ADJACENT PROPERTY.
DETAILS OF FUTURE DEVELOPMENT HAVE NOT BEEN
DETERMINED.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.00 WIN 022809.00	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY SITE PLAN 2	
SHEET NUMBER SW 4 4 OF 9	
DATE: 03/14/14 BY: SWH PROJ. MANAGER: J. MITCHELL DESIGN-DETAILED: J. MITCHELL CHECKED-REVIEWED: J. MITCHELL DESIGN-REVIEWED: J. MITCHELL DESIGN-REVIEWED: J. MITCHELL REVISIONS: 1 REVISIONS: 2 REVISIONS: 3 REVISIONS: 4 FIELD CHANGES DATE: 03/14/14 BY: SWH PROJ. MANAGER: J. MITCHELL DESIGN-DETAILED: J. MITCHELL CHECKED-REVIEWED: J. MITCHELL DESIGN-REVIEWED: J. MITCHELL DESIGN-REVIEWED: J. MITCHELL REVISIONS: 1 REVISIONS: 2 REVISIONS: 3 REVISIONS: 4 FIELD CHANGES	

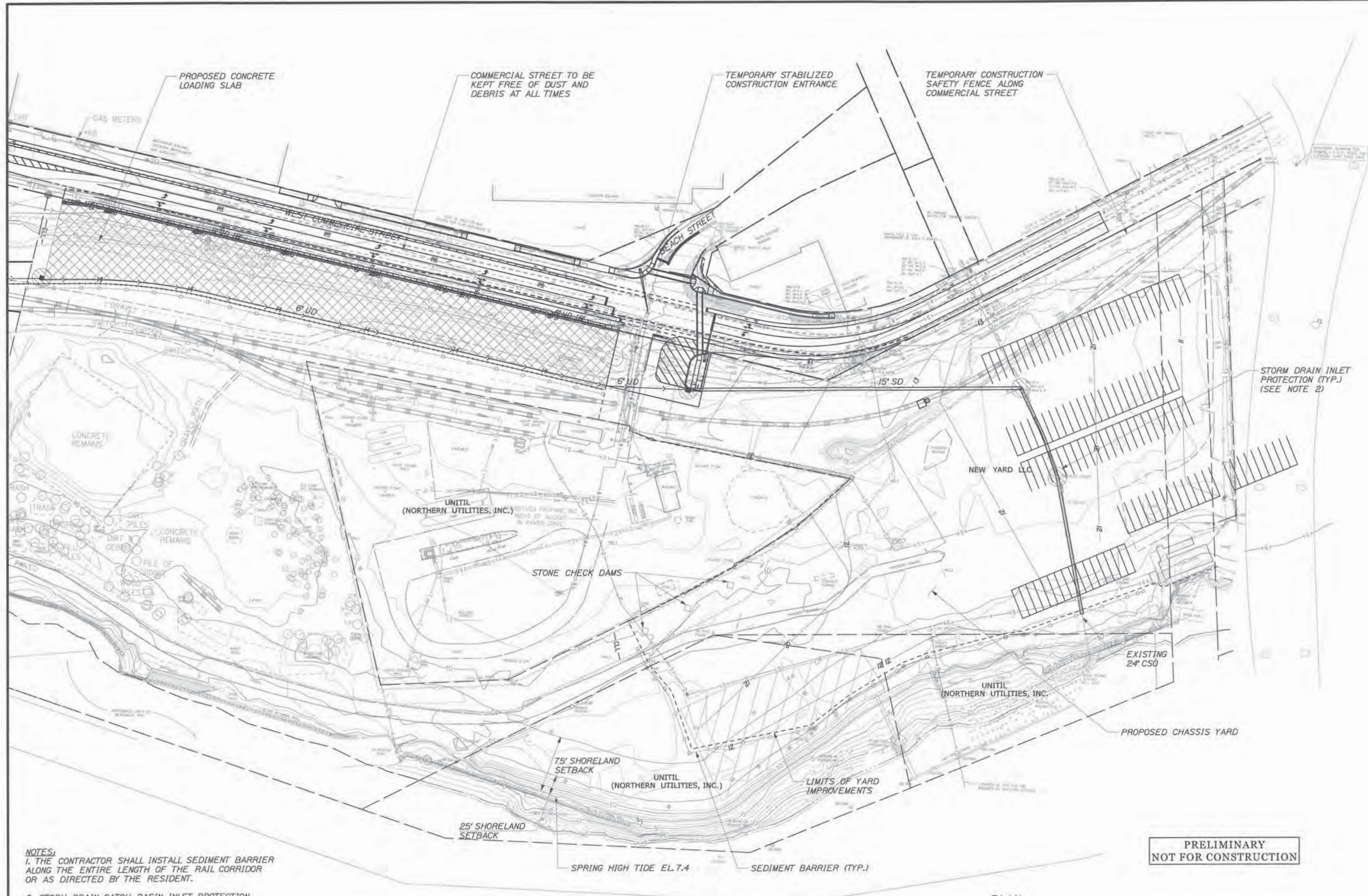


Filename: 007_ErosSediPlan3.dgn

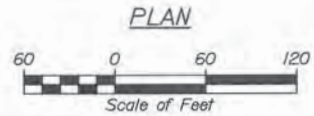
Division:

Userame:

Date: 3/26/2014



NOTES:
1. THE CONTRACTOR SHALL INSTALL SEDIMENT BARRIER ALONG THE ENTIRE LENGTH OF THE RAIL CORRIDOR OR AS DIRECTED BY THE RESIDENT.
2. STORM DRAIN CATCH BASIN INLET PROTECTION SHALL BE PROVIDED ON ALL SURFACE INLETS WITHIN THE LIMITS OF DISTURBANCE AND ON ALL INLETS THAT MAY RECEIVE RUNOFF FROM THE DISTURBED PROJECT. CONTRACTOR SHALL MAINTAIN INLET FILTERS FOR THE DURATION OF THE PROJECT AND THEY SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION.



PRELIMINARY
NOT FOR CONSTRUCTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.00 WIN 022809.00	
SIGNATURE: <i>[Signature]</i> P.E. NUMBER: 6452 DATE: 3/26/14	
DATE: 03/14	BY: RWH
PROJ. MANAGER: J. MITCHELL	DESIGN-REVIEWED: [] CHECKED-REVIEWED: [] DESIGN-REVIEWED: [] DESIGN-REVIEWED: [] REVISIONS: 1 REVISIONS: 2 REVISIONS: 3 REVISIONS: 4 FIELD CHANGES
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY EROSION AND SEDIMENT CONTROL PLAN	
SHEET NUMBER SW7 7 OF 9	

Date:3/26/2014

Username:

Division:

Filename: 008_ErosSedNotes.dgn

EROSION CONTROL NOTES:

1. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE PROVIDED IN ACCORDANCE WITH THE LATEST "MAINE EROSION AND SEDIMENT CONTROL BMPs" BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.
2. THE CONTRACTOR SHALL ONLY DISTURB THE AREAS OF THE PROPOSED CONSTRUCTION AND GRADING. ANY DISTURBANCE OUTSIDE THESE LIMITS MUST BE APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL INSTALL ALL EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH THE EROSION CONTROL PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EMPLOYING EROSION CONTROL METHODS BEYOND THE CONTROLS SHOWN ON THE PLANS IN ORDER TO MEET THE ABOVE-REFERENCED DEP EROSION CONTROL STANDARDS.
4. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR RE-GRADING. ALL DISTURBED AREAS ON SITE NOT COVERED BY OR DESIGNATED AS PARKING AREAS, DRIVEWAYS, SIDEWALKS, OR RAILROAD SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED/DESCRIBED IN THE MAINE DEP BMP STANDARDS.
5. PERMANENT SEEDING OR STABILIZATION SHALL BE PERFORMED IMMEDIATELY AFTER FINAL GRADING IS COMPLETED OR TEMPORARY MEASURES SHALL BE APPLIED SUCH AS MULCHING OR SEEDING UNTIL PERMANENT MEASURES ARE IN PLACE.
6. WITHIN 7 CALENDAR DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT, MULCH MUST BE SPREAD ON ANY EXPOSED SOILS.
7. THE CONTRACTOR SHALL STABILIZE ANY SOIL STOCKPILES WHICH WILL REMAIN UNUSED FOR MORE THAN 7 DAYS, OR PRIOR TO A STORM EVENT.
8. ALL EROSION CONTROL DEVICES MUST BE CHECKED WEEKLY AND AFTER EACH SIGNIFICANT RAINFALL TO MINIMIZE PONDING, DAMAGE, DETERIORATION OR UNDERMINING. ANY PROBLEMS SHALL BE REPAIRED IMMEDIATELY. TRAPPED SEDIMENT SHALL BE REMOVED WHEN IT HAS ACCUMULATED TO NO MORE THAN HALF THE ORIGINAL HEIGHT OF ANY BARRIER OR AS OTHERWISE SHOWN ON THE PLANS.
9. ALL TRAFFIC INTO AND OUT OF THE SITE SHALL BE OVER THE STABILIZED CONSTRUCTION ENTRANCE.
10. LINEAR UTILITY CONSTRUCTION SHALL BE SEEDDED AND MULCHED WITHIN 7 DAYS AFTER BACKFILL AND NO MORE THAN 500 FEET SHALL BE OPEN AT ANY ONE TIME. WHERE CONSISTENT WITH JOB SAFETY REQUIREMENTS, ALL EXCAVATED MATERIALS SHALL BE PLACED ON THE UPHILL SIDES OF ALL TRENCHES. ALL TEMPORARY EARTH BERMS SHALL BE SEEDDED AND MULCHED WITH TEMPORARY VEGETATION WITHIN 7 DAYS AFTER GRADING.
11. SEDIMENT BARRIERS MUST BE MAINTAINED UNTIL DISTURBED AREAS ARE PERMANENTLY STABILIZED.
12. EROSION CONTROL DEVICES (CHECK DAMS, SILT SACKS, SEDIMENT BARRIER, STABILIZED CONSTRUCTION ENTRANCE) SHALL BE REMOVED WITHIN 30 DAYS OF FINAL STABILIZATION.
13. SEEDDED AREAS SHALL BE FERTILIZED AND RESEEDDED AS NECESSARY TO ENSURE VEGETATION IS ESTABLISHED.

SEEDING NOTES:

1. ALL FINAL SEEDING SHALL BE COMPLETED WITHIN SEVEN (7) DAYS FOLLOWING FINAL GRADING.
2. ALL AREAS SHALL BE MULCHED IMMEDIATELY AFTER SEEDING. THE CONTRACTOR SHALL MONITOR THE MULCH PERFORMANCE AND, IF MULCHING PROVES TO BE INEFFECTIVE, THEN NETTING AND MATTING SHALL BE USED IN ITS PLACE.
3. SEEDING SHALL BE PERFORMED BETWEEN APRIL 15TH AND OCTOBER 1ST (WITHOUT DORMANT SEEDING).
4. IF SEEDING IS APPROVED BY THE ENGINEER BEYOND THOSE DATES, DORMANT SEEDING SHALL BE APPLIED AT DOUBLE THE APPLICATION RATE. IN THIS CASE, ALL FERTILIZING, SEEDING AND MULCHING SHALL BE COMPLETED ON THE SAME DAY IMMEDIATELY AFTER THE LOAM IS SPREAD. FINAL GRADING SHALL BE LIMITED TO AREAS WHICH CAN BE COMPLETED AND SEEDDED THE SAME DAY.
5. USE PERMANENT SEED MIXES AND RATES BETWEEN 5/15 AND 9/30.
6. USE TEMPORARY SEED MIXES FOR PERIODS LESS THAN 12 MONTHS. IF USING TEMPORARY SEED MIXES AND RATES BETWEEN 10/1 AND 5/14, RE-SEED WITH PERMANENT SEED MIX AFTER 5/15.

PERMANENT SEED (CONSERVATION MIX):			
CROWN VETCH	21.78	LBS/ACRE	
TALL FESCUE	32.67	LBS/ACRE	
CREEPING RED FESCUE	32.67	LBS/ACRE	
PERENNIAL RYGRASS	52.27	LBS/ACRE	
WHITE CLOVER	6.53	LBS/ACRE	
BIRDSFOOT TRIFOLIUM	3.92	LBS/ACRE	
REDTOP	2.61	LBS/ACRE	

TEMPORARY SEED:			
OATS	80.00	LBS/ACRE	4/01-5/14
ANNUAL RYEGRASS	40.00	LBS/ACRE	
SUDAN GRASS	40.00	LBS/ACRE	5/15-8/14
ANNUAL RYEGRASS	80.00	LBS/ACRE	5/15-9/14
WINTER RYE	112.00	LBS/ACRE	9/15-9/30
WINTER RYE (PROTECT WITH MULCH COVER)	112.00	LBS/ACRE	10/01-3/31

LIME AND FERTILIZER:
LIMING AND FERTILIZER RATES WILL BE BASED ON FIELD SOIL TESTING OF ON-SITE TOPSOILS BY A CERTIFIED LABORATORY. SUBMIT TEST RESULTS TO THE ENGINEER.

SEEDING NOTES (CONTINUED):

MULCH:		
STRAW OR HAY (ANCHORED)	70-90	LBS PROTECTED AREAS
STRAW OR HAY (ANCHORED)	185-275	LBS WINDY AREAS
SHREDDED OR CHOPPED	185-275	LBS
JUTE MESH	AS REQUIRED MODERATE TO HIGH VELOCITY AREAS & STEEP SLOPES	
EXCELSIOR MAT	AS REQUIRED	
MULCH ANCHORING:		
PEG AND TWINE	LIQUID ASPHALT	
MULCH NETTING	WOOD CELLULOSE FIBER	
ASPHALT EMULSION	CHEMICAL TACK	

WINTER CONSTRUCTION NOTES:

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75 % MATURE VEGETATION COVER, OR RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDER TAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDDED, AND MULCHED. HAY AND STRAW MULCH RATES SHALL BE A MINIMUM OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES
STOCKPILES OF SOIL OR SUBSOIL WILL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS./1,000 S.F. (3 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOODWASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.
2. NATURAL RESOURCES PROTECTION
ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75 % MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) WILL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA.
3. SEDIMENT BARRIERS
DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOODWASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.
4. MULCHING
ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW WILL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA WILL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FEET (3 TONS/ACRE) AND ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH.
- BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER PEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL TACK OR WOOD CELLULOSE FIBER. WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT. AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORK DAY.

5. MULCHING ON SLOPES AND DITCHES
SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS./1,000 S.F. ON ALL SLOPES GREATER THAN 8 %. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3 % FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8 %. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES OF 8 %. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES. FOLLOWING THE TEMPORARY AND OR FINAL SEEDING AND MULCHING.
6. SEEDING
BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS./1000 S.F. ALL AREAS SEEDDED DURING THE WINTER WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS SUFFICIENTLY VEGETATED (LESS THAN 75 % CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

WINTER CONSTRUCTION NOTES (CONTINUED):

7. WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSIONS WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.
8. INSPECTION AND MONITORING
MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTION. FOLLOWING THE TEMPORARY AND OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL IN THE SPRING INSPECT AND REPAIR ANY DAMAGES AND/ OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 85 TO 90 % OF AREAS VEGETATED WITH VIGOROUS GROWTH.

STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER:

1. STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS
THE APPLICANT WILL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 15. THE APPLICANT WILL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 15. IF THE APPLICANT FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 15, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE DITCH FOR LATE FALL AND WINTER.
INSTALL A SOD LINING IN THE DITCH – THE APPLICANT WILL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL, AND ANCHORING THE SOD WITH JUTE OR PLASTIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.
INSTALL A STONE LINING IN THE DITCH – THE APPLICANT WILL LINE THE DITCH WITH STONE RIPRAP BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE APPLICANT WILL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.
2. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES
THE APPLICANT WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE APPLICANT WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. THE DEPARTMENT WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (10H:V) TO BE A SLOPE. IF THE APPLICANT FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.
STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS – BY OCTOBER 1 THE APPLICANT WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT WILL COVER THE SLOPE WITH A LAYER OF WOODWASTE COMPOST AS DESCRIBED IN ITEM III OF THIS CONDITION OR WITH STONE RIPRAP AS DESCRIBED IN ITEM IV OF THIS CONDITION.
STABILIZE THE SLOPE WITH SOD – THE APPLICANT WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:V).
STABILIZE THE SLOPE WITH WOODWASTE COMPOST – THE APPLICANT WILL PLACE A SIX-INCH LAYER OF WOODWASTE COMPOST ON THE SLOPE BY NOVEMBER 15. PRIOR TO PLACING THE WOODWASTE COMPOST, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT WILL NOT USE WOODWASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
STABILIZE THE SLOPE WITH STONE RIPRAP – THE APPLICANT WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.
3. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS
BY SEPTEMBER 15 THE APPLICANT WILL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE APPLICANT FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.
STABILIZE THE SOIL WITH TEMPORARY VEGETATION – BY OCTOBER 1 THE APPLICANT WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE APPLICANT WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM III OF THIS STANDARD.
STABILIZE THE SOIL WITH SOD – THE APPLICANT WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
STABILIZE THE SOIL WITH MULCH – BY NOVEMBER 15 THE APPLICANT WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

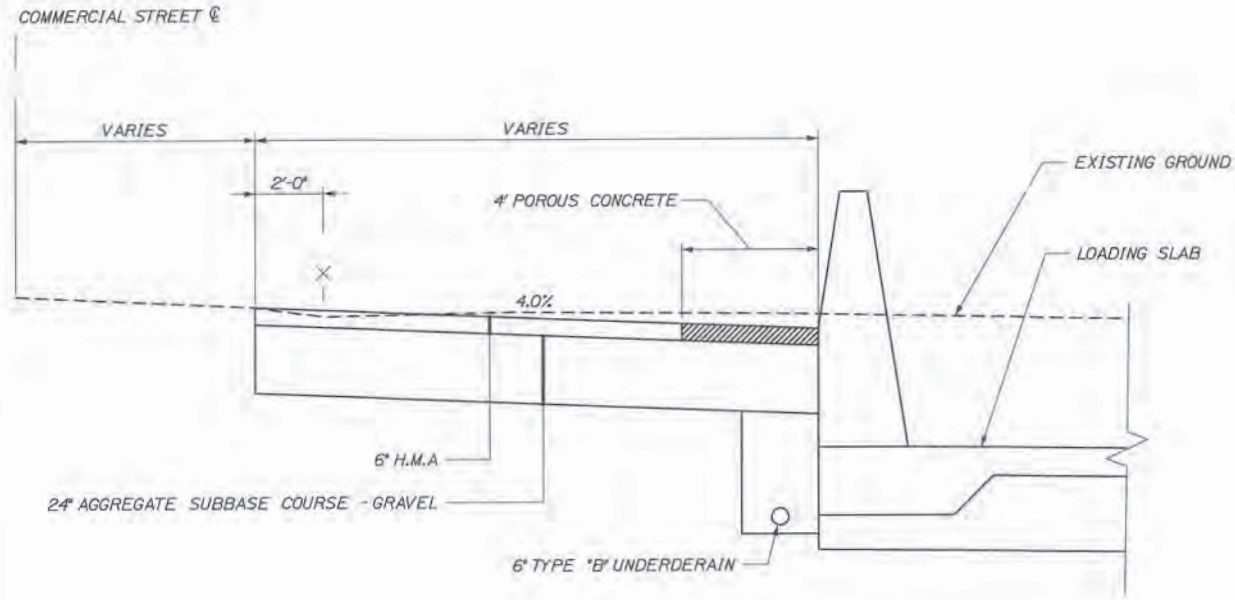
STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.00 WIN 022809.00	 SIGNATURE: <i>Robert L. Jones</i> P.E. NUMBER: 6527 DATE: 3/26/14
DATE: 03/26/14 BY: MFC J. WITROUSE DESIGN: DETAILED CHECKED: REVIEWED DESIGNED: DETAILED REVISIONS: 1 REVISIONS: 2 REVISIONS: 3 REVISIONS: 4 FIELD CHANGES	PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY EROSION AND SEDIMENTATION CONTROL NOTES
SHEET NUMBER SW8 8 OF 9	

Date: 3/26/2014

Username:

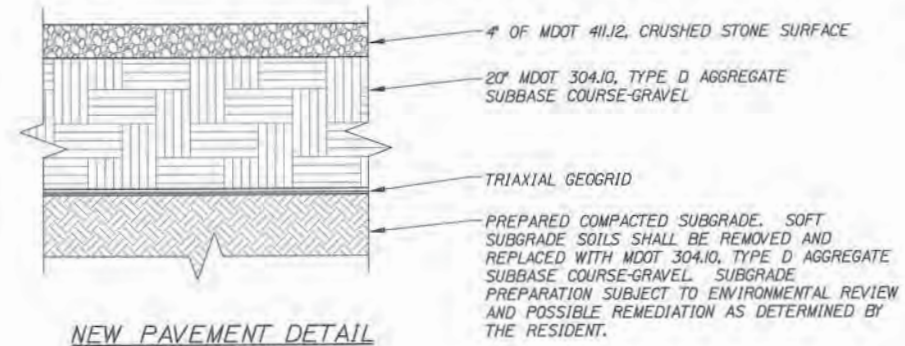
Division:

Filename: 009_ErosionDetails.dgn

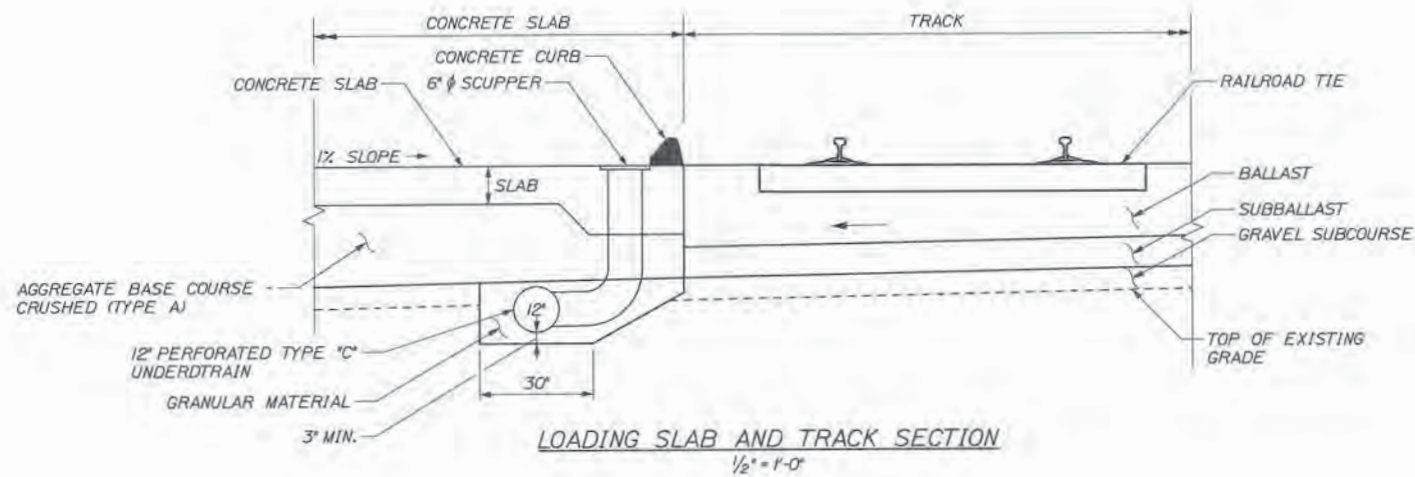


COMMERCIAL STREET SHOULDER WIDENING
NOT TO SCALE

NOTE:
TYPE D AGGREGATE SUBBASE SHALL HAVE BETWEEN 4% AND 7%
FINES (PERCENT PASSING #200 SIEVE) TO ACT AS A FILTER LAYER.



NEW PAVEMENT DETAIL
NOT TO SCALE



LOADING SLAB AND TRACK SECTION
1/2\"/>

PRELIMINARY
NOT FOR CONSTRUCTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.00		WIN 022809.00	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		EROSION CONTROL DETAILS		SHEET NUMBER SW9 9 OF 9	

DATE: 3/26/14
BY: MFC
PROJECT MANAGER: J. WITTREDE
DESIGN-DETAILED: CRM
CHECKED-REVIEWED: MFC
DESIGN-DETAILS: MFC
REVISIONS: 1, 2, 3, 4
FIELD CHANGES: 1

Matthew Phillips

From: Mitch Elliott <mielliott@HNTB.com>
Sent: Friday, March 28, 2014 9:54 AM
To: Chamberlain, Kristen (Kristen.Chamberlain@maine.gov); Tibbetts, Stephen W (Stephen.W.Tibbetts@maine.gov)
Cc: Craig Morin; 'Kittredge, Joel (Joel.C.Kittredge@maine.gov)'; Patrick Carroll (pcarroll@carroll-assoc.com); mphilips@carroll-assoc.com
Subject: Portland Laydown and connecting corridor (IMT) - Stormwater Report
Attachments: 00_PORTLAND-IMT STORMWATER REPORT 03-26-14.pdf; _Certification_.htm

The attached revised stormwater report was provided to the DEP Wednesday 3/26 and it addressed Ben Viola's comments. Additionally, it's worth noting that Marybeth agreed to consider the concrete loading slab a linear portion of the project thus eliminating the need to treat runoff from the slab.

I have not heard back from John Hopeck regarding my response to his comments.

I will let you know once I receive any comments.

Mitch

From: Viola, Ben [mailto:Ben.Viola@maine.gov]
Sent: Wednesday, March 26, 2014 8:43 AM
To: Mitch Elliott
Subject: RE: Portland Laydown and connecting corridor (IMT)

I have added to your response below.

Ben Viola

Environmental Engineer in the Bureau of Land and Water Quality

Phone: 207-822-6365 (*desk*)

207-822-6300 (*receptionist*) 207-822-6303 (*fax*)

ben.viola@maine.gov

From: Mitch Elliott [<mailto:mielliott@HNTB.com>]
Sent: Wednesday, March 26, 2014 7:36 AM
To: Viola, Ben
Subject: RE: Portland Laydown and connecting corridor (IMT)

Good morning Ben, I am hoping to deliver to you revised drawings and tables today but have a couple questions regarding the revised stormwater submittal, see red below:

From: Viola, Ben [<mailto:Ben.Viola@maine.gov>]
Sent: Tuesday, March 25, 2014 11:07 AM
To: Mitch Elliott; Chamberlain, Kristen; Richardson, Marybeth

Cc: Tibbetts, Stephen W; Hodgkins, Nick; Craig Morin; Hopeck, John T

Subject: RE: Portland Laydown and connecting corridor (IMT)

This e-mail is in follow up to my telephone conversation with Mitch Eliot this morning. Items we discussed were:

- Professional Stamps - The plans and report the Maine Department of Environmental Protection (MDEP) received were not stamped by the professional that prepared them. The Department requires all submittals be stamped by the professional that performed the work. I have revised the Pre- and Post-Development plans to include updated tables. Can only these be stamped along with the cover of the report? My concern is that the Site and Grading plans are not yet at the final design stage and therefore we're a bit hesitant to put an engineer's stamp on these. They are however included in the revised narrative as an appendix. We are looking for final plans, so the stamped plans are the standard. If the final plans will be different the MDEP will need to review them.
- General Standard – The applicant is pulling together the final treatment tables for the site and is planning to use the exemption allowed in the Memorandum of Agreement (MOA) between Maine Department of Transportation (MDOT) and MDEP regarding treatment of the linear portion of the project. To use the exemption the areas in question will need to be determine by the MDEP project manager, Marybeth Richardson, to be linear. I have revised the tables and updated them as shown on the Pre- and Post-Development plans. I have also revised the stormwater narrative which discusses the MOA, the associated exemptions with regards to the General Standards, and also revised the section that discusses the concrete loading slab classification of linear as we had discussed. Therefore I was planning on re-submitting the entire package so you have one complete package. We will wait for a determination from Marybeth that the rail loading slab portion of the project is linear before submitting to the City. Marybeth is ok with the rail loading slab portion being linear.
- Basic Standard - In my understanding of the MOA between MDOT and MDEP, MDOT is not required to submit a maintenance plan but to follow the practices of MaineDOT Best Management Practices for Erosion and Sedimentation Control manual. Therefore, I did not review a maintenance plan for this project. As we discussed on the phone, I will provide the draft SWPPP for the IMT facility. We are meeting with the facility tomorrow morning to review and add more detail to this plan but at least you will see that we're addressing erosion control, maintenance and inspection, and recordkeeping. That's fine, however that will not be part of my review.

Please let me know if you disagree with any of the above.

Ben Viola

Environmental Engineer in the Bureau of Land and Water Quality

Phone: 207-822-6365 (*desk*)

207-822-6300 (*receptionist*) 207-822-6303 (*fax*)

ben.viola@maine.gov

From: Mitch Elliott [<mailto:mielliott@HNTB.com>]

Sent: Thursday, March 20, 2014 3:52 PM

To: Chamberlain, Kristen; Hopeck, John T

Cc: Tibbetts, Stephen W; Richardson, Marybeth; Viola, Ben; Hodgkins, Nick; Craig Morin

Subject: FW: Portland Laydown and connecting corridor (IMT)

Hi Kristen,
Thanks for forwarding John's comments.

John,
I have provided responses in red below and hope that I have addressed each question appropriately. I have also attached the AMEC report which I reference in my responses. Please let me know if you have further questions regarding my responses or the project itself.
Mitch

Mitch Elliott P.E.
HNTB Corporation
340 County Road, Suite 6-C
Westbrook, Maine 04092

direct 207-228-0901
tel 207-774-5155 x80901
fax 207-228-0909
www.hntb.com

From: Chamberlain, Kristen [<mailto:Kristen.Chamberlain@maine.gov>]
Sent: Friday, March 14, 2014 12:36 PM
To: Tibbetts, Stephen W; Mitch Elliott
Subject: FW: Portland laydown and connecting corridor

Kristen Chamberlain
Bridge, Multi Modal and Traffic Team Leader
Environmental Office
Maine Department of Transportation
(207) 557-5089
(207) 624-3101 Fax

From: Hopeck, John T
Sent: Friday, March 14, 2014 10:38 AM
To: Chamberlain, Kristen
Cc: Richardson, Marybeth; Viola, Ben
Subject: Portland laydown and connecting corridor

Hi Kristen. Here are a couple of questions about the facility. With any luck, we'll lose a lot of snow by the end of the month and it will be possible to see something out there.

- 1) Page 5 of the stormwater report says that approximately twelve inches of "existing granular soils will be removed". Was this area of soil removal analyzed as part of a Phase I or Phase II investigation? If so, the results of that investigation should be submitted. If not, what evidence indicates absence of contamination in these materials? Where is the removed material to be disposed? **We discussed whether a Phase I or II ESA had been done at the meeting with DEP but did not have an answer. Craig suggested that Dwight Doughty maybe take a look in the boxes of stuff to see what he can find. As we have not seen anything we are assuming one has not been done. The only report we have reviewed is from March 14, 2014 by AMEC which only identifies three contaminated areas on the site. Two are within our project limits and the other is within the Unitil site. One of the hazard areas on the IMT site was noted as being a gravel mound that was removed and the other on our site is the VRAP area near the shoreline. The AMEC report indicates contaminants are 2-5 feet below grade in the**

VRAP area. Our preliminary design considered approximately 12" of excavations across the site. We are now considering raising grades across the site to limit excavations to 6"+/- which only removes the undesirable top layer which includes some organic matter. The AMEC report does not limit future use or excavations within the VRAP area and therefore we feel comfortable removing the a thin surface layer and replacing it with 24" of clean material. This also is not anticipated to be of concern for the rest of the site as no contaminated areas have been brought to our attention that should cause us to revise our design.

- 2) The proposed contours on Sheet C8 (Site Grading Plan, 11 of -) are not clearly labeled, but show alteration of possibly the entire VRAP area; this is not discussed in the stormwater report or other material received. Is that area proposed for development as part of this project? If so, there could be additional questions related to the proposed plan of development in the VRAP area. As discussed in my response to item #1, the proposed disturbance to the VRAP area is limited to only minimal excavations as noted in item #1 and installation of the 24" granular/crushed stone surface. No excavations are proposed that could extend into the VRAP envelope and therefore we feel that improvements in this area will not have negative impacts on the VRAP area. The AMEC report does not make recommendations limiting future use of this area upon completion of the VRAP. We feel that development of this area, and for the rest of the site for that matter, does not have a significant impact on the underlying soils. Marybeth had indicated following up with Nick H regarding the VRAP. Who is Nick and how would he be able to help out with this?
- 3) The stormwater report refers to almost any filtration as treatment. Although, as we discussed, use of porous pavement is not treated as infiltration for the purposes of groundwater protection under Chapter 500 provided that other relevant Appendix D criteria are met, it should not be assumed that granular fill and railroad ballast provide anything other than minimal filtration; I would, in general, be cautious about calling this "treatment" in any meaningful sense. We have followed the guidelines of the Manmade Pervious Surfaces BMP, Section 7.7, in order to provide treatment of stormwater runoff at the IMT Facility. There seems to be a bit of flexibility in this BMP that allows alternative pavement/surface systems but there are specific requirements that must be met. Of these requirements are maintaining light to moderate traffic volumes, maintaining flat slopes (<5%), minimize sediment loading (such as winter sanding), and course clean aggregate for use as reservoir course. Additionally, the filter layer is required to be a minimum of 8" with between 4 and 7% fines. The crushed stone surface acts to collect the 1" storm and therefore meets the reservoir criteria and the 20" granular base material is noted on the plans to require 4-7% fines. We have used the guideline in the BMP to design an alternative to the filtration BMP that works for our site. We have located the storage reservoir at the surface as this material also acts as the operating surface for the yard where typically the reservoir layer would be under a layer of porous pavers and the filter layer. We feel that the filter layer and reservoir course should have the same final end result in that stormwater runoff will be sufficiently "treated" before allowed to infiltrate into underlying soils. This is all provided that the crushed stone surface is properly inspected and maintained and therefore this will be part of the annual inspection and maintenance program for the IMT facility. In order to meet the other relevant criteria, certain uses must be specifically prohibited in the porous pavement area and any area draining to it, including but not limited to storage of salt or salt/sand mixtures, bulk storage of petroleum products, maintenance or washing of vehicles and equipment, long-term (i.e., for longer than necessary to accomplish loading and unloading – obviously in this case railcars might be at the site for some time to accommodate this process, but the idea is that vehicles and equipment should not be essentially abandoned in these areas) storage of vehicles and equipment, and other activities that present risks of significant pollutant discharges to groundwater. This concern will be addressed in that the use of the porous chassis storage yard will be limited such that storage of possible contaminants will be prohibited. The IMT will not be allowed to store the items listed above and this portion of the site will not be used for maintenance or washing of vehicles and equipment. This will become part of the IMT facility operations manual and the Maine Port Authority will ensure this is upheld as long as the surface is porous.

Let me know if you have any questions. Good to see you again.

- John

From: Chamberlain, Kristen [<mailto:Kristen.Chamberlain@maine.gov>]
Sent: Friday, March 14, 2014 12:36 PM
To: Tibbetts, Stephen W; Mitch Elliott
Subject: FW: Portland laydown and connecting corridor

*Kristen Chamberlain
Bridge, Multi Modal and Traffic Team Leader
Environmental Office
Maine Department of Transportation
(207) 557-5089
(207) 624-3101 Fax*

From: Hopeck, John T
Sent: Friday, March 14, 2014 10:38 AM
To: Chamberlain, Kristen
Cc: Richardson, Marybeth; Viola, Ben
Subject: Portland laydown and connecting corridor

Hi Kristen. Here are a couple of questions about the facility. With any luck, we'll lose a lot of snow by the end of the month and it will be possible to see something out there.

- 1) Page 5 of the stormwater report says that approximately twelve inches of "existing granular soils will be removed". Was this area of soil removal analyzed as part of a Phase I or Phase II investigation? If so, the results of that investigation should be submitted. If not, what evidence indicates absence of contamination in these materials? Where is the removed material to be disposed?
- 2) The proposed contours on Sheet C8 (Site Grading Plan, 11 of -) are not clearly labeled, but show alteration of possibly the entire VRAP area; this is not discussed in the stormwater report or other material received. Is that area proposed for development as part of this project? If so, there could be additional questions related to the proposed plan of development in the VRAP area.
- 3) The stormwater report refers to almost any filtration as treatment. Although, as we discussed, use of porous pavement is not treated as infiltration for the purposes of groundwater protection under Chapter 500 provided that other relevant Appendix D criteria are met, it should not be assumed that granular fill and railroad ballast provide anything other than minimal filtration; I would, in general, be cautious about calling this "treatment" in any meaningful sense. In order to meet the other relevant criteria, certain uses must be specifically prohibited in the porous pavement area and any area draining to it, including but not limited to storage of salt or salt/sand mixtures, bulk storage of petroleum products, maintenance or washing of vehicles and equipment, long-term (i.e., for longer than necessary to accomplish loading and unloading – obviously in this case railcars might be at the site for some time to accommodate this process, but the idea is that vehicles and equipment should not be essentially abandoned in these areas) storage of vehicles and equipment, and other activities that present risks of significant pollutant discharges to groundwater.

Let me know if you have any questions. Good to see you again.

- John

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.

18. Summary of Consistency with Related City Master Plans

Summary of Consistency with Related City Master Plans

The are no current City of Portland Master Plans that are applicable to the Waterfront Port Development Zone (WPDZ).

19. Evidence of Utilities Capacity to Serve

Evidence of Utilities Capacity to Serve

See enclosed ability to serve letters from CMP and Portland Water District.



CENTRAL MAINE POWER

February 24, 2014

HNTB
C/O Mr. Craig Morin
340 County Road
Westbrook, Maine 04092

RE: Three Phase Electric Service, West Commercial Street, Portland, Maine

Dear Mr. Morin,

This letter is to advise you Central Maine Power has three phase electrical service in the area to serve the subject project.

Once the project is accepted by the City of Portland, the owner will need to call our Customer Service Center at 1-800-565-3181 to sign up for a New Account and a Work Request Order so we may provide an actual cost.

I will need to know what size service and voltage the Customer will be requesting.

If you have any questions please feel free to call me at 828-2882.

Sincerely,

Paul DuPerre
Energy Service Specialist





Portland Water District

FROM SERAGO LAKE TO CASCO BAY

April 3, 2014

HNTB Corporation
340 County Road, Suite 6C
Westbrook, ME 04092

Attn: Mitch Elliott, P.E.

Re: Portland International Marine Terminal; 460 Commercial Street, Portland
Ability to Serve with PWD Water

Dear Mr. Elliott:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on March 27, 2014. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

Please note that this letter does not constitute approval of this project from the District. Please review this letter for any special conditions specified by the District and to determine the appropriate next steps to take to move your project through the submittal and approval process.

Existing Site Service

According to District records, the project site does currently have existing water service. An 8-inch diameter ductile iron fire service line with a domestic service line tapped on private, located as shown on the attached water service card, provides water service to 2 West Commercial Street. A second domestic service was tapped on private off the fire service line to serve the New Yard, LLC's boat yard; this service is not currently metered or recognized as a District customer. A 1-inch diameter HDPE domestic water service, located as shown of the attached water service card, provides water service to the Maine DOT maintenance and generator building for Casco Bay Bridge (528 Commercial Street). Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

Water System Characteristics

According to District records, there is a 12-inch diameter cast iron water main on the north side of Commercial Street and multiple public fire hydrants located across the street from the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location: Commercial Street 400' east of Beach Street
Hydrant Number: POD-HYD00069
Last Tested: 9/13/2011
Static Pressure: 106 psi
Residual Pressure: 100 psi
Flow: 1,209 GPM



Existing Sewer Service

Wastewater from the existing Unitil building discharges through a private sewer service into the Portland Water District's existing 48-inch interceptor sewer. We have previously sent the relevant sewer record drawing of this sewer main to your attention.

Proposed Public Fire Protection

It is not anticipated that this project will include the installation of new public hydrants to be accepted into the District water system. The decision to require new hydrants and to determine their locations is solely that of the local fire department. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Proposed Domestic Water Needs

The ability to serve request dated March 26, 2014 does not mention the need for new domestic water supply to the IMT. The District understands that the domestic water needs of the leased Unitil site will not change as a result of the development.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact the MEANS Division to request a hydrant flow test and we will work with you to get more complete data.

Conditions of Water Service

Note that all water infrastructure on the property will be classified as private service lines to be owned and maintained by the property owner; PWD will not own any public mains within the site. The existing 8-inch fire service may be used by the proposed development as long as the project team determines that it will provide adequate flow and pressure for the proposed use. As shown on the Site Utility Plan, this 8-inch service will provide fire protection to both the leased Unitil site and the IMT site. The account for the fire service line will need to be assumed by one of these entities, as PWD will recognize only a single account holder and customer for this private fire protection service.

The existing domestic service to the Unitil site is a non-conforming service. As part of this project the service must be brought up to current standards. The tap off the fire service on private property must be terminated and the domestic service line should be relocated to tap the fire service within the Commercial Street public way. Separate control valves will be required within the public way on both the domestic and fire services so they may be operated independently.

The new services that were installed to serve the New Yard, LLC's boat yard must be terminated. New services for the New Yard property should be installed from the water main in Commercial Street. Since the New Yard property does not have frontage on Commercial Street, an easement will be required from the IMT site citing the right to install and maintain utilities.

The existing 1-inch service line that serves the Maine DOT maintenance and generator building should be maintained to serve the existing building only.

Conditions of Sewer Service

The District's 48" interceptor sewer, located partially within the site, conveys a significant portion of the City's wastewater flow towards the East End Treatment Facility. As part of preliminary discussions with MDOT/HNTB, the District noted that the proposed construction of a reinforced concrete slab over the interceptor is not compatible with the existing utility easement. The District worked with MDOT to look at alternatives which included a structural lining of the interceptor. If the structural lining is the preferred alternative, construction details must be reviewed and approved by the District. An easement modification will also need to be approved by the Board of Trustees of the District.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District



Rico Spugnardi, P.E.
Senior Project Engineer

20. Summary of Solid Waste Generation & Proposed Management

Summary of Solid Waste Generation & Proposed Management

No significant new waste will be generated from the daily operations of the proposed facility expansion. There will be one security guard with a small shack and most likely only a small waste can. All equipment will be serviced at the existing terminal building. At the existing terminal there are two existing dumpsters (both 10 C.Y. capacity) which have the ability to handle the small amount of new solid waste generated from the expansion. These containers are serviced by Troiano, an independent solid waste contractor, on a weekly basis. The waste is typically domestic goods such as paper, miscellaneous trash, and cardboard which is generated from office and warehouse type uses.

All waste generated from the site preparation and general site work will be collected and separated on-site until they are removed and disposed of properly, off-site, by a private contractor. Required tree clearing and grubbing will be performed by qualified personnel and the logs, brush, and stumps will be either taken off-site for disposal or ground/chipped on-site by a portable stump grinder and used as erosion control mulch.

21. Fire Safety Plan and Fire Safety Assessment / Code Summary (NFPA 1) and Fire Department Technical Standards

Fire Safety Plan and Fire Safety Assessment / Code Summary (NFPA 1) and Fire Department Technical Standards

See enclosed Fire Safety Plan along with a Fire Safety Assessment / Code Summary.



FIRE RISK MANAGEMENT, INC

1 Front St., Bath, ME 04530
207/442-7200 [221-1295 (fax)]
www.fireriskmgt.com

Date: 10 March, 2014

Memo Report

From: W. Mark Cummings, P.E.

To: Mr. Craig Morin; HNTB

Subject: **Fire Safety Assessment of the International Marine Terminal, Portland, ME.**

As requested, Fire Risk Management, Inc. (FRM) has performed a review of the proposed site layout for the planned expansion of the International Marine Terminal (IMT) in Portland, ME. The purpose of this review is to evaluate the proposed layout for and operations within, the newly expanded areas of the IMT and to assess the requirements for providing adequate fire and life safety protection throughout this new area.

Background

The Portland IMT site is continuing to be upgraded and expanded to further increase the capabilities and flexibility of this facility to better serve its clients. The site is now being expanded to primarily support the receipt, temporary storage, and shipment of bulk containers of a variety of cargo/materials. The site improvements are being designed by HNTB Corporation of Westbrook, ME. This fire safety assessment is based on the site plan documents provided by HNTB that depict the proposed expansion of the IMT to the west of the Casco Bay Bridge, including the proposed fire protection features as outlined on the Fire Protection Plan; drawing C17 (see Attached). This new area is to be used for the temporary storage of bulk containers and for the loading of these containers on to rail cars.

The operations being performed at the Portland IMT are generally of an industrial nature, with only a limited number and type of potential fire hazards. This is primarily due to the fact that the port's primary operations consist of the loading and offloading of bulk storage containers; both for dry goods and liquids. Under normal operations, none of the contents of these containers are directly exposed to these operations or the ambient environment. As such, unless the containers themselves become damaged, the fire risk associated with any container is relatively low, regardless of the combustibility/flammability of the specific contents, since the contents are isolated from any potential, external ignition source. However, it is this potential for the containers to be damaged that results in the need to continue to consider and implement measures to mitigate any fire risks that may be associated with the materials being transported within the various containers, along with ensuring adequate access is provided to all containers by emergency response personnel (firefighters) and equipment.

The general fire protection requirements outlined by the National Fire Protection Association (NFPA) for facilities such as the Portland IMT are based on both the specific operations being conducted at the facility and the expected types of materials that are being handled. Based on the information provided for the new area, it is understood that no materials that would meet the NFPA's (or Department of Transportation's) definition of "hazardous materials" will be handled or stored within the new area of the Portland IMT; at least at this point in time.

A prior fire safety assessment of the IMT was performed in October 2011 that included an evaluation of the handling and storage of bulk containers of ethanol; a flammable liquid. This current assessment is based on the premise that those containers will continue to be handled and stored only within the previously

designated areas (eastern portion) of the IMT. Should this change and/or other hazardous or flammable materials are to be handled within this new area of the IMT, it is possible that additional fire and life safety protection measures would need to be implemented.

Fire Hazards

In general, it is understood that the majority of shipping containers that are to be handled by the Portland IMT are of the “standard” bulk intermodal container type; the majority of which contain dry goods/materials or smaller pre-packaged containers of liquids. The fire risk associated with these containers is typically considered to be low, due to the fact that even if the container itself is damaged and it does contain some combustible or flammable contents, these would not necessarily pose a significant fire threat due to the individual packaging of the contents; thereby minimizing the potential for (initial) involvement of the material(s) being transported, even if a fire is initiated. Should a fire somehow occur, such as one involving the handling equipment, whereby adjacent bulk containers that have quantities of flammable or combustible materials inside may be exposed, there is the potential that these contents could become involved if they are not sufficiently remote from the fire source or cooled to prevent failure of the container’s shell; thereby preventing sufficient transmission of heat through the container’s shell that could result in the ignition of the materials within. Otherwise, there are no other known activities or materials that are associated with the port’s operations within this new area that are considered to pose a notable fire risk. Although a portion of the new site will be adjacent to an existing DOT Bridge Maintenance Building, any potential fire hazards associated with this facility can be precluded by maintaining proper separation.

Review and Assessment of Code & Standards Requirements

Although a number of sources have been used in support of the overall fire hazard assessment associated with the expanded IMT operations, the primary fire protection requirements that are discussed below are those outlined by the applicable code requirements; including those contained in:

- The City of Portland Code of Ordinances, Chapter 10, *Fire Prevention and Protection*
- NFPA 1, *Fire Code*
- NFPA 307, *Standard for the Construction and Fire Protection of Marine Terminals, Piers, and Wharves*
- City of Portland Fire Department Rules and Regulations
- The City of Portland Technical Manual, Section 3 – *Public Safety*

The applicable chapters of NFPA 307 represent the primary source of most of the fire protection requirements for the Portland IMT site. NFPA 1 was reviewed, but in general, the requirements within this code, applicable to the IMT, simply mirror those of NFPA 307. The Fire Prevention and Protection chapter of the City of Portland’s ordinances was also reviewed, but again, did not impose any additional requirements beyond those of NFPA 307; albeit the sections of the City’s Ordinances, Technical Manual, and Fire Department Rules and Regulations that outline requirements for fire hydrants and access by fire department equipment will need to be adhered to.

A significant aspect of the fire protective measures for a marine terminal is having access to adequate firefighting water. This fact is exhibited in the requirement that fire hydrants connected to an adequate water supply be installed throughout the marine terminal yard. Currently, the proposed IMT expansion is to include six (6) additional hydrant and/or standpipe locations, located within the new container storage area and along the access route that will be used to transport the containers from the secured storage area to the railway loading area. These sources for firefighting water are located specifically to meet the NFPA requirements indicate the spacing between hydrants cannot exceed 300 ft, nor that any “dead end” area be more than 150 ft from the nearest hydrant. Due to the specific design of the container loading area and the lack of available space to accommodate the installation of fire hydrants, it is being recommended that a series of standpipes be installed along the concrete barrier that will be separating the railway loading area

from Commercial Street. The proposed hydrant and standpipe locations throughout the expanded IMT site are depicted on the proposed site Fire Protection Plan; drawing C17. Due to the fact that the standpipes will be exposed to freezing temperatures, it is recommended that the standpipe section of the fire water supply system be supplied from a single post indicator valve (PIV), located adjacent to the access point to the loading area. To allow the fire department flexibility in connecting to the individual standpipes after the this portion of the system has been pressurized, it is recommended that each standpipe riser be provided with an isolation valve that will facilitate connection to the individual fire department connections after the PIV has been opened.

Associated with the hydrant (and standpipe) spacing requirements is the need to ensure adequate access is available to the entire yard area by firefighting equipment (trucks). The standards require fire lanes of at least 20 ft in width that will provide access to all areas of the site. The planned design/layout of the new storage yard at the IMT includes truck lanes (spacing between storage “groups”) that far exceed this requirement. The new storage area is a secure area that is completely enclosed by fencing. Access gates are provided on the east and west sides of this area (refer to Dwg C17). Similar to the other access gates for the IMT, Knox boxes will need to be provided at both gates; each containing the necessary key (card) to facilitate the opening of the security gates.

Both NFPA 1 and the City’s ordinances include a requirement to provide a “turn-around” area at the end of any “dead-end” fire access lane that is 150 ft or greater. The railway loading area will be considered a dead-end. However, based on the City’s requirements outlined in their Technical Manual, sufficient area is available at the end of the loading area to accommodate a turn-around; per Figure I-5 of the Technical Manual. Equally, the NFPA also requires that a fire hydrant be located no more than 150 ft. from the end of any dead-end access road. The spacing of the standpipe locations has been designed to accommodate this requirement as well.

NFPA 307 also has a requirement for ensuring fire department “notification” of an emergency. The method(s) used throughout the existing portion of the IMT will need to be extended to include the expanded areas as well. Associated with the notification requirement, the Fire Protection Program that governs the operations at the existing terminal will need to be modified to include this new area; especially as it pertains to restrictions on potential fire ignition sources. This includes restrictions on smoking and/or open flames within 50 ft of any areas that involve the handling and storage of any flammable or combustible materials. Equally, if the potential exists for hot work to be performed within the DOT’s Bridge Maintenance Building, or any other area within the IMT site, this too must be no closer than 100 feet of any operations (including storage) involving flammable or combustible materials. Currently, the planned design/layout for the new storage area is such that the closest point of storage is approximately 30 feet from the DOT’s Bridge Maintenance Building. Any such storage areas that are within 100 ft of the Maintenance Building should be specifically designated to ensure that only containers that are known to contain no flammable or combustible materials are stored at those locations.

Summary and Recommendations:

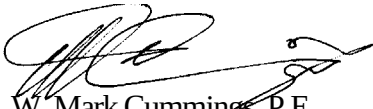
In general, the overall plan for the expansion to the Portland IMT site appears to address the required physical attributes needed to support adequate fire protection; assuming that all modifications depicted on the Fire Protection Plan for the expansion are implemented, including;

1. Install sufficient numbers of fire hydrants and standpipe connections throughout the expanded IMT site to provide adequate access to firefighting water for the Fire Department. The Fire Protection Plan (Dwg C17) should be updated to include the location for a PIV to isolate the standpipe section of the water supply piping. It is understood that the codes do not specifically discuss the use of standpipes in lieu of fire hydrants. However, due to the area restrictions within the railway loading area, coupled with a desire to ensure that no damage occurs to the fire water supply access points (hydrants), this design represents the likely best option to facilitate that goal. However, it will be necessary to obtain input from the fire department to ascertain the

specific type of fire department connections they would prefer be installed on the standpipe risers. It will also be necessary to develop administrative procedures that will ensure that the standpipe system is drained (suctioned) after any time where water has been introduced to this piping during periods when freezing temperatures are anticipated.

2. It will be necessary to ensure that the turn-around area at the end of the railway loading area remains clear of any obstructions that could limit fire department use of this area. Similarly, it may be necessary to provide a means to mark the fire department access lanes outside of the secured storage area to ensure that these lanes remain clear at all times.

Should there be any questions regarding this assessment and the recommendations contained herein, please do not hesitate to contact me.



W. Mark Cummings, P.E.
Principal Fire Protection Engineer

Maine Port Authority
International Marine Terminal

FIRE SAFETY PLAN

(Rev. 01, 24 March, 2014)

Fire Safety Program

As part of the overall objective to ensure that adequate fire and life safety protection are provided at the Portland International Marine Terminal (IMT), a Fire Safety Program has been implemented. This Fire Safety Plan outlines not only the fire protection and life safety systems that are installed throughout the IMT, but also provides specific operational requirements that are designed to minimize any potential fire risks to personnel or property, resulting from flammable or combustible materials that are being used, handled, and/or stored at the IMT site. In general, the IMT Fire Safety Program consists of:

- Installed fire protection and life safety systems that are distributed throughout the IMT site to support both early notification of a fire emergency and provide ready access to firefighting water,
- Operational and administrative procedures that provide guidance for ensuring that day-to-day operations at the IMT are conducted in a fire-safe manner, and
- The assignment of personnel responsible for the oversight of the fire safety measures implemented at the IMT.

All three facets of the program must be maintained and administered on a day-to-day basis to ensure that operations within the IMT are conducted in the most fire safe manner possible and that if a fire emergency does occur, that emergency responders have ready access to all portions of the site, including the installed fire protection systems.

Fire Protection Systems

The fire protection systems installed at the Portland IMT consist of both a fire alarm/notification system and a fire water supply system to support manual firefighting operations. The fire alarm/notification system consists of six (6) manual fire alarm pull stations that are installed at locations throughout the IMT site. These pull stations provide a means for rapid notification of emergency responders to a fire or other emergency at the site. The general locations of these pull stations are included on Attachment 1; the site's Fire Safety Plan (Dwg. C17). These pull stations are to be connected to the main fire alarm control panel (FACP) for the main Terminal Building. Upon activation, these will alert the Fire Department via the wireless Master Box system that is connected to the FACP.

In addition to the five (5) Municipal fire hydrants installed along the north side of Commercial Street, adjacent to the IMT site, the private fire water supply system on the IMT site has been updated such that nine (9) fire hydrants and three (3) standpipe connections, which are supplied from the Municipal system, are dispersed throughout the IMT. The three standpipe connections are located along the length of the railroad loading area. Due to space constraints associated with large equipment used to load containers on the rail cars, along with ensuring adequate protection from damage, it was not possible to site hydrants within this area. The standpipes are connected to the remainder of the fire water supply system via a post indicator valve (PIV) that is located adjacent to the west access road from Commercial St. The location of the hydrants and standpipes is intended to maximize the ease of access to firefighting water from all points within the IMT site. Equally, the specified clear space that is to be maintained between all container storage areas has been designed to facilitate the ease of movement and operation of firefighting vehicles within the IMT. The locations for all fire hydrants and standpipes, including the standpipe's PIV, throughout the IMT are indicated on Attachment 1. Although Attachment 1

Maine Port Authority
International Marine Terminal

FIRE SAFETY PLAN

(Rev. 01, 24 March, 2014)

also shows the locations of several existing hydrants that are located on adjacent properties, these are not IMT control and were not considered when evaluating the fire water supply requirements for IMT.

An associated aspect of providing adequate site fire protection capabilities is the need to ensure that the responding Fire Department will have ready access to the site itself. The IMT is a “secure” site, with access from Commercial St. provided by two automatic-opening gates at the eastern end of the IMT, along with the access road at the western end of the site. Additionally, the IMT site includes a secure storage area for the wheeled containers that are awaiting loading on rail cars. This secure storage area is accessed from the eastern end by an automatic-opening gate from within the IMT site, along with another automatic-opening gate on the western side; which is accessed by the (unsecured) roadway on the western end of the site. Each gate is operated by use of a key card. To ensure that the Fire Department will have ready access to all areas of the site, including during non-working hours when the site is unmanned, a “knock” box will be located adjacent to each gate; with each containing the necessary key card that will open the respective gate.

Control of Flammable/Combustible Materials

Inherent in the site Fire Protection Plan is a requirement to control the locations of both potential ignition sources and all flammable and combustible materials; with the emphasis being to maintain separation between the two.

Areas within the IMT site where the potential exists for open flame or other ignition sources to be present are specifically designated. These areas include the IMT Maintenance Shop, the DoT Bridge Maintenance Building, and any designated smoking areas. No flammable or combustible materials are to be stored within 100 feet of the “shop” areas associated with the Maintenance Buildings. Any storage areas within this distance must be designated for non-flammable/combustible materials only, including any bulk containers that may contain flammable or combustible materials. Smoking areas may be designated at locations throughout the IMT site, but these may be no closer than 50 feet from any areas where flammable/combustible materials are used, handled, or stored. All areas designated as either flammable/combustible storage “exclusion” areas or smoking areas must be clearly marked.

The IMT is certified for the handling of bulk containers of ethanol; a flammable liquid. Due to the specific hazards associated with the (temporary) storage of large quantities of flammable liquids, a specific area of the IMT storage yard has been designated for the storage of the bulk ethanol containers. To alleviate the potential for errors, the size of the designated flammable liquid storage area is sufficient to accommodate both the incoming “full” containers and those that are empty and awaiting return shipping. The location for the storage of the bulk flammable liquids containers is highlighted on Attachment 1. Should the site be recertified to handle other types of flammable liquids, the proposed specific location to be designated for storing these additional containers will be reviewed and approved by the Authority(ies) Having Jurisdiction.

Site Fire Safety Coordinator

Although all IMT site personnel will receive basic instruction regarding the fire safety requirements at the IMT, a full-time employee of the Maine Port Authority will be assigned as the site’s Fire Safety Coordinator. This individual will receive specific orientation training that

Maine Port Authority
International Marine Terminal

FIRE SAFETY PLAN

(Rev. 01, 24 March, 2014)

will provide a more in-depth understanding of all facets of the site's Fire Safety Plan. He/She will be responsible for ensuring the day-to-day implementation of, and adherence to, the Fire Safety Plan by all site personnel. Equally, this individual will be responsible for coordinating the IMT fire safety requirements with the site's two adjacent tenants whose personnel must transit portions of the IMT site to reach their respective facilities; the DoT Bridge Maintenance Building and the Canal Landing Boatyard. Each will be instructed as to the specific fire safety requirements to which they must adhere to ensure the safety of all personnel operating at, or immediately adjacent to, the IMT site. At a minimum, this individual's responsibilities will include;

- Ensuring all IMT personnel receive an initial briefing regarding all facets of the site's Fire Safety Program, including the location and use of all fire protection and life safety equipment,
- Acting as the site's primary liaison with the local Fire Department; both for coordinating any maintenance and testing of the fire water supply system and scheduling routine familiarization and training exercises at the IMT,
- Acting as the site's primary liaison with representatives of the DoT Bridge Maintenance facility and Canal Landing Boatyard to ensure they are fully knowledgeable of the fire safety requirements associated with the IMT's operation and their responsibilities when operating within the IMT site.
- Conducting routine site inspections to verify that all fire protection systems remain undamaged and in good working condition and that access to all fire hydrants, standpipes (and controlling PIV), and manual pull stations remains unobstructed, and
- Verifying that all hot work activities are performed only in designated areas, including smoking, and that all flammable and combustible materials are stored within their proper areas.

The Maine Port Authority management will ensure that this individual has the necessary authority to carry out and enforce the assigned responsibilities. Equally, an alternate Fire Safety Coordinator will be designated as/if needed to support periods when the primary designee is unavailable to perform these functions.

Fire Protection and Life Safety Systems Inspection, Testing, and Maintenance

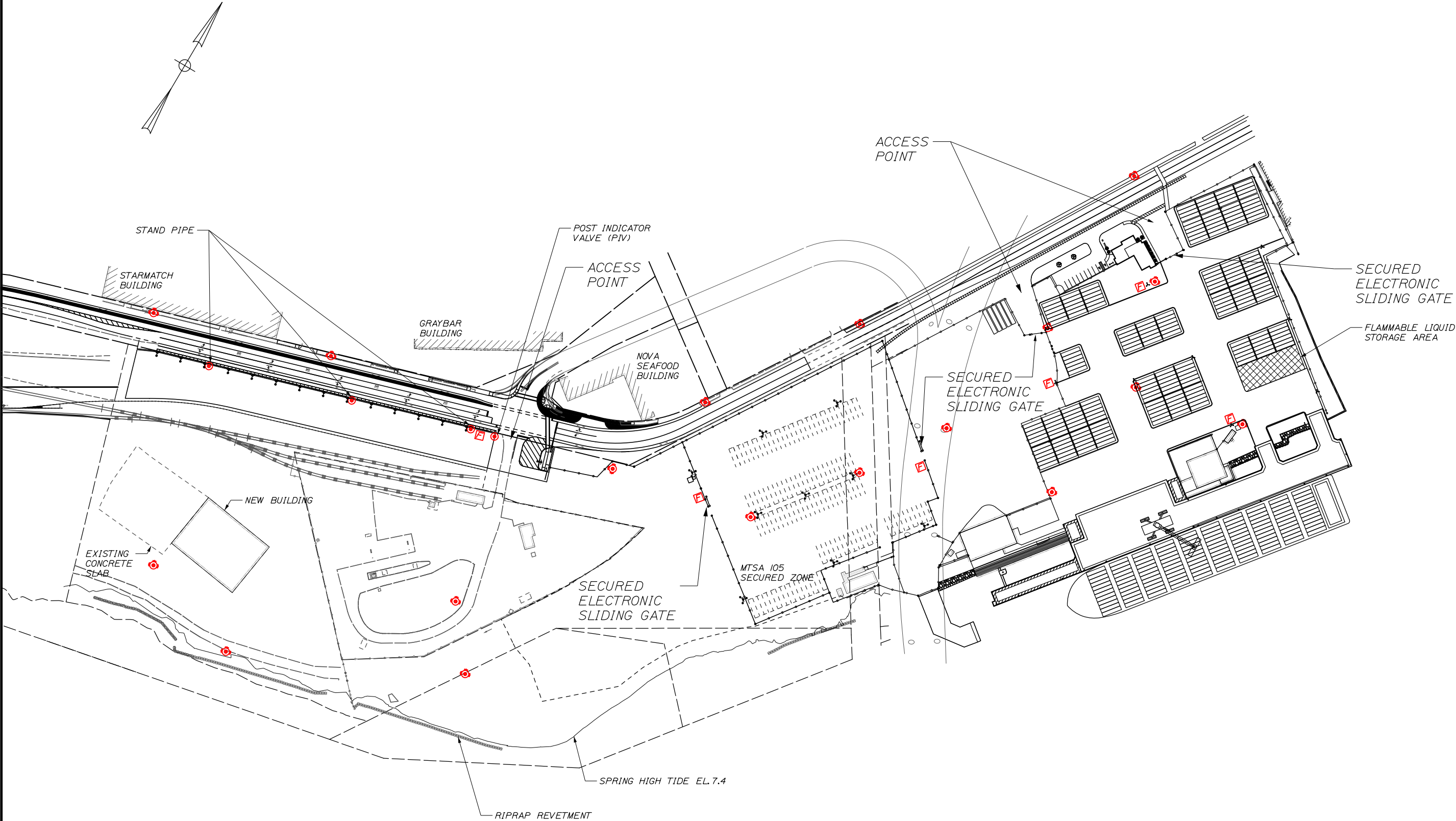
To ensure that all fire protection and life safety systems are operational and ready for use when/if needed, the site's Fire Safety Coordinator will maintain records that demonstrate all installed systems are being properly maintained and tested in accordance with applicable industry codes and standards. The Maine Port Authority will ensure that the site's fire alarm/notification system is being properly inspected, tested, and maintained by an authorized fire alarm contractor. Equally, the Fire Safety Coordinator will work with the Municipal Authorities to ensure that authorized personnel have the necessary access to the site to properly inspect, test, and maintain all components associated with the fire water supply system, including performing the routine hydrant flow tests, along with performing the necessary inspections and testing of the standpipe system, including its controlling PIV.

Date:3/24/2014

Username:

Division:

Filename: 020_FireSafety.dgn



- LEGEND:
- MANUAL PULL STATION
 - FIRE HYDRANT
 - STAND PIPE CONNECTION

- OF -		SHEET NUMBER		PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		PROJ. MANAGER		J. KITTREDGE		BY		DATE		STATE OF MAINE	
						DESIGN-DETAILED		RW		RW		03/14		DEPARTMENT OF TRANSPORTATION	
						CHECKED-REVIEWED		-		-		-			
						DESIGN2-DETAILED2		-		-		-		SIGNATURE	
						DESIGN3-DETAILED3		-		-		-			
						REVISIONS 1		-		-		-		P.E. NUMBER	
						REVISIONS 2		-		-		-			
						REVISIONS 3		-		-		-			
						REVISIONS 4		-		-		-		DATE	
						FIELD CHANGES		-		-		-			
				FIRE SAFETY PLAN										WIN 022809.00	

22. Summary of Conformity with Applicable Design Standards

Summary of Conformity with Applicable Design Standards

The City of Portland Design Standards and Guidelines do not apply to the Waterfront Port Development Zone (WPDZ).

23. Manufacturer's Verification of Equipment Meeting Emission Requirements

Manufacturer's Verification of Equipment Meeting Emission Requirements

Not applicable, there will be no electrical or HVAC equipment that applies as part of this project.

24. Boundary Survey Certification

Boundary Survey Certification

See enclosed survey letter from Owen Haskell.



OWEN HASKELL, INC.

Professional Land Surveyors

390 U.S. Route 1, Unit 10 • Falmouth, ME 04105 • 207/774-0424 • FAX: 774-0511 • www.owenhaskell.com

February 25, 2014

Craig Morin
HNTB Corporation
340 County Road, Suite 6-C
Westbrook, ME 04092

Dear Craig:

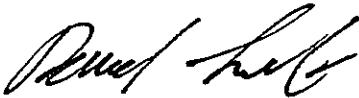
The survey entitled "Boundary Survey on West Commercial Street, Portland, ME made for HNTB Corporation" by Owen Haskell, Inc. dated October 10, 2012 Revised through 02-25-14 does not meet all the City of Portland technical standards under Section 13 for the following reasons:

- incomplete utility information (all rims and inverts & all underground utilities are not shown)

- incomplete topographic information (topographic data has not been obtained in an area at the southern side of the site & within West Commercial St. R/W)

It is my understanding that the Maine DOT is working with the utility companies to locate the underground utilities.

Sincerely,



Randy Loubier, PLS
Staff Surveyor

25. Lighting Summary

Lighting Summary

See enclosed lighting cut sheets and summary.

International Marine Terminal

Commercial Street
Portland, Maine

Page 1

April 4, 2014

SITE LIGHTING

Requirements for site lighting are addressed by the City of Portland in two documents: The City of Portland, Maine Code of Ordinances, and the City of Portland Technical Manual. Listed below are the issues pertaining to the proposed IMT site lighting as relates to the two city documents.

The City of Portland, Maine Code of Ordinances

Chapter 14 – Land Use

Article III Zoning

Division 18.5 Waterfront Port Development Zone

14-320.3(k) Lighting

(k) Lighting: All lighting on the site shall be shielded such that direct light sources shall not unreasonably interfere with vessels transiting the harbor nor have an unreasonable adverse impact on adjacent residential zones.

The proposed IMT site lighting conforms to this requirement. The storage yard lighting fixtures are classified as having cut-off optics according to the *Illuminating Engineering Society of North America (IESNA)*. No light is emitted from these luminaires at angles of 90 degrees or higher.

The City of Portland, Maine Code of Ordinances

Chapter 14 – Land Use

Article V Site Plan

14-526.6 Exterior Lighting

6. Exterior Lighting

a. Site Lighting

- (i) All exterior site lighting, including lighting of building entrances, shall be full cut-off with no light emitted above the horizontal plane or spilled onto adjacent properties and streets. Illumination levels shall be adequate but not excessive for safety, comfort and convenience of occupants and users of the site, and shall conform to applicable standards of Section 12 of the Technical Manual.*
- (ii) For major or minor site plans within or abutting a residential use or zone where light from the proposed development may adversely impact adjacent residential properties, exterior lighting shall employ house-side shielding.*

The luminaires that are located along Commercial Street at the Intermodal Ramp are equipped with house-side shields and are oriented away from Commercial Street.

International Marine Terminal

Commercial Street
Portland, Maine

Page 2

April 4, 2014

SITE LIGHTING

The City of Portland Technical Manual

Section 12 Site Lighting Standards

12.2 Standards

12.2.1. *Unless otherwise specified below, exterior lighting shall conform to the recommendations put forth in Lighting for Exterior Environments RP-33-99, or its successor, published by the Illuminating Engineering Society of North America (IESNA). Proposed uses that demonstrate a need to exceed the specific site lighting limits shown below for safe and reasonable exercise of the proposed use must provide a professionally produced lighting plan which adheres to the current Illuminating Engineering Society of North America (IESNA) recommendations for the proposed use.*

The proposed lighting solution meets the recommendations of RP-33-99.

12.2.2. *Uniformity: As measured in foot candles at grade, maximum to minimum illumination levels shall not exceed a ratio of twenty (20) to one (1.).*

The uniformity of the proposed lighting at the container yard and at the intermodal ramp is calculated to be as follows:

- Container Area (with no containers) 15.5-to-1 (max-to-min)
- Intermodal Ramp 8.8-to-1 (max-to-min)

12.2.3. Illumination Levels:

<i>Minimum</i>	<i>0.2 footcandles (fc)</i>
<i>Maximum</i>	<i>5.0 footcandles (fc)</i>
<i>Average</i>	<i>1.25 footcandles (fc)</i>

The requirement for site lighting levels at the container yard to promote adequate safety exceeds the illuminance levels listed in the City Technical Manual paragraph 12.2.3. The proposed site lighting performance conforms with the *IESNA* recommendations for illumination levels for active pier freight areas. The ninth edition of the IESNA Lighting Handbook includes a recommended maintained horizontal illuminance level of 5.0 footcandles at grade for such areas. The proposed average maintained illuminance across the site is less than 5.0 footcandles.

The maintained illuminance levels of the proposed lighting at the container yard and at the intermodal ramp is calculated to be as follows:

- Container Area (with no containers)
Minimum = 0.4 FC Maximum = 6.2 FC Average = 3.4 FC
- Intermodal Ramp
Minimum = 0.5 FC Maximum = 4.4 FC Average = 3.1 FC

April 4, 2014

SITE LIGHTING

12.2.4. Wattage: No fixture shall exceed 250 watts, except in industrial areas.

The type of the work performed at the IMT site is of an industrial nature. The necessary illumination levels for adequate safety cannot be achieved with 250-watt lamps. The luminaire wattage for all luminaires is 284 watts (as allowed on industrial sites)

12.2.5. Light Trespass: The maximum illumination level at a property line shall not exceed 0.1 foot candle, as measured at grade, except where abutting industrial, or other non-sensitive uses. All residential uses and natural resource protection areas are to be considered sensitive to light trespass. In certain instances where a proposed development is adjacent to a sensitive use, house-side shielding may be necessary to comply with this standard.

The site only abuts other industrial uses.

12.2.6. Luminaire Types: All fixtures, including pole mounted and wall mounted luminaires, shall be a "cut-off" type where lenses, refractors or lamp sources do not extend below the surface of the fixture housing and no direct light shall be directed at or above the horizontal plane. Sites which are part of an historic district or require specific decorative lighting fixtures as means to achieve compatibility within an existing architectural context may propose non-cutoff fixtures providing that they have built in reflectors to mitigate uplighting and that photometrics fall within IESNA guidelines. Low pressure sodium bulbs are prohibited.

All luminaires are classified as having "cut-off" optical distribution as defined by the Illuminating Engineering Society of North America (IESNA). No light is emitted at or above a horizontal plane.

12.2.7. Fixture Height: Fixtures shall be mounted at the lowest height necessary with no fixture height to exceed twenty (20) feet above grade, except in sites proposed for large industrial and/or commercial uses, where the fixture height shall not exceed thirty (30) feet above grade. For the purposes of this standard only, a large industrial and/or commercial use is defined to have greater than fifty thousand (50,000) gross square feet of building space.

The mounting height of luminaires along the Intermodal Ramp is 34 feet. The mounting height of luminaires in the container storage area is 35 feet. The luminaire mounting height that was approved for the adjacent IMT container site was 60 feet. The proposed height is required to meet safety needs with the height of stacked containers. The current proposed site includes a single height of containers, whereas the adjacent site that was previously constructed accommodates containers stacked three-high.

12.2.8. Lighting Curfew: For non-residential uses, lighting in vehicle parking areas containing twenty (20) or more parking spaces shall be reduced to 50% of permitted levels from one hour after the business closing to one hour before business opening. If lighting levels are already below 50% of permitted levels, no curfew adjustment is required. Motion sensor activated lighting shall be permitted during closed hours to activate additional lighting above the 50%permitted, for the purposes of public safety.

April 4, 2014

SITE LIGHTING

The proposed luminaires in the container area (Type S2 AND Type S3) will operate at 50% light output until the yard is actively used, whereupon the light level will be increased to 100% output. The proposed luminaires at the Intermodal Ramp will be divided into two groups for operational control. Type S1A light poles will only be turned on when the ramp is in use and will operate at 100% light output. Type S1A and Type S1B light poles will serve as security lights. They will operate each night at 50% light output unless the ramp is actively used, whereupon the light level will be increased to 100% output.



Consistent with LEED® goals
& Green Globes™ criteria
for light pollution reduction



Autobahn Series ATB2 Roadway Lighting

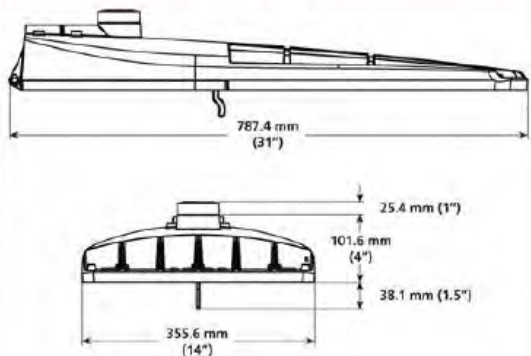
PRODUCT OVERVIEW



Applications:

Roadways
Off ramps
Residential streets
Parking lots

DIMENSIONS



Effective Projected Area (EPA): The EPA for the ATB2 is .78 sq. ft.
Approx. Wt. = 21 lbs.

Features:

OPTICAL

Same Light: Performance is comparable to 200-400W HPS roadway luminaires.

White Light: Correlated color temperature - standard 4000K, 70 CRI minimum or optional 5000K, 65 CRI minimum.

Unique IP66 rated LED light engines provided 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available in Type II, III, IV, & V roadway distributions.

ELECTRICAL

Expected Life: LED light engines are rated >100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 20°C ambient.

Lower Energy: Saves an average of 40-50% over comparable HPS platforms.

Robust Surge Protection: Acuity's proprietary SPD provides IEEE/ANSI C62.41 Category C (10kV/5kA) level of protection.

MECHANICAL

Easy to Maintain: Includes standard AEL lineman-friendly features such as tool-less entry, tool-less NEMA photocontrol receptacle, terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing is polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 8 (per ASTM D1654) after over 1000 hours exposure to salt fog chamber (operated per ASTM B117) Optional Enhanced Corrosion Resistant finish (CR) increases the salt spray exposure to 5000 hours.

Four-bolt mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter and provides a 3G vibration rating per ANSI C136. Wildlife shield is cast into the housing (not a separate piece).

Die-cast trigger latch on doorframe allows for tool-less entry and enables easy and secure opening with one hand.

CONTROLS

NEMA photocontrol receptacle is standard; tool-less "lift and turn" receptacle.

Dimming version (available with DE and VE option) uses proprietary Acuity Brands components to enable continuous 0-10V dimming down to 10% output via the ROAM® smart controls system (sold separately).

Photocontrol for solid-state lighting (available with PCSS and PCLL options) meets ANSI C136.10 criteria.

WARRANTY & STANDARDS

5 year limited warranty. Full warranty terms located at http://www.acuitybrands.com/Libraries/Terms_and_Conds/ABL_LED_Commerical_Outdoor.sflb.ashx

Rated for -40°C to 40°C ambient.

CSA Certified to U.S. and Canadian standards

TYPE S1, TYPE S1A, AND TYPE S1B LIGHTING POLES

Autobahn Series ATB2

Roadway Lighting

ORDERING INFORMATION

Example: ATB2 40BLEDE70 MVOLT R2

Series	Performance Packages	Voltage	Optics
ATB2 Autobahn LED Roadway, Large	40BLEDE53 40B Chips, 525 mA Driver 40BLEDE70 40B Chips, 700 mA Driver 40BLEDE10 40B Chips, 1000 mA Driver 60BLEDE53 60B Chips, 525 mA Driver 60BLEDE70 60B Chips, 700 mA Driver 60BLEDE10 60B Chips, 1000 mA Driver 80BLEDE53 80B Chips, 525 mA Driver 80BLEDE70 80B Chips, 700 mA Driver 80BLEDE10 80B Chips, 1000 mA Driver	120 120V MVOLT Multi-volt, 120-277V 347 347V 480 480V	R2 Roadway Type II R3 Roadway Type III R4 Roadway Type IV R5 Roadway Type V

Options	
<u>Color Temperature (CCT)</u> (blank) 4000K (standard) 5K 5000K	<u>Misc.</u> HS House-Side Shield BL External Bubble CR Enhanced Corrosion Resistant Finish NL Nema Label XL Not CSA Listed
<u>Mounting</u> (blank) 4-bolt Internal (standard)	
<u>Paint</u> (blank) Gray (standard) GI Graphite BK Black BZ Bronze DDB Dark Bronze WH White UP Unpainted	<u>Controls</u> (blank) 3-Pin Photocontrol Receptacle (standard) NR ¹ No Photocontrol Receptacle PCSS Solid State Lighting Photocontrol(120-277V) PCLL Solid State Long Life Photocontrol SH Shorting Cap DE ^{2,3} ROAM CONCIERGE Dimming Control VE ^{2,3} ROAMVIEW Dimming control 0V - 10V dimmable driver (controls provided by others)
<u>Terminal Block</u> (blank) Terminal Block (standard) T2 Wired to L1 and L2 Position	

Notes:

1. Not available with PCSS, PCLL, SH, DE, or VE
2. Specifies a ROAM dimming enabled fixture with a dimming control module factory installed. NEMA photocontrol receptacle required. Additional hardware and services required ROAM deployment must be purchased separately
3. 60BLEDE10, 80BLEDE70 AND 80BLEDE10, Not available in 347V or 480V for DE and VE options

TYPE S1: LUMINAIRE TO OPERATE WITH BI-LEVEL CONTROLS: 50% AND 100% OUTPUT
TYPE S1A AND TYPE S1B: LUMINAIRE TO OPERATE AT 100% OUTPUT ONLY

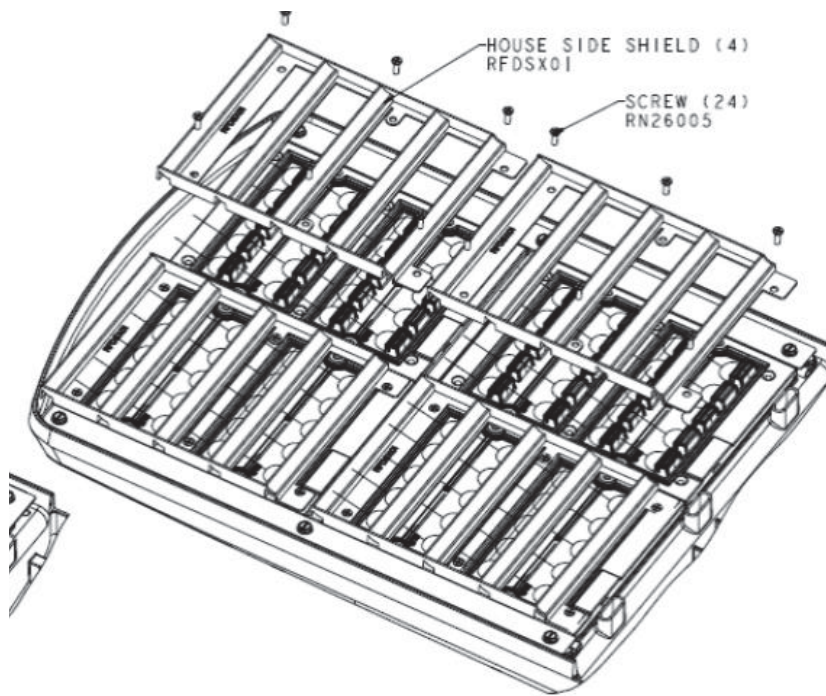
TYPES S1

AEL American Electric Lighting®

An Acuity Brands Company

American Electric Lighting
 Acuity Brands Lighting, Inc.
 3825 Columbus Rd, S.w., Granville, OH 43023

TYPE S1 AND TYPE S1A LIGHTING POLES



HOUSE-SIDE SHIELD FOR TYPE S1 LUMINAIRE
(View Shown From Underside of Luminaire)

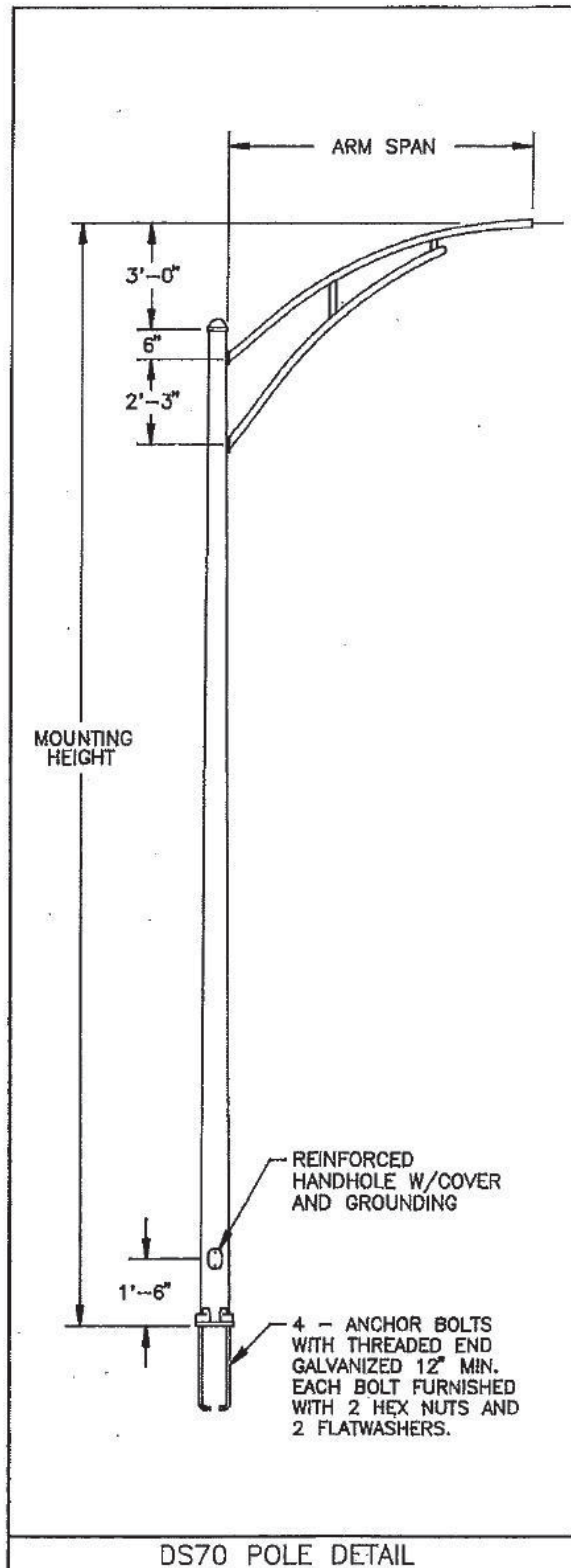
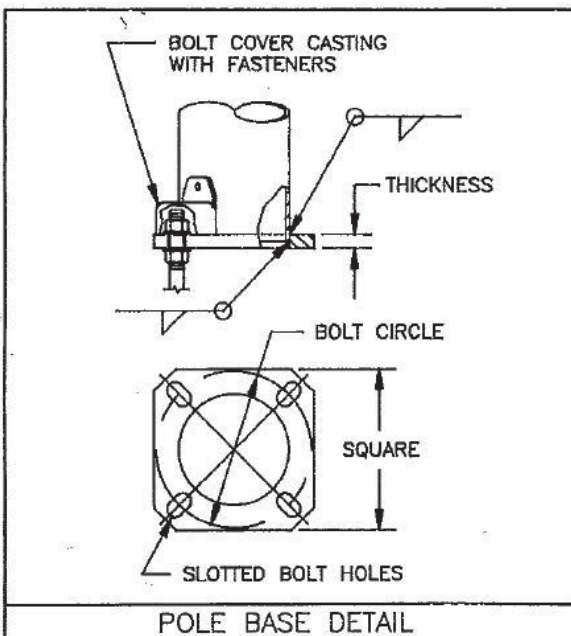
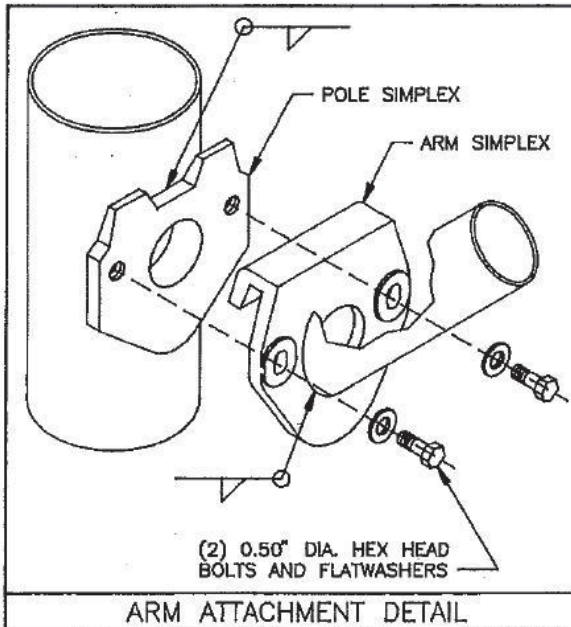
TYPE S1 AND TYPE S1A ONLY

TYPE S1, TYPE S1A, AND TYPE S1B LIGHTING POLES

POLE TO BE PROVIDED WITH 12-FOOT
SINGLE ARM

TYPE S1 AND TYPE S1A: INSTALLED ON
RAMP FOUNDATION WALL

TYPE S1B: INSTALLED AT GRADE



TYPE S1 AND TYPE S1A: POLE HEIGHT = 25 FT.
BRACKET ARM HEIGHT = 3FT. FOUNDATION BASE HEIGHT = 4 FT.
BREAKAWAY BASE HEIGHT = 8 INCHES
OVERALL HEIGHT = 32 FT - 8 IN

TYPE S1B: POLE HEIGHT = 30 FT BRACKET ARM HEIGHT = 3FT.
BREAKAWAY BASE HEIGHT = 8 INCHES
OVERALL HEIGHT = 33 FT

TYPE S1, TYPE S1A, AND TYPE S1B LIGHTING POLES

**STANDARD SAFETY BASE INSTALLATION
LUMINAIRES**

**STANDARD SAFETY BASE INSTALLATION
INSTRUCTIONS**

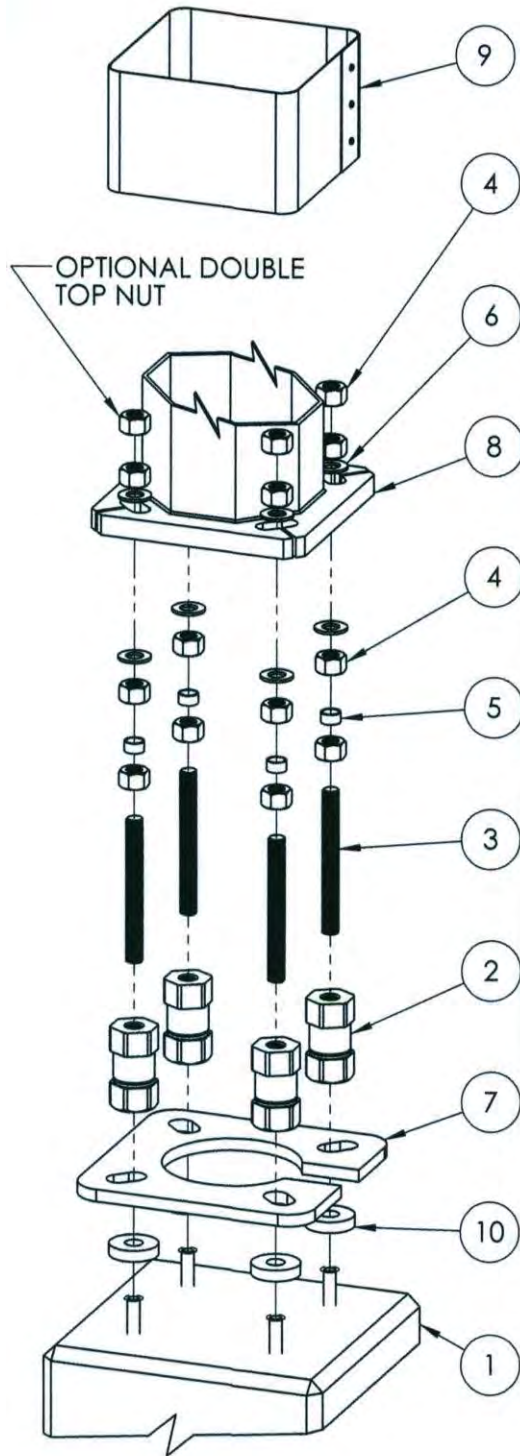
ALL ANCHOR BOLT SIZES

THE FOLLOWING INSTALLATION INSTRUCTIONS ARE APPLICABLE TO NEW INSTALLATIONS OR EXISTING INSTALLATIONS WHERE APPROPRIATE ANCHOR BOLTS HAVE BEEN CAST INTO THE CONCRETE BASE SUPPORT.

PROCEDURE

1. CLEAN THE TOP SURFACE OF THE CONCRETE BASE AND ENSURE SURFACE IS FLAT AND LEVEL WITH NO SPALLING OR OTHER SURFACE CONDITIONS THAT MAY AFFECT THE PERFORMANCE OF THE COUPLERS OR, IF USED, THE REACTION PLATE.
2. THE PREFERRED MAXIMUM HEIGHT ABOVE LEVEL GRADE TO THE BASE OF THE COUPLER IS 2 1/4 INCHES OR LESS. THIS PROVIDES THE RECOMMENDED CLEARANCE IN THE EVENT OF A COLLISION WITH THE STRUCTURE.
3. MEASURE THE HEIGHT OF THE THREADED ANCHOR BOLTS ABOVE THE CONCRETE BASE AND VERIFY THIS MEASUREMENT IS BETWEEN 1 1/4 AND 1 5/8 INCHES. IF A REACTION PLATE IS BEING USED, MEASURE THE HEIGHT ABOVE THE REACTION PLATE TO THE TOP OF THE ANCHOR.
4. IF THE EXPOSED LENGTH OF THE ANCHOR BOLT IS GREATER THAN THE RECOMMENDED LENGTH, OPTIONAL SPACERS MAY BE USED (ITEM 10)
5. IT IS RECOMMENDED THAT THE THREADED ANCHOR BOLT-COUPLER CONNECTION BE COATED WITH RUST-INHIBITING GREASE. THIS WILL FACILITATE REMOVAL OF THE COUPLER WHEN IT IS NECESSARY. A SUITABLE PRODUCT FOR THIS APPLICATION IS ARCAN 1, A WHITE, WATER RESISTANT GREASE MARKETED BY IMPERIAL OIL LTD.

BREAKAWAY BASE



OPTIONAL

OPTIONAL





Consistent with LEED® goals
& Green Globes™ criteria
for light pollution reduction



Autobahn Series ATB2 Roadway Lighting

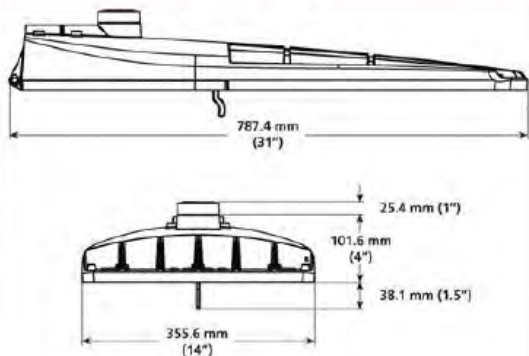
PRODUCT OVERVIEW



Applications:

Roadways
Off ramps
Residential streets
Parking lots

DIMENSIONS



Effective Projected Area (EPA): The EPA for the ATB2 is .78 sq. ft.
Approx. Wt. = 21 lbs.

Features:

OPTICAL

Same Light: Performance is comparable to 200-400W HPS roadway luminaires.

White Light: Correlated color temperature - standard 4000K, 70 CRI minimum or optional 5000K, 65 CRI minimum.

Unique IP66 rated LED light engines provided 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available in Type II, III, IV, & V roadway distributions.

ELECTRICAL

Expected Life: LED light engines are rated >100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 20°C ambient.

Lower Energy: Saves an average of 40-50% over comparable HPS platforms.

Robust Surge Protection: Acuity's proprietary SPD provides IEEE/ANSI C62.41 Category C (10kV/5kA) level of protection.

MECHANICAL

Easy to Maintain: Includes standard AEL lineman-friendly features such as tool-less entry, tool-less NEMA photocontrol receptacle, terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing is polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 8 (per ASTM D1654) after over 1000 hours exposure to salt fog chamber (operated per ASTM B117) Optional Enhanced Corrosion Resistant finish (CR) increases the salt spray exposure to 5000 hours.

Four-bolt mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter and provides a 3G vibration rating per ANSI C136.

Wildlife shield is cast into the housing (not a separate piece).

Die-cast trigger latch on doorframe allows for tool-less entry and enables easy and secure opening with one hand.

CONTROLS

NEMA photocontrol receptacle is standard; tool-less "lift and turn" receptacle.

Dimming version (available with DE and VE option) uses proprietary Acuity Brands components to enable continuous 0-10V dimming down to 10% output via the ROAM® smart controls system (sold separately).

Photocontrol for solid-state lighting (available with PCSS and PCLL options) meets ANSI C136.10 criteria.

WARRANTY & STANDARDS

5 year limited warranty. Full warranty terms located at http://www.acuitybrands.com/Libraries/Terms_and_Conds/ABL_LED_Commerical_Outdoor.sflb.ashx

Rated for -40°C to 40°C ambient.

CSA Certified to U.S. and Canadian standards

TYPE S2 LIGHTING POLE

Autobahn Series ATB2

Roadway Lighting

ORDERING INFORMATION

Example: ATB2 40BLEDE70 MVOLT R2

Series	Performance Packages		Voltage		Optics
ATB2 Autobahn LED Roadway, Large	40BLEDE53	40B Chips, 525 mA Driver	120	120V	R2 Roadway Type II
	40BLEDE70	40B Chips, 700 mA Driver	MVOLT	Multi-volt, 120-277V	R3 Roadway Type III
	40BLEDE10	40B Chips, 1000 mA Driver	347	347V	R4 Roadway Type IV
	60BLEDE53	60B Chips, 525 mA Driver	⇒ 480	480V	⇒ R5 Roadway Type V
	60BLEDE70	60B Chips, 700 mA Driver			
	60BLEDE10	60B Chips, 1000 mA Driver			
	80BLEDE53	80B Chips, 525 mA Driver			
	80BLEDE70	80B Chips, 700 mA Driver			
	⇒ 80BLEDE10	80B Chips, 1000 mA Driver			

Options	
<u>Color Temperature (CCT)</u>	<u>Misc.</u>
⇒ (blank) 4000K (standard)	HS House-Side Shield
5K 5000K	BL External Bubble
	CR Enhanced Corrosion
<u>Mounting</u>	Resistant Finish
(blank) 4-bolt Internal (standard)	NL Nema Label
	XL Not CSA Listed
<u>Paint</u>	<u>Controls</u>
⇒ (blank) Gray (standard)	⇒ (blank) 3-Pin Photocontrol Receptacle (standard)
GI Graphite	NR ¹ No Photocontrol Receptacle
BK Black	PCSS Solid State Lighting
BZ Bronze	Photocontrol(120-277V)
DDB Dark Bronze	PCLL Solid State Long Life
WH White	Photocontrol
UP Unpainted	SH Shorting Cap
<u>Terminal Block</u>	DE ^{2,3} ROAM CONCIERGE
(blank) Terminal Block (standard)	Dimming Control
T2 Wired to L1 and L2 Position	VE ^{2,3} ROAMVIEW
	Dimming control
	⇒ DM 0V - 10V dimmable driver (controls provided by others)

Notes:

1. Not available with PCSS, PCLL, SH, DE, or VE
2. Specifies a ROAM dimming enabled fixture with a dimming control module factory installed. NEMA photocontrol receptacle required. Additional hardware and services required ROAM deployment must be purchased separately
3. 60BLEDE10, 80BLEDE70 AND 80BLEDE10, Not available in 347V or 480V for DE and VE options

LUMINAIRE TO OPERATE WITH BI-LEVEL CONTROLS: 50% AND 100% OUTPUT



An Acuity Brands Company

American Electric Lighting
Acuity Brands Lighting, Inc.
3825 Columbus Rd, S.w., Granville, OH 43023

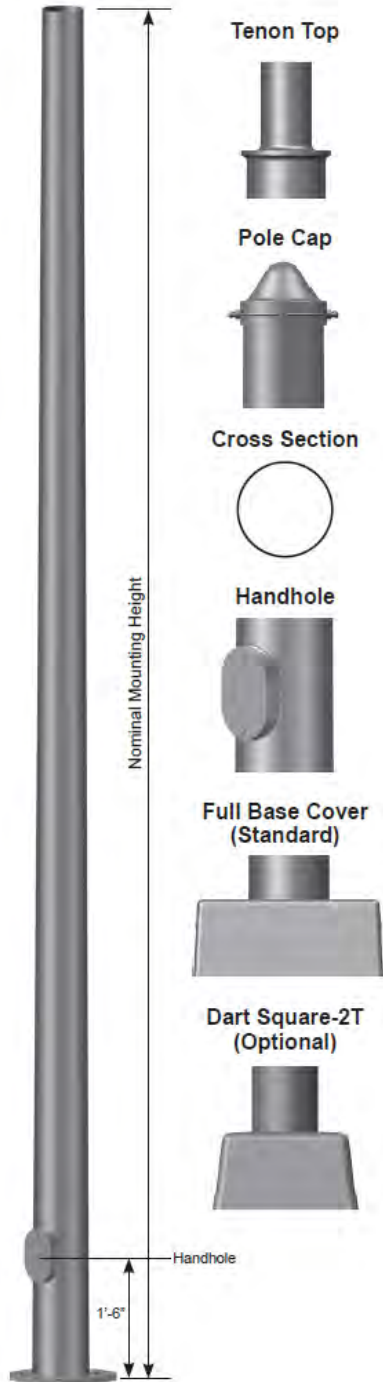
TYPE S2 LIGHTING POLE



ROUND TAPERED STEEL
DS210
Light Duty

Job Name: _____	Client Name: _____
Job Location - City: _____ State: _____	Created By: _____ Date: _____
Product: DS210 --- Quote: _____	Customer Approval: _____ Date: _____

SPECIFICATIONS



Pole - The pole shaft conforms to ASTM A595 Grade A or A572 Grade 55 with a constant linear taper of 0.14 in/ft. Pole can be either a one-piece or two-piece field assembled unit.

Pole Top - A pole top plate and tenon are provided for top mount luminaire and/or bracket. A removable pole cap is provided for poles receiving drilling patterns for side-mount luminaire arm assemblies.

Handhole - A covered handhole and grounding provision with hardware is provided.

Full Base Cover - The two-piece standard full base cover is fabricated from ABS plastic. Valmont reserves the right to provide an optional two-piece steel full base cover on some applications depending upon the finish requirement and/or pole base diameter. Optional Dart Square-2T cast and decorative base covers available as special order.

Nut Covers - Optional anchor bolt nut covers are available upon request.

Anchor Base - The anchor base (base plate) conforms to ASTM A36.

Anchor Bolts - Anchor bolts conform to ASTM F1554 Grade 55 and are provided with two hex nuts and two flat washers. Bolts have an "L" bend on one end and are galvanized a minimum of 12" on the threaded end.

Hardware - All structural fasteners are galvanized high strength carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

Finish - Standard finishes are galvanized, prime painted or any of Valmont's V-PRO™ Protection Systems. Additional finish options available upon request.

Design Criteria - Please reference Design Criteria Specification for appropriate design conditions.

POLE TO BE PROVIDED WITH FOUR 3-FOOT
BRACKET ARMS

TYPE S2 LIGHTING POLE

ROUND TAPERED STEEL

DS210

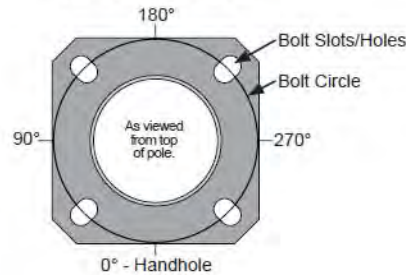
Light Duty

valmont 
STRUCTURES

Job Name: _____	Client Name: _____
Job Location - City: _____ State: _____	Created By: _____ Date: _____
Product: DS210 _____ Quote: _____	Customer Approval: _____ Date: _____

ANCHORAGE DATA

POLE BASE OD (IN)	WALL THK (GA)	BASE PLATE				ANCHOR BOLTS			
		BOLT CIRCLE		SQUARE (IN)	THK (IN)	DIA x LENGTH x HOOK (IN)	PROJECTION (IN)	± (IN)	
		DIA (IN)	± (IN)						
5.90	11	9.00	0.50	10.00	0.875	1.00 x 36.00 x 4.00	4.13	0.25	
6.50	11	9.50	0.50	10.50	0.875	1.00 x 36.00 x 4.00	4.13	0.25	
6.60	11	9.50	0.50	10.50	0.875	1.00 x 36.00 x 4.00	4.13	0.25	
7.00	11	10.00	0.50	10.88	0.875	1.00 x 36.00 x 4.00	4.13	0.25	
7.00	7	10.00	0.50	10.88	1.000	1.00 x 36.00 x 4.00	4.25	0.25	
7.30	11	10.50	0.50	11.25	0.875	1.00 x 36.00 x 4.00	4.13	0.25	
7.82	11	11.00	0.50	11.50	0.875	1.00 x 36.00 x 4.00	4.13	0.25	
8.00	11	11.00	0.50	11.50	0.875	1.00 x 36.00 x 4.00	4.13	0.25	
8.00	7	11.00	0.50	11.50	1.250	1.25 x 42.00 x 6.00	5.00	0.25	
8.50	11	11.50	0.50	12.00	1.000	1.00 x 36.00 x 4.00	4.25	0.25	
9.00	11	12.50	0.50	12.38	1.000	1.00 x 36.00 x 4.00	4.25	0.25	
9.00	7	12.50	0.50	12.38	1.250	1.25 x 42.00 x 6.00	5.00	0.25	
9.50	11	13.00	0.50	13.00	1.000	1.00 x 36.00 x 4.00	4.25	0.25	
10.00	11	13.50	0.50	14.00	1.000	1.00 x 36.00 x 4.00	4.25	0.25	
10.00	7	13.50	0.50	14.00	1.250	1.25 x 42.00 x 6.00	5.00	0.25	

Anchor Base Detail**LOAD AND DIMENSIONAL DATA**

DESIGN INFORMATION							POLE DIMENSIONS				MODEL NUMBER
NOMINAL MOUNTING HEIGHT	80 MPH w/1.3 GUST		90 MPH w/1.3 GUST		100 MPH w/1.3 GUST		BASE OD (IN)	TOP OD (IN)	WALL THK (GA)	STRUCTURE WEIGHT ² (LBS)	
	MAX EPA ¹ (SQFT)	MAX WEIGHT ¹ (LBS)	MAX EPA ¹ (SQFT)	MAX WEIGHT ¹ (LBS)	MAX EPA ¹ (SQFT)	MAX WEIGHT ¹ (LBS)					
20'-0"	19.3	482	15.1	377	12.2	305	5.90	3.10	11	140	R590A200
	24.2	605	19.3	482	15.6	390	6.50	3.70	11	160	R650A200
25'-0"	12.5	312	9.9	247	8.0	200	5.90	2.40	11	155	R590A250
	20.3	507	16.2	405	13.1	327	7.00	3.50	11	200	R700A250
	30.5	760	24.0	625	19.8	495	7.00	3.50	7	280	R700E250
30'-0"	11.7	292	9.3	232	7.5	187	6.60	2.40	11	200	R660A300
	18.9	473	14.9	373	12.0	300	8.00	3.80	11	265	R800A300
	33.5	838	27.0	675	22.0	550	8.00	3.80	7	380	R800E300
35'-0"	11.2	280	8.9	222	7.1	177	7.30	2.40	11	250	R730A350
	18.9	472	15.1	377	12.2	305	8.50	3.60	11	315	R850A350
	23.2	580	18.2	455	14.5	363	9.50	4.60	11	370	R950A350
39'-0"	10.7	267	8.5	212	6.6	165	7.82	2.40	11	285	R782A389
	17.2	430	13.5	338	10.8	270	9.00	3.58	11	355	R900A389
	28.5	715	23.0	575	19.0	475	9.00	3.58	7	515	R900E389
45'-0"	17.4	435	13.5	338	10.6	265	10.00	3.70	11	450	RT00A450
	28.5	715	23.0	575	19.0	475	10.00	3.70	7	650	RT00E450
50'-0"	13.2	330	10.6	265	8.3	208	10.00	3.00	11	475	RT00A500
	20.5	512	16.5	412	13.6	340	10.00	3.00	7	680	RT00E500

DS210 Heavy Duty
poles available at
valmontstructures.com

- Maximum EPA (Effective Projected Area) and weight values are based on top mounted luminaires and/or brackets having a centroid 2'-6" above the Nominal Mounting Height. Variations from sizes above are available upon inquiry at the factory. Satisfactory performance of poles is dependent upon the pole being properly attached to a supporting foundation of adequate design.
- Structure weight is a nominal value which includes the pole shaft and base plate only.

PRODUCT ORDERING CODES

DESIGN SERIES	MODEL NUMBER	FIXTURE MOUNTING	FINISH	COLOR	V-PRO™ PROTECTION SYSTEM	OPTIONS
DS210				--	--	
	R590A200 R650A200 R590A250 R700A250 R700E250 R660A300 R800A300 R800E300 R730A350 R850A350 R950A350 R782A389 R900A389 R900E389 RT00A450 RT00E450 RT00A500 RT00E500	Drill Mounting D1 = 1 Luminaire D2 = 2 @ 180° D3 = 3 @ 120° D4 = 4 @ 90° D5 = 2 @ 90° D6 = 3 @ 90° Tenon Mounting P2 = 2.38" OD x 4.00" P4 = 4.0" OD x 6.00" PL = 2.40" OD Plain Top	GV = Galvanize PP = Prime Paint FP = Finish Paint GF = Galvanized + Finish Paint	-- = Galvanize -- = Prime Paint WH = White ST = Sandstone BK = Black SM = Silver Metallic SL = Silver LG = Light Gray SG = Slate Gray DT = Dark Tan MB = Medium Bronze CB = Bronze DB = Dark Bronze BN = Brown HG = Hunter Green DG = Dark Green RD = Red SC = Special Color (Contact Factory)	-- = Galvanize -- = Prime Paint V1 = V-PRO 1 Basic 1 Coat Powder. V2 = V-PRO 2 2 Coat Powder or Liquid. Includes epoxy primer & top coat. V3 = V-PRO 3 2 Coat Powder or Liquid. Includes zinc primer & top coat. V4 = V-PRO 4 2 Coat Powder or Liquid. Includes zinc primer & premium top coat.	See Accessories at valmontstructures.com (Please Specify)

CUSTOM MODIFIED POLE:

7-GAGE WALL THICKNESS, 35 FT. TALL, WITH 20 MINIMUM EPA AT 100 MPH WIND LOAD

TYPE S2 LIGHTING POLE



**BRACKETS - SPOKE
Steel**

Job Name: _____		Client Name: _____	
Job Location - City: _____	State: _____	Created By: _____	Date: _____
Product: _____	Quote: _____	Customer Approval: _____	Date: _____

SPECIFICATIONS

Center Hub - The center hub is made from 2.50" schedule 40 pipe (2.88" OD) with a minimum yield strength of 36,000 psi.

Arms - Arms are made from 2.00" schedule 40 pipe (2.38" OD) with a minimum yield strength of 36,000 psi. The maximum straight luminaire slipfit length is 10.50" for all arm brackets. For other applications, please consult factory.

Arm Attachment (MO70 Only) - Connection allows arm to be erected and held in place by gravity and secured by a single bolt.

Hardware - All structural fasteners are galvanized high strength carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

Finish - Standard finishes are galvanized, prime painted or any of Valmont's V-PRO™ Protection Systems. Additional finish options available upon request.

Design Criteria - Please reference Design Criteria Specification for appropriate design conditions.



Pole Top Bracket Attachment





Consistent with LEED® goals
& Green Globes™ criteria
for light pollution reduction



Autobahn Series ATB2 Roadway Lighting

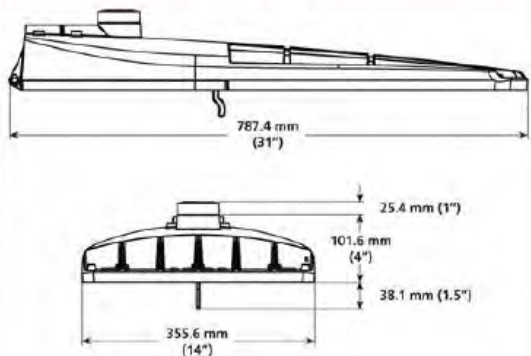
PRODUCT OVERVIEW



Applications:

Roadways
Off ramps
Residential streets
Parking lots

DIMENSIONS



Effective Projected Area (EPA): The EPA for the ATB2 is .78 sq. ft.
Approx. Wt. = 21 lbs.

Features:

OPTICAL

Same Light: Performance is comparable to 200-400W HPS roadway luminaires.

White Light: Correlated color temperature - standard 4000K, 70 CRI minimum or optional 5000K, 65 CRI minimum.

Unique IP66 rated LED light engines provided 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available in Type II, III, IV, & V roadway distributions.

ELECTRICAL

Expected Life: LED light engines are rated >100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 20°C ambient.

Lower Energy: Saves an average of 40-50% over comparable HPS platforms.

Robust Surge Protection: Acuity's proprietary SPD provides IEEE/ANSI C62.41 Category C (10kV/5kA) level of protection.

MECHANICAL

Easy to Maintain: Includes standard AEL lineman-friendly features such as tool-less entry, tool-less NEMA photocontrol receptacle, terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing is polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 8 (per ASTM D1654) after over 1000 hours exposure to salt fog chamber (operated per ASTM B117) Optional Enhanced Corrosion Resistant finish (CR) increases the salt spray exposure to 5000 hours.

Four-bolt mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter and provides a 3G vibration rating per ANSI C136. Wildlife shield is cast into the housing (not a separate piece).

Die-cast trigger latch on doorframe allows for tool-less entry and enables easy and secure opening with one hand.

CONTROLS

NEMA photocontrol receptacle is standard; tool-less "lift and turn" receptacle.

Dimming version (available with DE and VE option) uses proprietary Acuity Brands components to enable continuous 0-10V dimming down to 10% output via the ROAM® smart controls system (sold separately).

Photocontrol for solid-state lighting (available with PCSS and PCLL options) meets ANSI C136.10 criteria.

WARRANTY & STANDARDS

5 year limited warranty. Full warranty terms located at http://www.acuitybrands.com/Libraries/Terms_and_Conds/ABL_LED_Commerical_Outdoor.sflb.ashx

Rated for -40°C to 40°C ambient.

CSA Certified to U.S. and Canadian standards

TYPE S3 LIGHTING FIXTURE

Autobahn Series ATB2

Roadway Lighting

ORDERING INFORMATION

Example: ATB2 40BLEDE70 MVOLT R2

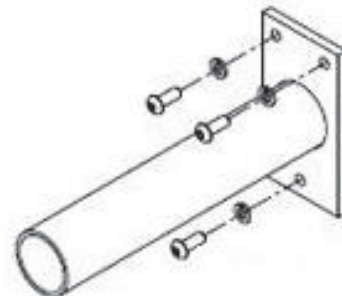
Series	Performance Packages		Voltage		Optics
ATB2 Autobahn LED Roadway, Large	40BLEDE53	40B Chips, 525 mA Driver	120	120V	R2 Roadway Type II
	40BLEDE70	40B Chips, 700 mA Driver	MVOLT	Multi-volt, 120-277V	R3 Roadway Type III
	40BLEDE10	40B Chips, 1000 mA Driver	347	347V	R4 Roadway Type IV
	60BLEDE53	60B Chips, 525 mA Driver	⇒ 480	480V	⇒ R5 Roadway Type V
	60BLEDE70	60B Chips, 700 mA Driver			
	60BLEDE10	60B Chips, 1000 mA Driver			
	80BLEDE53	80B Chips, 525 mA Driver			
	80BLEDE70	80B Chips, 700 mA Driver			
	⇒ 80BLEDE10	80B Chips, 1000 mA Driver			

Options	
<u>Color Temperature (CCT)</u>	<u>Misc.</u>
⇒ (blank) 4000K (standard)	HS House-Side Shield
5K 5000K	BL External Bubble
	CR Enhanced Corrosion
<u>Mounting</u>	Resistant Finish
(blank) 4-bolt Internal (standard)	NL Nema Label
	XL Not CSA Listed
<u>Paint</u>	<u>Controls</u>
⇒ (blank) Gray (standard)	⇒ (blank) 3-Pin Photocontrol Receptacle (standard)
GI Graphite	NR ¹ No Photocontrol Receptacle
BK Black	PCSS Solid State Lighting
BZ Bronze	Photocontrol(120-277V)
DDB Dark Bronze	PCLL Solid State Long Life
WH White	Photocontrol
UP Unpainted	SH Shorting Cap
<u>Terminal Block</u>	DE ^{2,3} ROAM CONCIERGE
(blank) Terminal Block (standard)	Dimming Control
T2 Wired to L1 and L2 Position	VE ^{2,3} ROAMVIEW
	Dimming control
	⇒ DM 0V - 10V dimmable driver (controls provided by others)

Notes:

1. Not available with PCSS, PCLL, SH, DE, or VE
2. Specifies a ROAM dimming enabled fixture with a dimming control module factory installed. NEMA photocontrol receptacle required. Additional hardware and services required ROAM deployment must be purchased separately
3. 60BLEDE10, 80BLEDE70 AND 80BLEDE10, Not available in 347V or 480V for DE and VE options

TYPE S3: LUMINAIRE TO BE INSTALLED ON EXISTING BRIDGE PIER at 25 FT.



LUMINAIRE WALL BRACKET

26. Wetland Field Evaluation Letter

Wetland Field Evaluation Letter

See enclosed field evaluation letter.

To

Craig R. Morin, P.E.

From

Kevin Slattery, PWS Boston, MA

**Subject**

Portland International Marine
Terminal Expansion – Yard 8 /
Commercial Street, Portland, ME

Wetland Delineation/Regulated
Resource Findings

Date

January 31, 2014

**Project
Memorandum**

This memorandum presents the findings of the wetland field evaluation and classification at the proposed International Marine Terminal (IMT) expansion along Commercial Street/Fore River in Portland, Maine. The site evaluation was conducted during winter conditions with 4-12" of snow cover and frozen ground, therefore, is not a definitive assessment of the presence/absence of jurisdictional wetlands. Based upon conditions, a formal delineation of wetland areas was not performed. The site was walked to look for evidence of potential jurisdictional areas, based upon topography, off-season vegetation, and potential evidence of hydrology (ice). The site inspection did not consider jurisdictional limits of the Waters of the U.S. (high tide line), or Coastal Wetlands (all tidal and sub-tidal lands, including all areas below any identifiable debris line left by tidal action [Maine Natural Resources Protection Act]) at Fore River, which is being determined separately by surveyors.

SITE DESCRIPTION

The project location includes portions of the land bounded by Commercial Street (Route 1) between Cassidy Point Road and the Casco Bay Bridge (Route 77) and the Fore River to the south (Figure 1). The property is partially developed with marine and rail industrial uses, and evidence of the once extensive former developed waterfront and rail yard are commonly found in the site. Portions of the site are wooded with young growth trees of aspen, birch, oak, ornamental pear and crabapple, and various grasses and herbs. The site is very flat with only subtle evidence of vertical relief. Non-active use portions of the site have trails and access roads, and former rail sidings. Stone bulkheads and wooden piles and pier remnants in various states of condition typify the waterfront.



Figure 1 – Site Evaluation Area shown on an aerial photograph from Google Earth. Figure orientation is approximately with north to the top.

EVALUATION METHODS

The site was inspected on January 21, 2014, to look for any evidence of ecological communities that could indicate potential presence of state or federal jurisdictional wetlands. Conditions at the time of the assessment included snow covered frozen ground and typical winter vegetation indicators (tree and shrub form, bark, buds, leaves, and dried grasses, herb stems and seeds). Based upon the site conditions, the assessment focused on land form, hydrological indications of standing or surface water (ice surfaces below the snow), and vegetation communities that included hydrophytes as dominants. Neither a soil auger nor a shovel were used to attempt checking frozen soils, although in some locations near drainage outfalls from Commercial Street, non-frozen ground was encountered. Since the site assessment was made when conditions preclude full verification of wetlands, a follow-up inspection could be performed during the non-frozen spring growing season. Locations showing indicators of potential jurisdictional wetlands were marked with a single florescent orange and florescent pink survey ribbon, and located by conventional survey methods. Representative pictures were taken from locations throughout the site at locations potentially having inland wetlands characteristics and at the coastal wetlands.

FINDINGS

Soils

The *USDA on-line Web Soil Survey* (<http://websoilsurvey.nrcs.usda.gov/app>) shows the project site to be cut and fill lands with a moderately well drained drainage class (Figure 2). No surface waters other than the adjacent Fore River occur at the site. From the former land use indicators at the site, the entire area is likely appropriately identified on the soil survey.



Figure 2 NRCS Web Soil Survey Map. Cu is “Cut and Fill Land”, with a “moderately well drained” drainage class rating. Orientation of figure is with north to the top.

Hydrology

Fore River: The Fore River is wide and tidally influenced water body at the project location, and a component of Portland Harbor. The River is defined as a navigable “Waters of the United States” as regulated under the U.S. Clean Water Act. The average tidal amplitude in the harbor at the site is approximately 9.2 feet based upon the published information from the nearby tidal gauging station 8418268 at Fore River in Portland. From a regulatory perspective, the US Army Corps of Engineers considers the high tide line as referenced in the Section 404 regulations, as the jurisdictional limit of navigable tidal waters. The Maine Department of Environmental Protection (Maine DEP) considers the coastal wetland limit as areas up to the identifiable drift line, and any swamp, marsh, bog, beach, flat or other contiguous lowland which is subject to tidal action during the maximum spring tide level as identified in tide tables published by the National Ocean Service.

Vegetation

Common vegetation at the project site includes young trees of quaking aspen (*Populus tremuloides*), grey birch (*Betula populifolia*), paper birch (*Betula papyrifera*), cherry (*Prunus sp.*), apple (*Malus sp.*), ornamental pear (*Pyrus sp.*) pin oak (*Quercus palustris*), red oak (*Quercus rubra*), black locust (*Robinia pseudoacacia*), white pine (*Pinus strobus*), and pitch pine (*Pinus rigida*). Asiatic bittersweet (*Celastrus orbiculatus*) is a common vine at the site, and staghorn sumac (*Rhus typhina*), multiflora rose (*Rosa multiflora*), meadowsweet (*Spiraea alba*) and sweet fern (*Comptonia peregrina*) common shrubs. Tender herbaceous vegetation was difficult to locate, but commonly found was little bluestem (*Schizachyrium scoparium*), everlasting (*Anaphalis sp.*), goldenrod (*Solidago sp.*), evening primrose (*Oenothera biennis*), bush clover (*Lespedeza capitata*), knotweed (*Polygonum cuspidatum*), and asters (*Aster sp.*).

At drainage outfalls along Commercial Street, purple loosestrife (*Lythrum salicaria*) was evident. There were no areas of strongly hydrophytic vegetation that would indicate presence of potential wetlands. The best indicators of areas with more persistent hydrology were all dominated by meadowsweet.

Inland Wetlands

Five locations within and near the site were noted as having frozen standing water, and appeared to be slightly depressed relative to surrounding land. Hydrophytic vegetation was not prominent at these locations, but was present inferring potentially higher moisture persistence during the growing season. Based upon the landform, former land uses and disturbances, the soil survey, and observed vegetation communities, all of these locations are suspected to be anthropogenic features of soil compaction or excavation, causing an accumulation of temporarily ponded water, such as occurs on dirt road or in wheel ruts. In one of the depression locations, non-hydrophytic moss *Polytrichum sp.* was noted beneath the ice, further inferring this frozen surface is reflective of ground compaction and combination of freeze/thaw weather conditions over the few weeks prior to the site inspection. It is likely that all of the above described locations do not meet the criteria to be jurisdictional wetlands; however, confirmation could best be made during the growing season.

Some drainage features pointing toward potential wetland areas were observed near Commercial Street. Storm drains discharging from the toe of slope from the road have hydrophytic vegetation such as purple loosestrife and show hydrological indications. However, these are clearly man-made drainage conveyances and not jurisdictional wetlands. Similarly, it appears there is a drainage swale in some locations between the active rail tracks and Commercial Street, which may directly receive runoff from the road. As a man-made drainage feature, the swale is not jurisdictional wetland. Ice was noted in this low-lying area, however, vegetation did not include a high percentage of hydrophytes. This location is outside of the IMT expansion area, but it may extend eastward in closer proximity to the proposed work area. The extent of the swale and potential for wetlands adjacent to the swale could be further investigated in the spring.

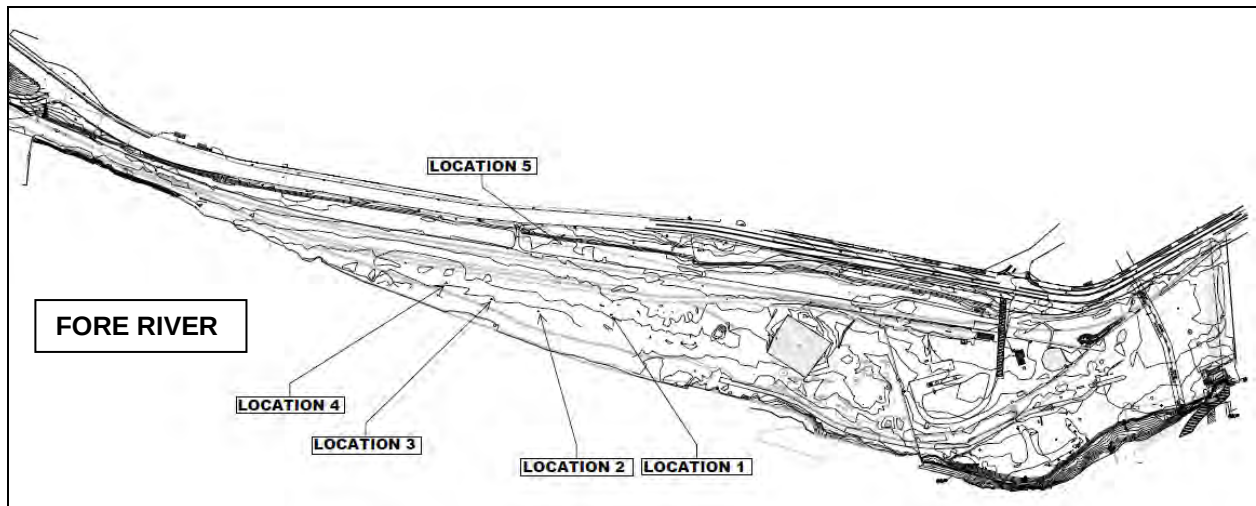


Figure 3 – locations of the areas exhibiting potential inland wetland characteristics. All locations are within disturbed and formerly developed soils. Orientation of figure is with north to the top.

Coastal Wetlands

The entire southern limit of the site is bounded by tidal waters which are Waters of the U.S. per the Army Corps and Coastal Wetlands per Maine DEP. The coastal boundary is entirely altered with granite bulkhead, former collapsed bulkhead, abandoned pier, or rock slope/stabilized treatments. Intertidal areas were observed in portions of the coastal boundary as shown in Figure 5 below.



Figure 4 – Picture of one of the slight depression areas with ice beneath the snow and some hydrophytic vegetation (goldenrod and meadowsweet), growing around the perimeter.



Figure 5 – Picture of the Fore River waterfront at the west end of the site near Cassidy Point Drive shows intertidal areas as evidenced by the lack of snow and ice within the tidal reach, and rock stabilization.



Figure 6 – Picture of drainage feature from Commercial Street. Pipe outlet is to the right and water flow from the pipe is evident by melted snow and ice.

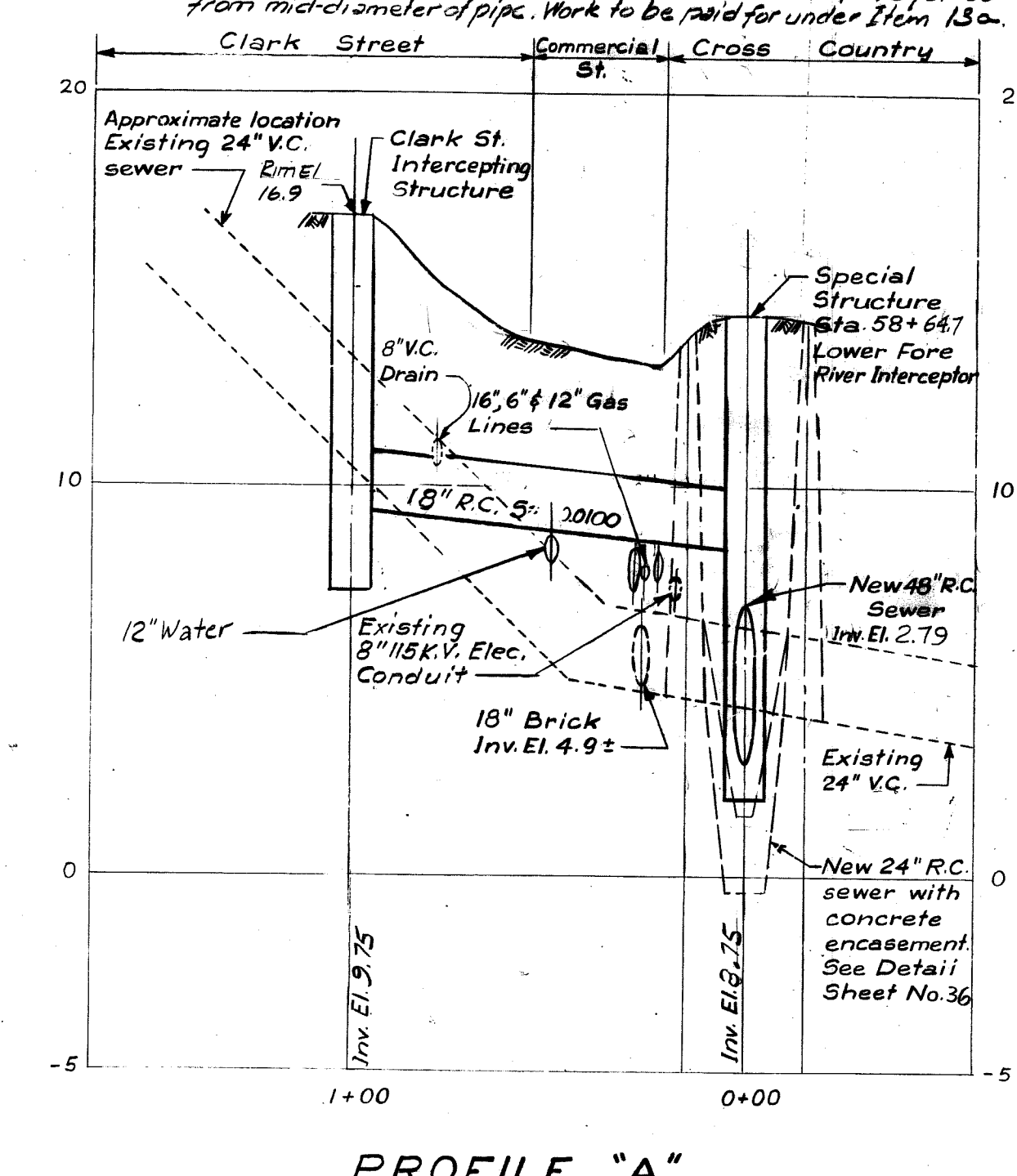
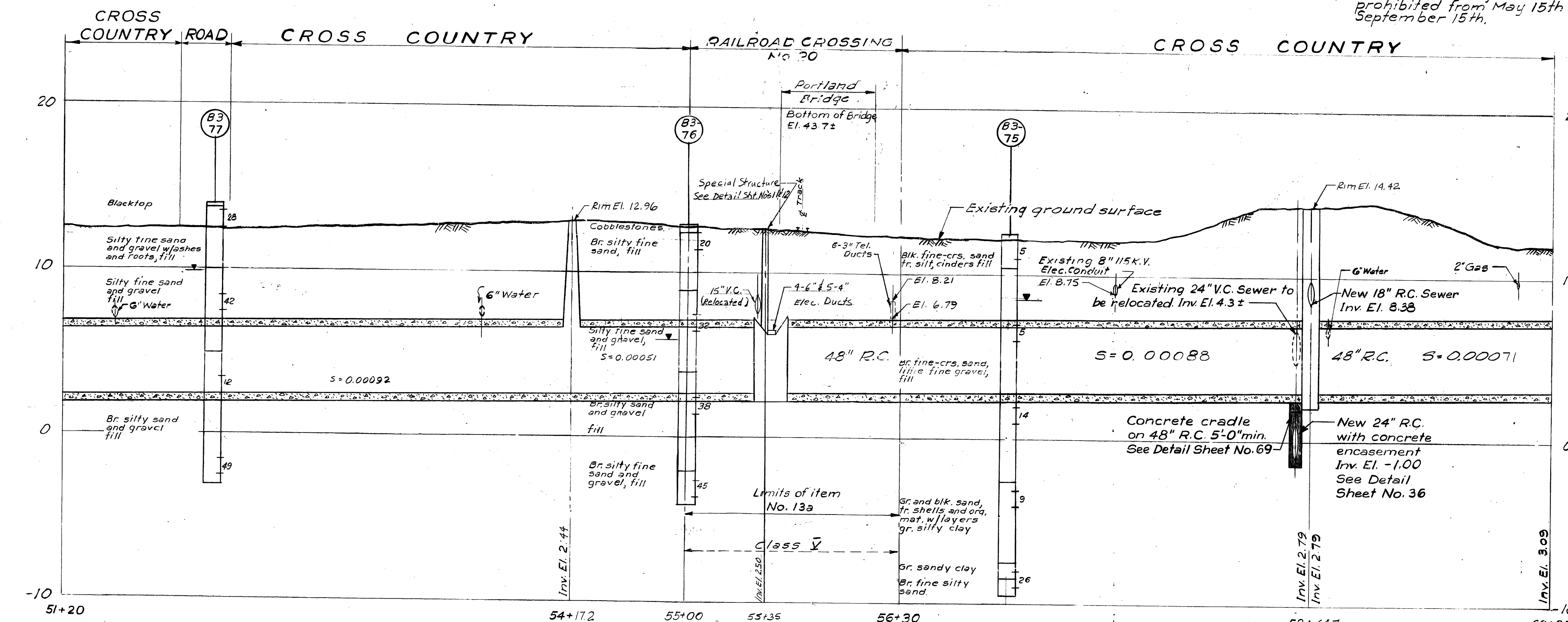
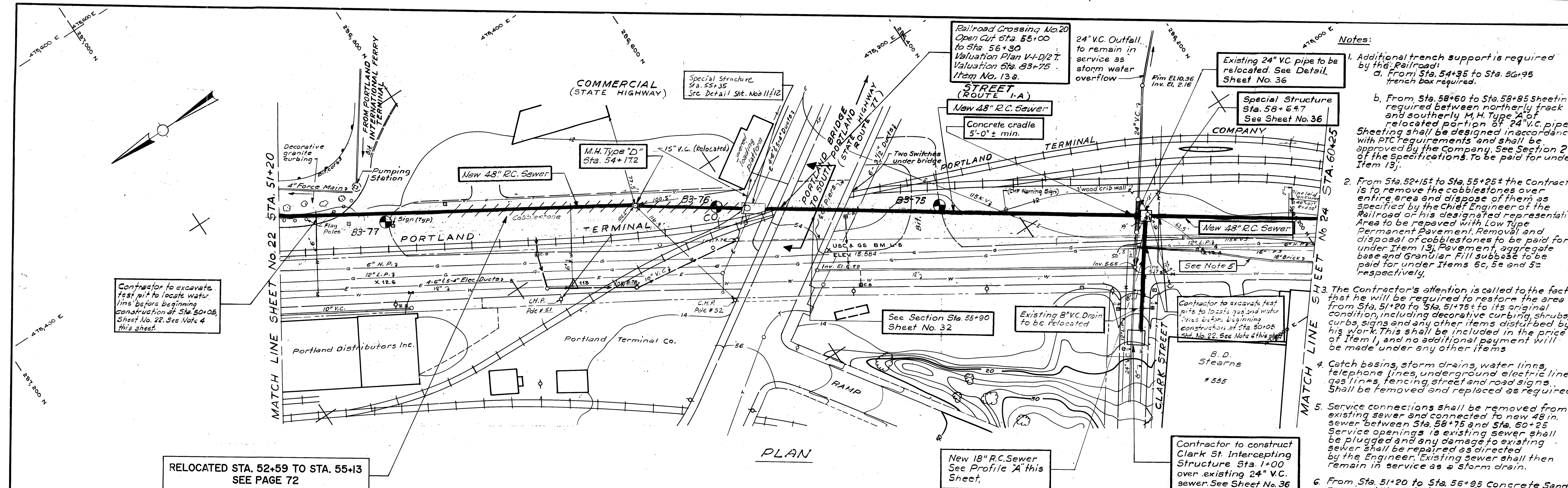


Figure 7 – Picture of a linear swale feature between Commercial Street and rail line. Commercial Street is to the left. Although water is evident during the frozen conditions, little hydrophytic vegetation was noted here. Non-hydrophytes such as multiflora rose are growing from the low ground/ice.

27. Test Boring Plan and Logs

Test Boring Plan and Logs

See enclosed plans showing test boring locations and soil profiles.



Approved by:	Date	Name
Structural	2/2/73	R. Wood
Electrical		
HVAC		
Project Engineer	6-1-73	R. Ross
Project Manager	6-1-73	R. C. Co.

ANDREW T. JOHNSON CO., INC. 1919

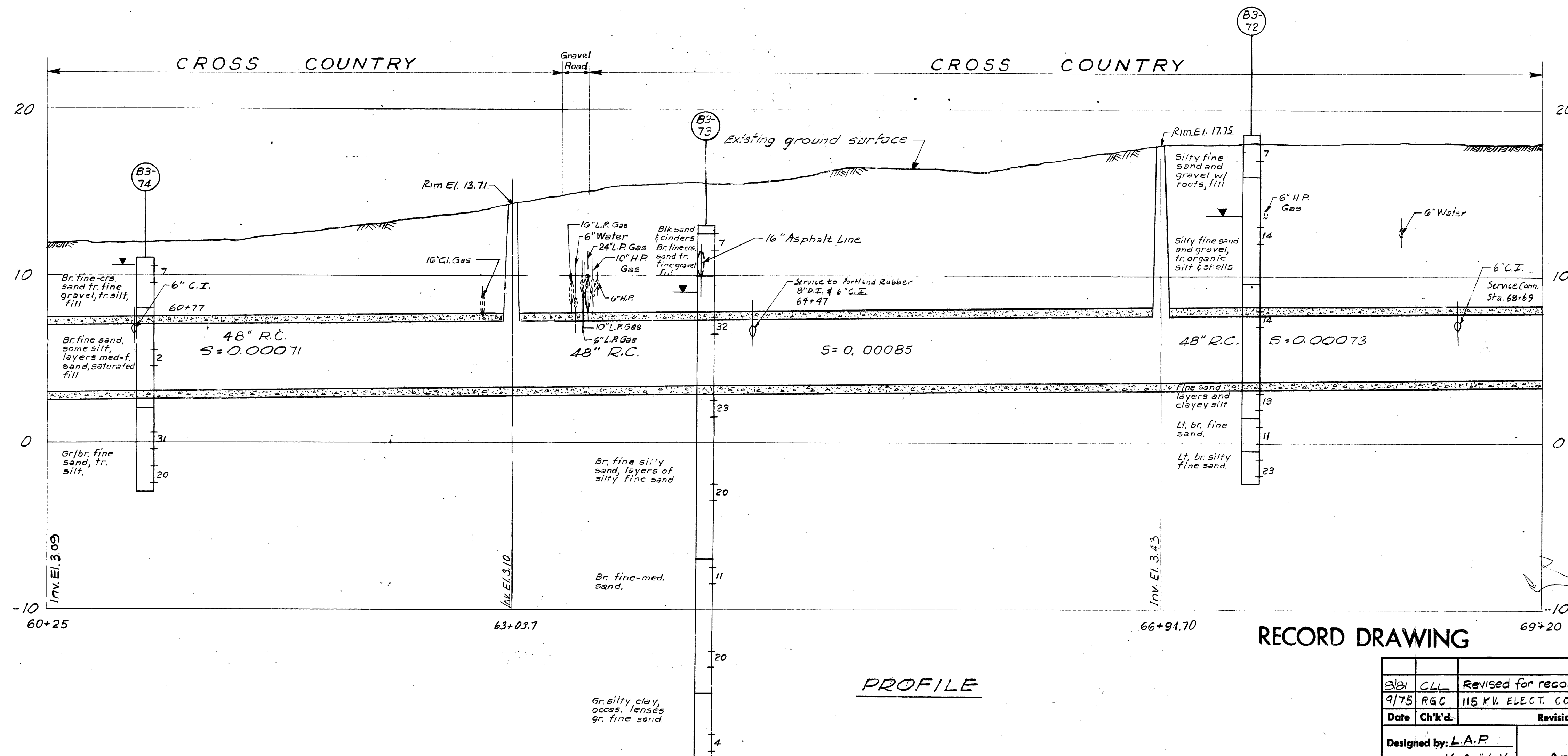
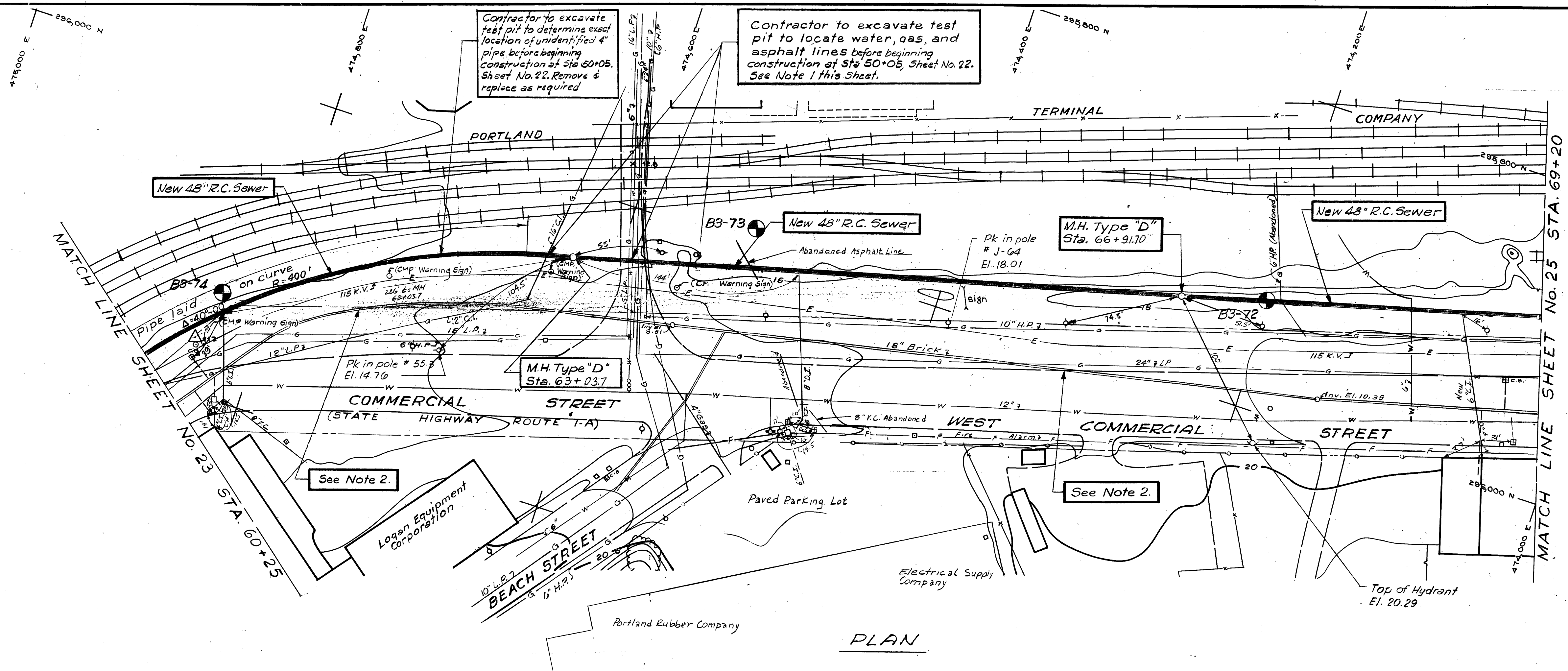
RECORD DRAWING

8/81	CLL	Revised for record drawing
7/77	RGC	115 KV, ELECT. CONDUIT ADDED
Date	Ch'd.	Revision
Designed by:	L.A.P.	
Drawn by:	V.A./L.V.	Date: April 1973
Checked by:	R.J.B./R.H.E.	Hor. 1" = 40'
Approved by:	DRK	Scale: Vert. 1" = 4'

PORTLAND WATER DISTRICT
PORTLAND, MAINE
POLLUTION ABATEMENT FACILITIES
CONTRACT NO. 3
LOWER FORE RIVER INTERCEPTOR
CROSS COUNTRY
STA. 51+20 TO STA. 60+25

CAMP DRESSER & McKEE Inc.
Consulting Engineers
Boston, Mass.

SHEET NO.
23
197 - 19647



NOTES:

1. Catch basins, utility poles, water lines, gas lines, asphalt lines, street and road signs shall be removed and replaced as required.
2. Service connections shall be removed from existing sewer and connected to new 48 in. sewer between Sta. 60+25 and Sta. 69+20. Service openings in existing sewer shall be plugged and any damage to existing sewer shall be repaired as directed by the Engineer. Existing sewer shall then remain in service as a storm drain.
3. From Sta. 61+10 to Sta. 62+90 trench box required during construction, See Section 20 of the Specifications.

Approved by:	Date	Name
Structural	5/22/73	R. Wood
Electrical		
HVAC		
Project Engineer	6-1-73	R. Wood
Project Manager	6-1-73	R. Wood

ANDREW T. JOHNSON CO., INC. 1915

RECORD DRAWING

881	C.L.	Revised for record drawing
975	R.C.	115 KV. ELECT. CONDUIT ADDED
Date	Ch'k'd.	Revision
Designed by: L.A.P.		Date: April 1973 Hor. 1" = 40' Scale: Vert. 1" = 4'
Drawn by: V.A.L.V.		
Checked by: R.J.R./R.H.E.		
Approved by: 		

PORTLAND WATER DISTRICT
PORTLAND, MAINE
POLLUTION ABATEMENT FACILITIES

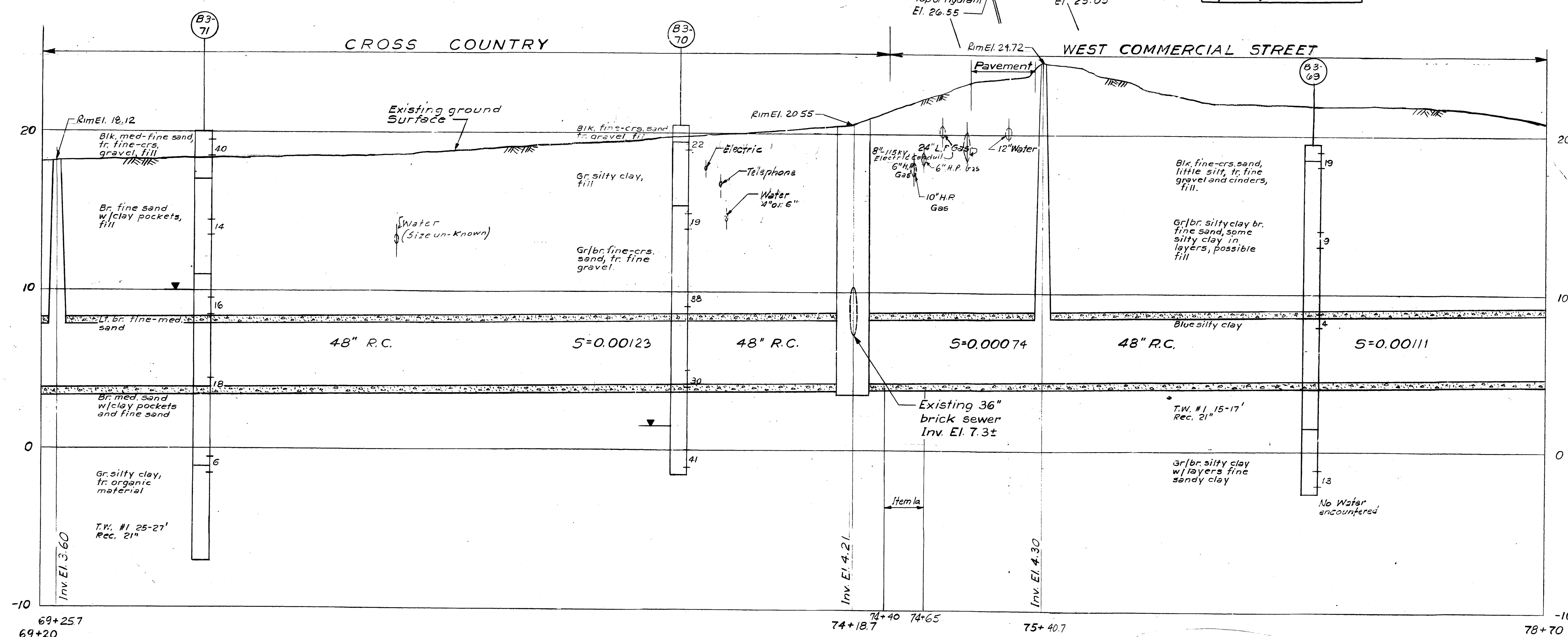
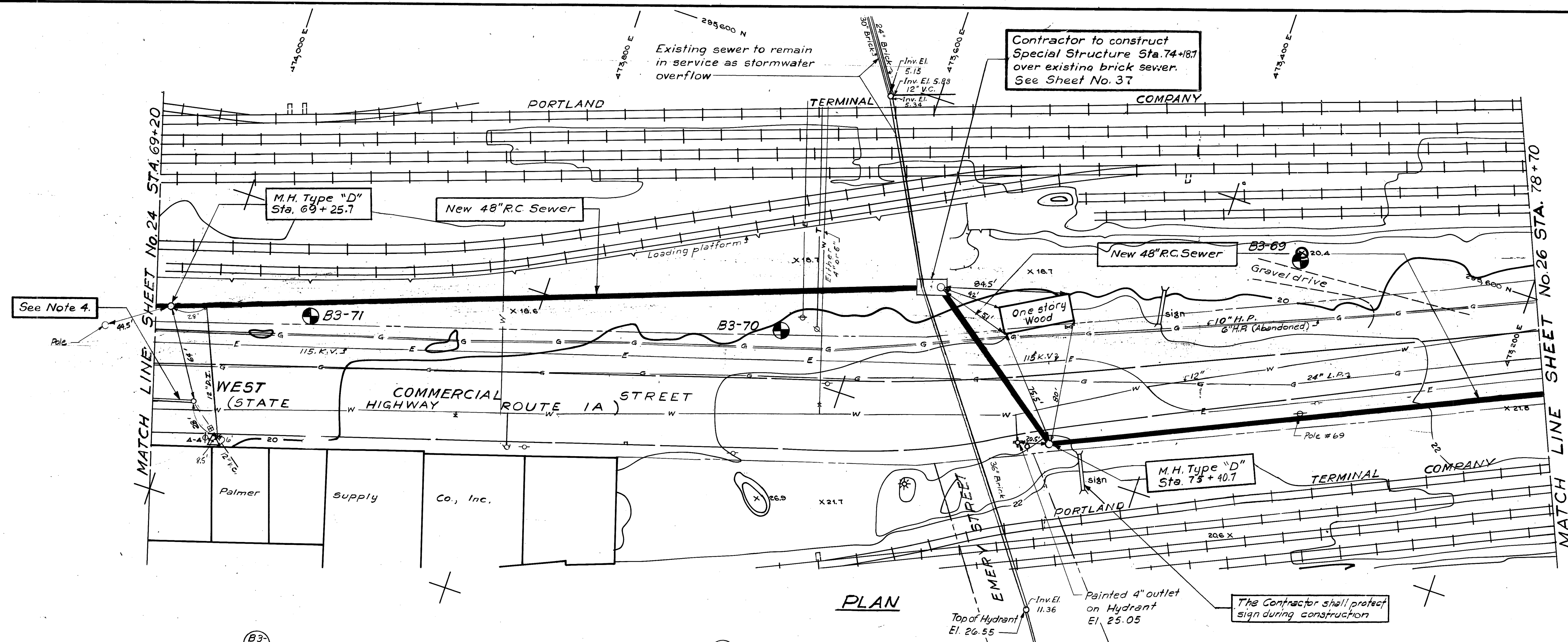
CONTRACT NO. 3
LOWER FORE RIVER INTERCEPTOR

CROSS COUNTRY
STA. 60+25 TO STA. 69+20



CAMP DRESSER & McKEE Inc.
Consulting Engineers
Boston, Mass.

SHEET NO.
24
197 - 1964



- ## NOTES
1. From Sta. 75+30 to Sta. 78+30 Concrete Sand required. Work to be paid for under Item 5d
 2. From Sta. 74+55 to Sta. 74+80, Steel Sheet piling required. See Section 2 k of the Specifications.
 3. From Sta. 69+20 to Sta. 72+00, Sta. 74+45 to Sta. 74+55 & Sta. 74+80 to Sta. 75+00 trench box required during construction. See Section 20 of the Specifications.
 4. Service connections shall be removed from existing sewer and connected to new 48 in. sewer between Sta. 69+20 and Sta. 72+00. Service openings in existing sewer shall be plugged and any damage to existing sewer shall be repaired as directed by the Engineer. Existing sewer shall then remain in service as a storm drain.
 5. From Sta. 75+70 to Sta. 78+00 Common Refill required from mid diameter of pipe. Work to be paid for under Item 5a.
 6. The Contractor shall maintain public access to Railroad loading platform and ramp during construction Sta. 72+00± to Sta. 75+00±
 7. Work from Sta. 74+55 to Sta. 74+80 to be paid for under Item 1a.

Approved by:	Date	Name
Structural	5/2/17	R. Wood
Electrical		
HVAC		
Project Engineer	6-1-17	R. Wood
Project Manager	6-1-17	R. Wood

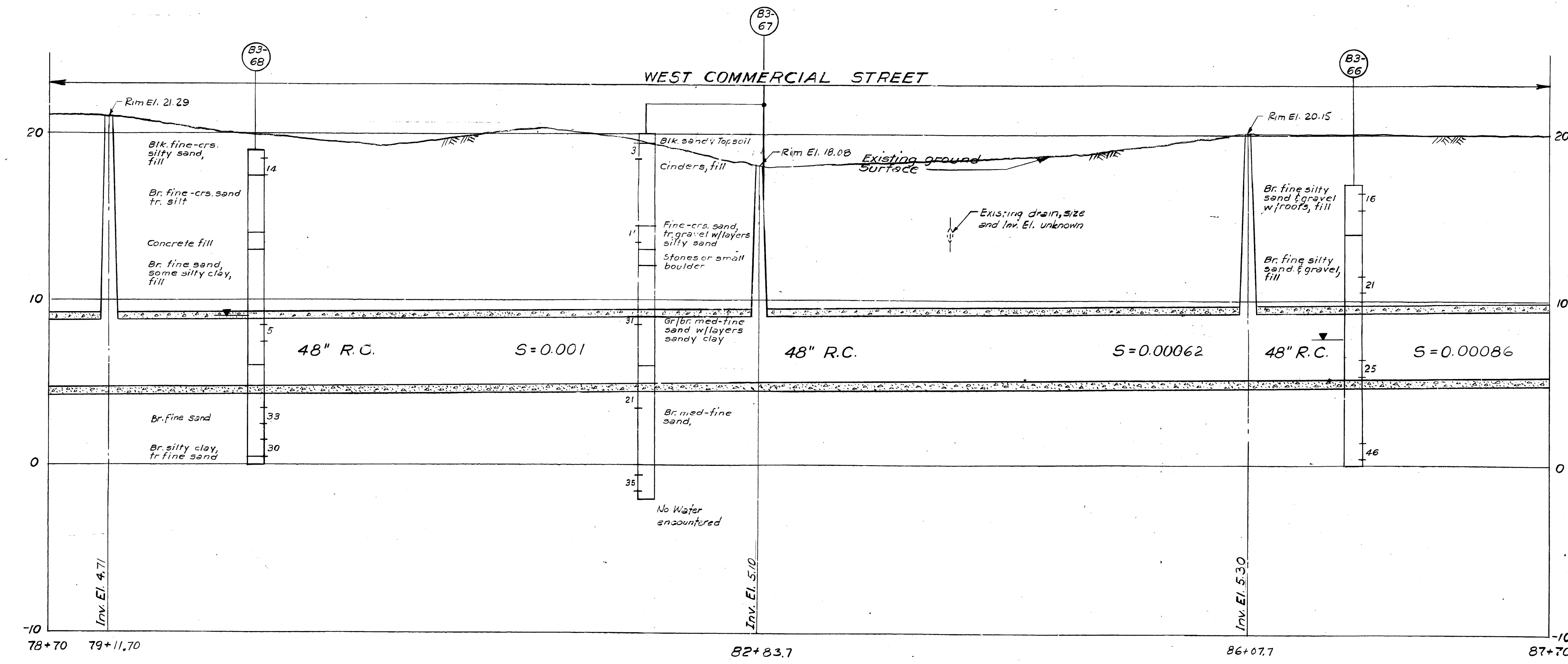
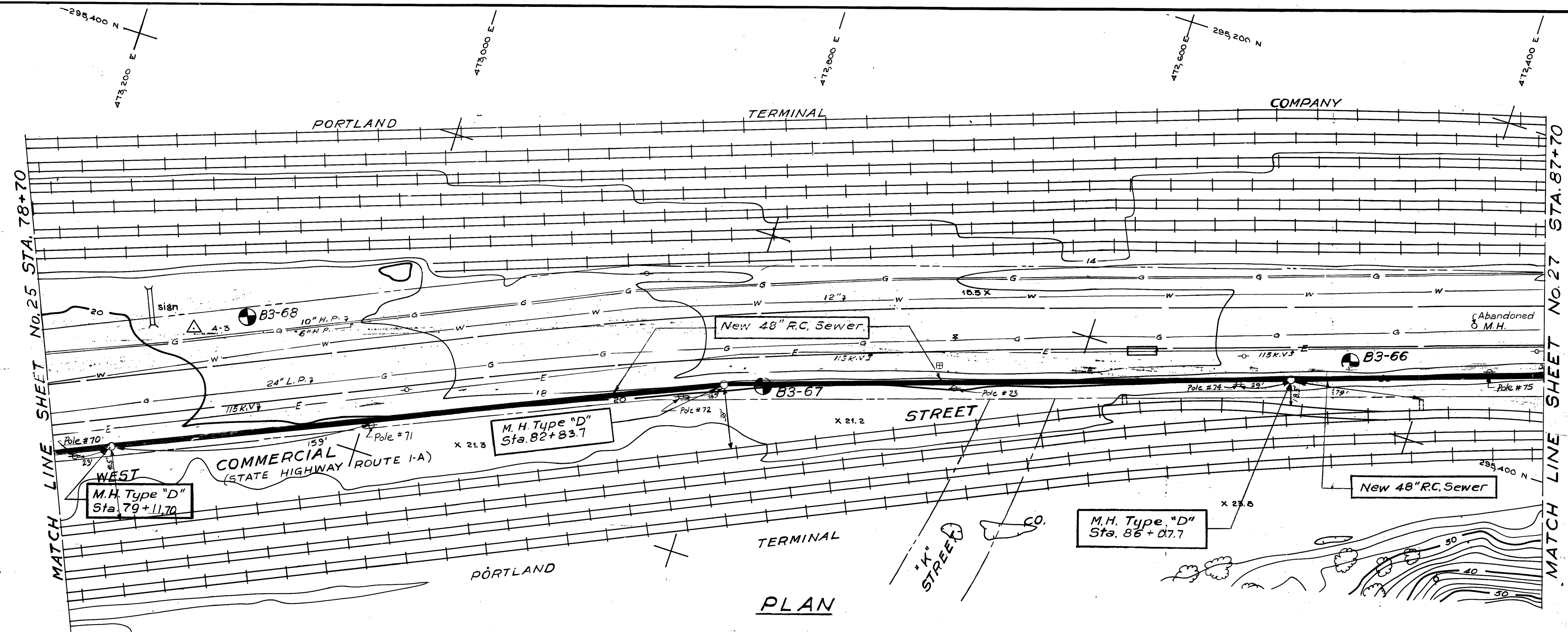
RECORD DRAWING		
5/16/	CLL	Revised for record drawing
7/75	RAC	115 KV. ELECT. CONDUIT ADDED
Date	Ch'k'd.	Revision
Designed by: L.A.P		Date: April 1973 Hor. 1" = 40' Vert. 1" = 40'
Drawn by: V.A. FLV		
Checked by: R.J.R./R.H.E.		
Approved by: <i>DMY</i>		

PORTLAND WATER DISTRICT
 PORTLAND, MAINE
POLLUTION ABATEMENT FACILITIES
 CONTRACT NO. 3
 LOWER FORE RIVER INTERCEPTOR
CROSS COUNTRY AND
WEST COMMERCIAL STREET
STA.69+20 TO STA.78+70

PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
REDESIGNED BY NUMBER 100000
POSITION BASE OF PRINT ON THIS LINE

PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
REDESIGNED BY NUMBER 100000
POSITION BASE OF PRINT ON THIS LINE

PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
REDESIGNED BY NUMBER 100000
POSITION BASE OF PRINT ON THIS LINE



- NOTES:**
1. From Sta. 84+85 to Sta. 87+70 Concr. Sand required. Work to be paid for under Item 5d.
 2. From Sta. 84+15 to Sta. 87+70 trer box required during construct. See Section 20 of the Specificat

Approved by:	Date	Name
Structural	5/6/73	R. Wood
Electrical		
HVAC		
Project Engineer	6-1-73	R. Wood
Project Manager	6-1-73	R. Wood

9/81	CLL	Revised for Record Drawing
9/75	RGC	115 KV. ELECT. CONDUIT ADDED
Date	Ch'd'd.	Revision
Designed by:	L.A.P.	
Drawn by:	V.I. LLV	Date: April 1973
Checked by:	RJR/RHE	Hor. 1" = 40'
Approved by:	DLN	Scale: Vert. 1" = 4'

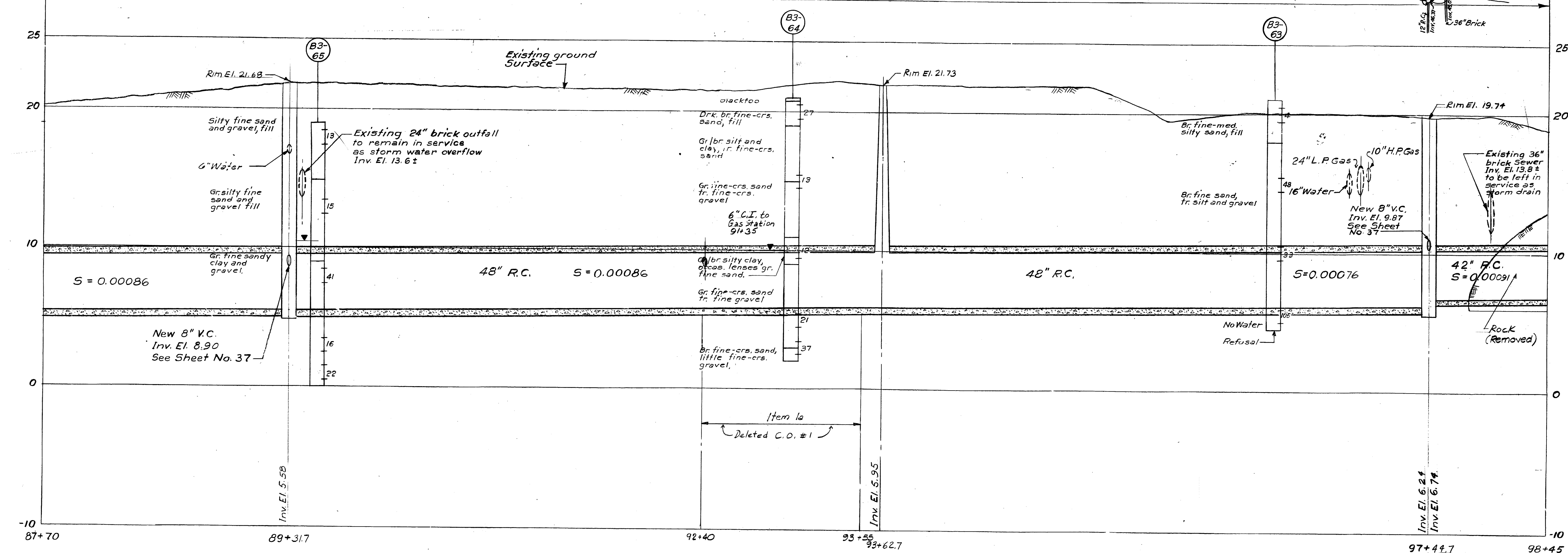
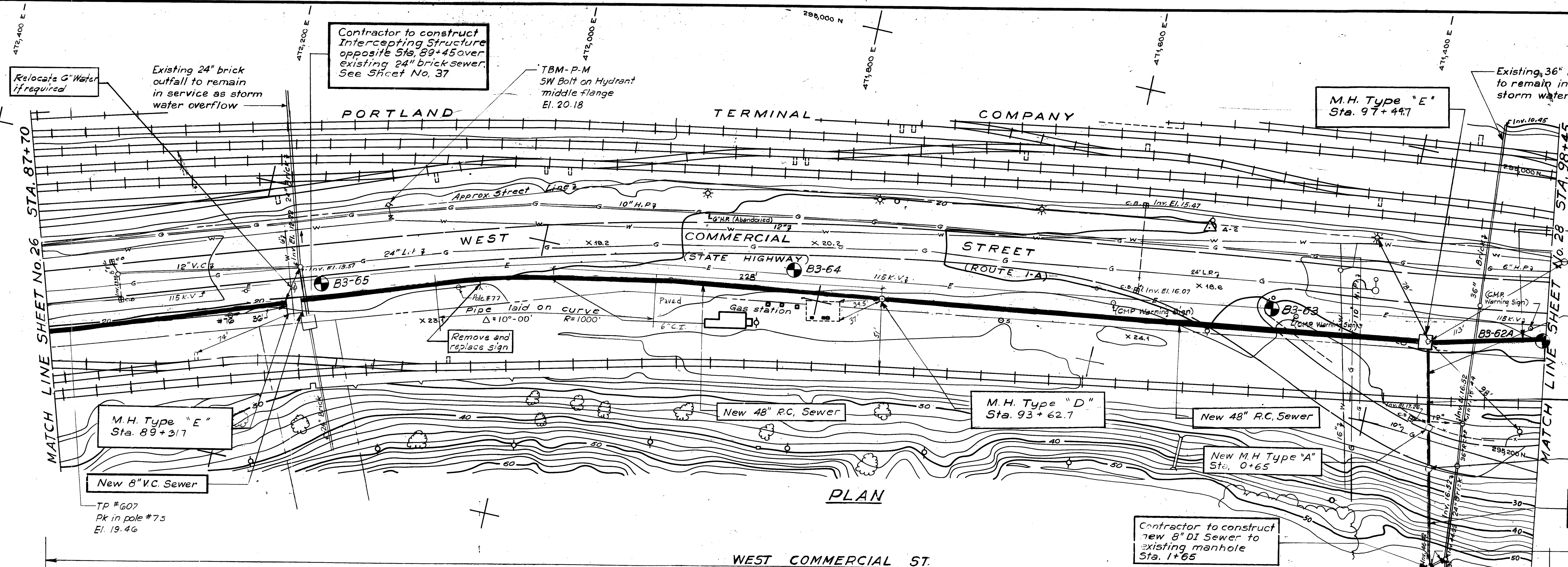
RECORD DRAWING

PORTLAND WATER DISTRICT
PORTLAND, MAINE
POLLUTION ABATEMENT FACILITY

CONTRACT NO. 3
LOWER FORE RIVER INTERCEPTOR
WEST COMMERCIAL STREET
STA. 78+70 TO STA. 87+70

CAMP DRESSER & McKEE Inc.
Consulting Engineers
Boston, Mass.

SHEET 26
197-19



- NOTES:**
- From Sta. 87+70 to Sta. 91+35 Concrete Sand required. Work to be paid for under Item 5d.
 - Contractor to plug existing pipe. See Specifications. Section 2 P.
 - 24" L.P. gas line located from plans done by Geographical Survey Systems, Inc. and furnished by CMP Co.
 - From Sta. 0+30 to Sta. 0+60 (Profile A) Sheet No. 37 Granular Fill required from mid-plan to centerline. To be paid for under Item 13b.
 - Sheeting required from Sta. 88+40 to Sta. 89+70 between Intercepting Structure Opposite Sta. 89+45 and railroad track northerly of structure. Shoring shall be designed in accordance with PTC requirements and shall be approved by the Company. See Section 20 of the Specifications. To be paid for under Item 13j.

Approved by:	Date	Name
Structural	5/12/73	R. Wood
Electrical		
HVAC		
Project Engineer	6-1-73	R. Coz
Project Manager	6-1-73	R. S. Coz

PROFILE

RECORD DRAWING

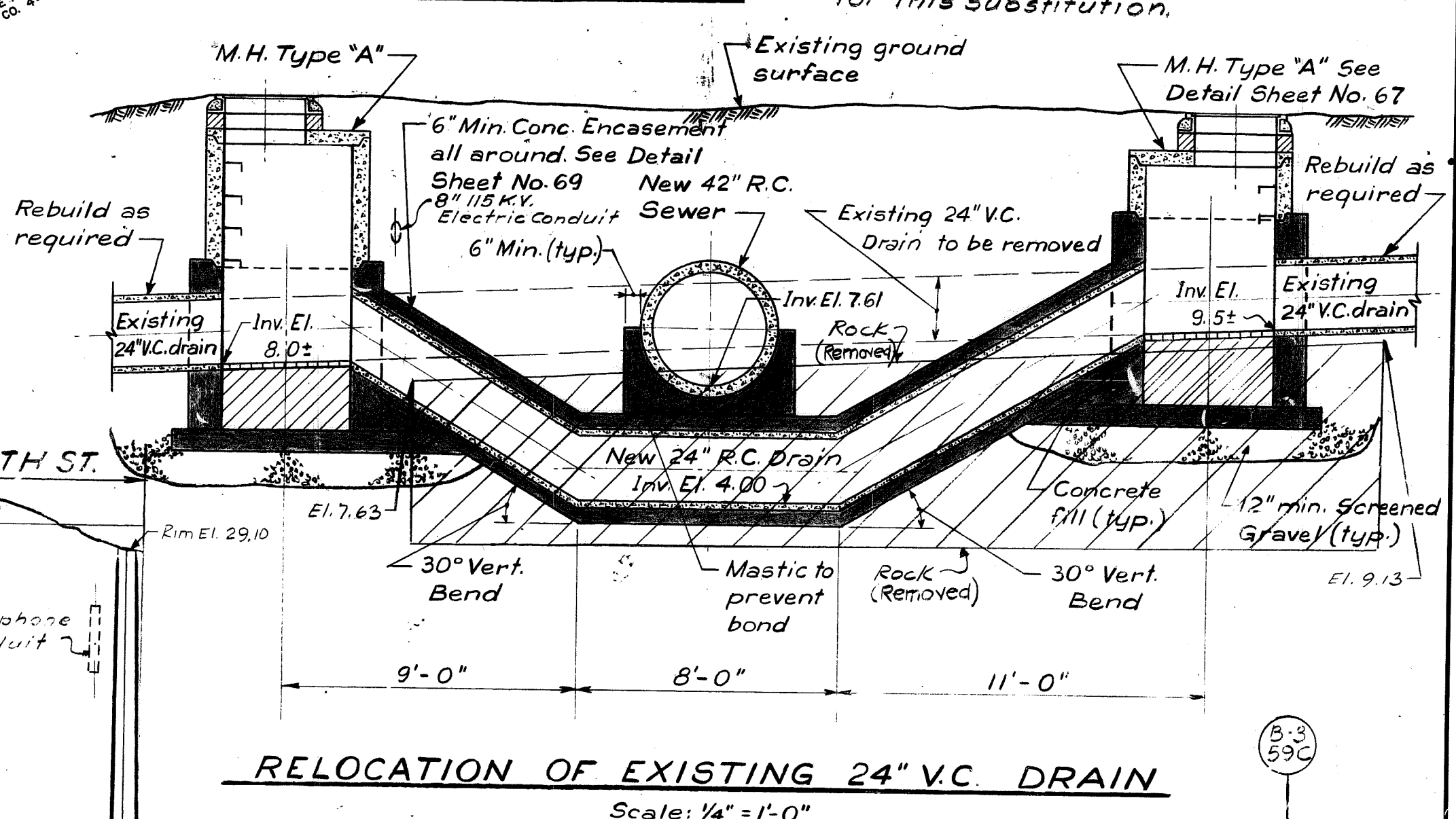
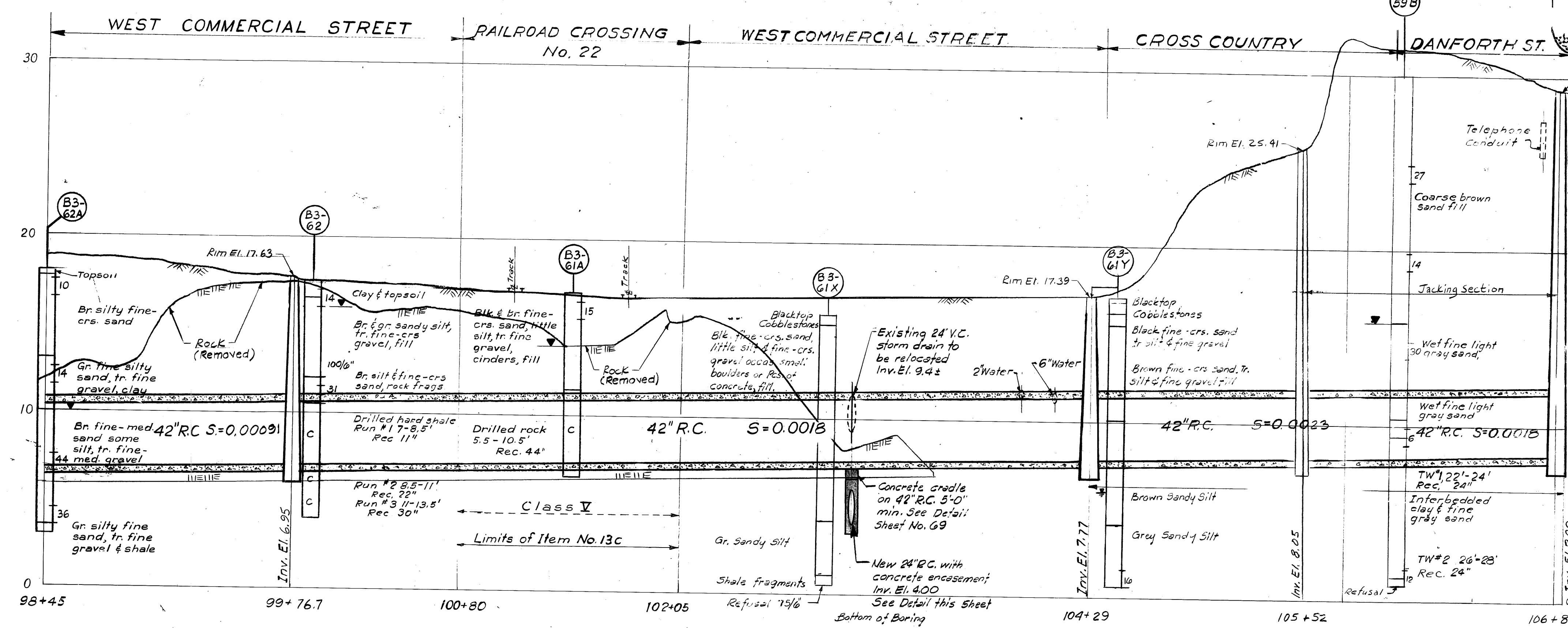
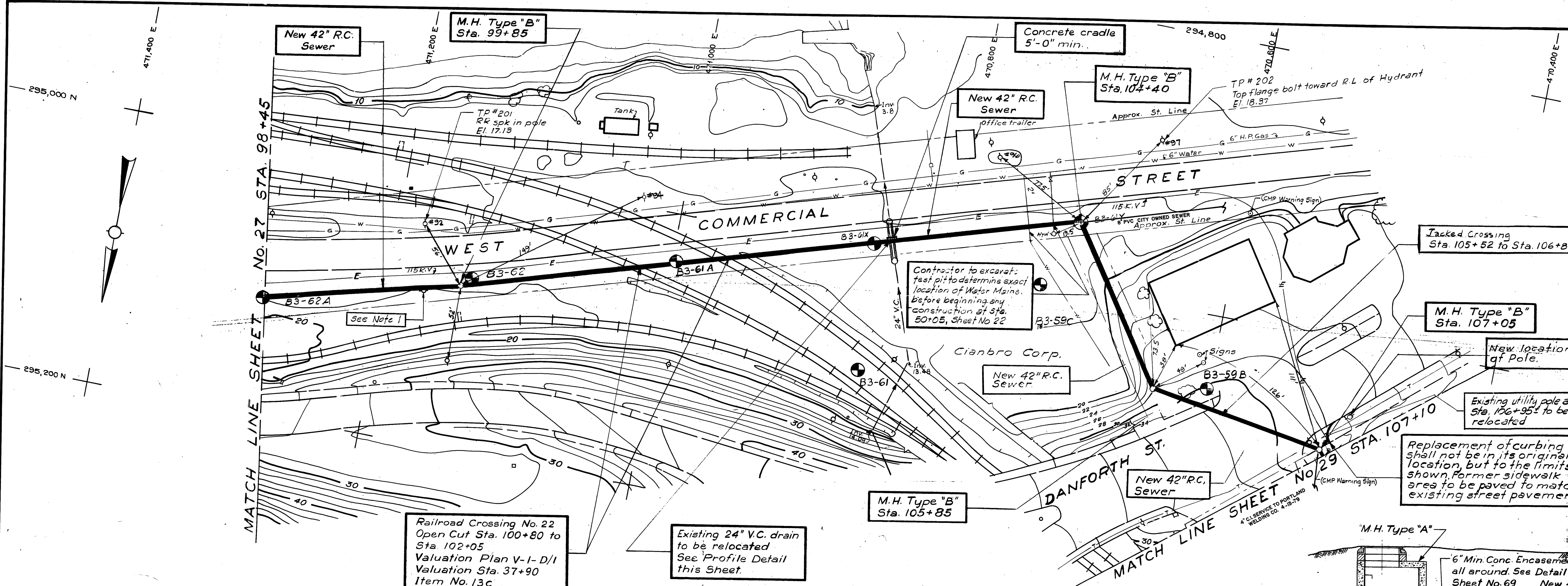
DESIGNED BY: LAP	DATE: April, 1973
DRAWN BY: V.A./L.V.	HOR. 1"=40'
CHECKED BY: R.I.R./R.H.E.	SCALE: VERT. 1"=4'
APPROVED BY: [Signature]	

PORTLAND WATER DISTRICT
PORTLAND, MAINE
POLLUTION ABATEMENT FACILITIES

CONTRACT NO. 3
LOWER FORE RIVER INTERCEPTOR
**WEST COMMERCIAL STREET
STA. 87+70 TO STA. 98+45**

CAMP DRESSER & McKEE Inc.
Consulting Engineers
Boston, Mass.

SHEET NO.
27
197-19651



- NOTES:
1. Curbing sidewalks, catch basins, storm drains, service connections, utility poles, hydrants, water lines, telephone lines, gas lines, fencing, street and road signs shall be removed and replaced as required.
 2. From Sta. 104+40 to Sta. 107+10 Concrete Sand required. Work to be paid for under Item 5d
 3. From Sta. 104+45 to Sta. 107+10 Steel Sheeting required. See Section 2k of the Specifications.
 4. All construction equipment and supplies located on the Cianbro Corp. construction easement shall be removed and replaced by Cianbro Corp. The Engineer shall notify Cianbro Corp. one month prior to construction on the easement. To be paid for under Item 2d
 5. Work from Sta. 104+40 to Sta. 107+10 to be paid for under Item 1a.
 6. From Sta. 100+90 to Sta. 102+05 Granular Fill required from mid-diameter of pipe. To be paid for under Item 13c.
 7. The Contractor may substitute 42" R.C.C. pipe for 42" R.C. pipe and Concrete Arch from Sta. 101+40, to Sta. 107+10, R.C.C. pipe to be designed as specified in Section 2G of the Specifications. No additional payment will be made for this substitution.

Approved by:	Date	Name
Structural	7/22/17	P. Wood
Electrical		
HVAC		
Project Engineer	6-1-13	R. Rozo
Project Manager	6-1-13	E. Soto

2/94	(P.W.D.) T.E.W.	ADD SERVICE TO PORTLAND WELDING
2/91	C.L.L.	Revised for record drawing
9/75	R.G.C.	115 KV. ELECT. CONDUIT ADDED
Date	Ch'k'd.	Revision
Designed by: <u>L.A.P.</u>		Date: <u>April 1973</u> Hor 1" = 40' Scale: Vert 1" = 4'
Drawn by: <u>L.V.</u>		
Checked by: <u>R.J.R./R.H.E.</u>		
Approved by: <u>SW</u>		

PORTLAND WATER DISTRICT PORTLAND, MAINE POLLUTION ABATEMENT FACILITIES CONTRACT NO.3 LOWER FORE RIVER INTERCEPTOR WEST COMMERCIAL STREET AND CROSS COUNTRY STA.98+45 TO STA.107+10		SHEET NO. 28
 CAMP DRESSER & McKEE Inc. Consulting Engineers Boston, Mass.		197 - 19652

28. Turning Movements

Turning Movements

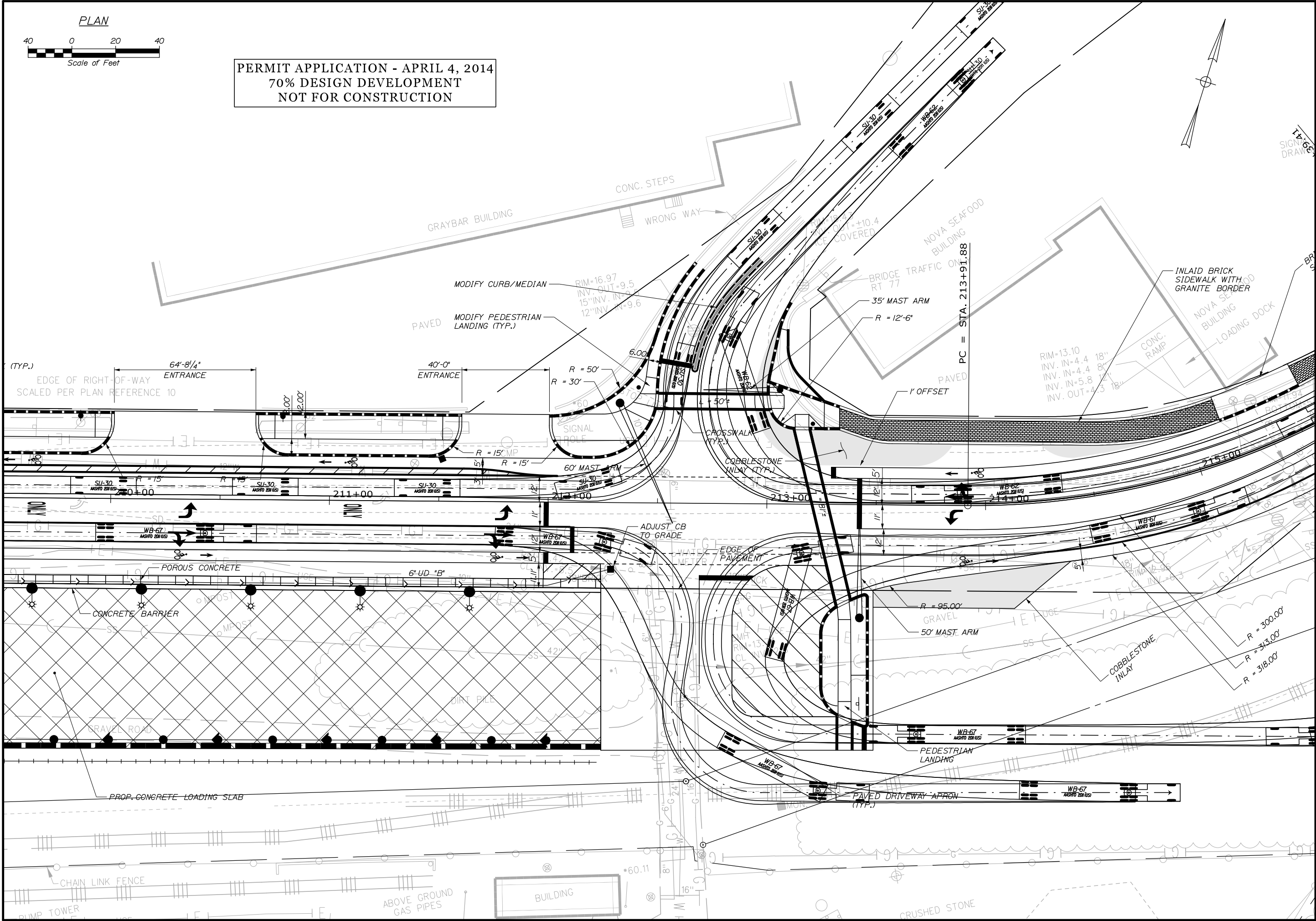
See enclosed plans showing turning movements at Beach Street intersection and project entrance.

Date:4/4/2014

Username:

Division:

Filename: 001_TurningMovements.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
TURNING MOVEMENTS

SHEET NUMBER
1
OF 5

PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	RWH		03/14
CHECKED-REVIEWED			
DESIGNS DETAILLED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

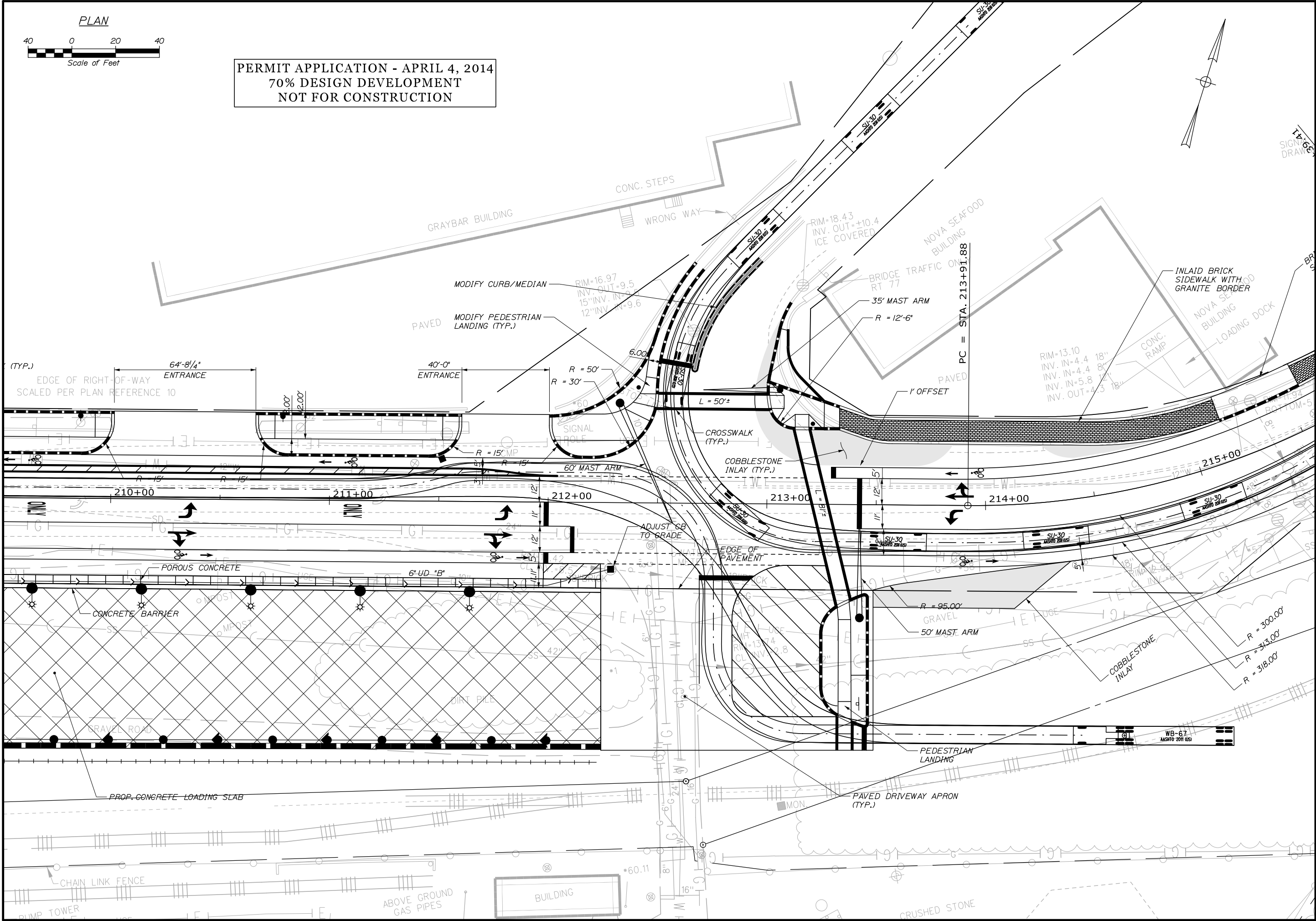
WIN
022809.20

Date: 4/4/2014

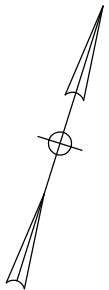
Username:

Division:

Filename: 002_TurningMovements.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		COMMERCIAL STREET TURNING MOVEMENTS		SHEET NUMBER 2 OF 5	
PROJ. MANAGER	J. KITREDE	BY	DATE	SIGNATURE	P.E. NUMBER
DESIGN-DETAILED	RWH	03/14			
CHECKED-REVIEWED					
DESIGNS-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



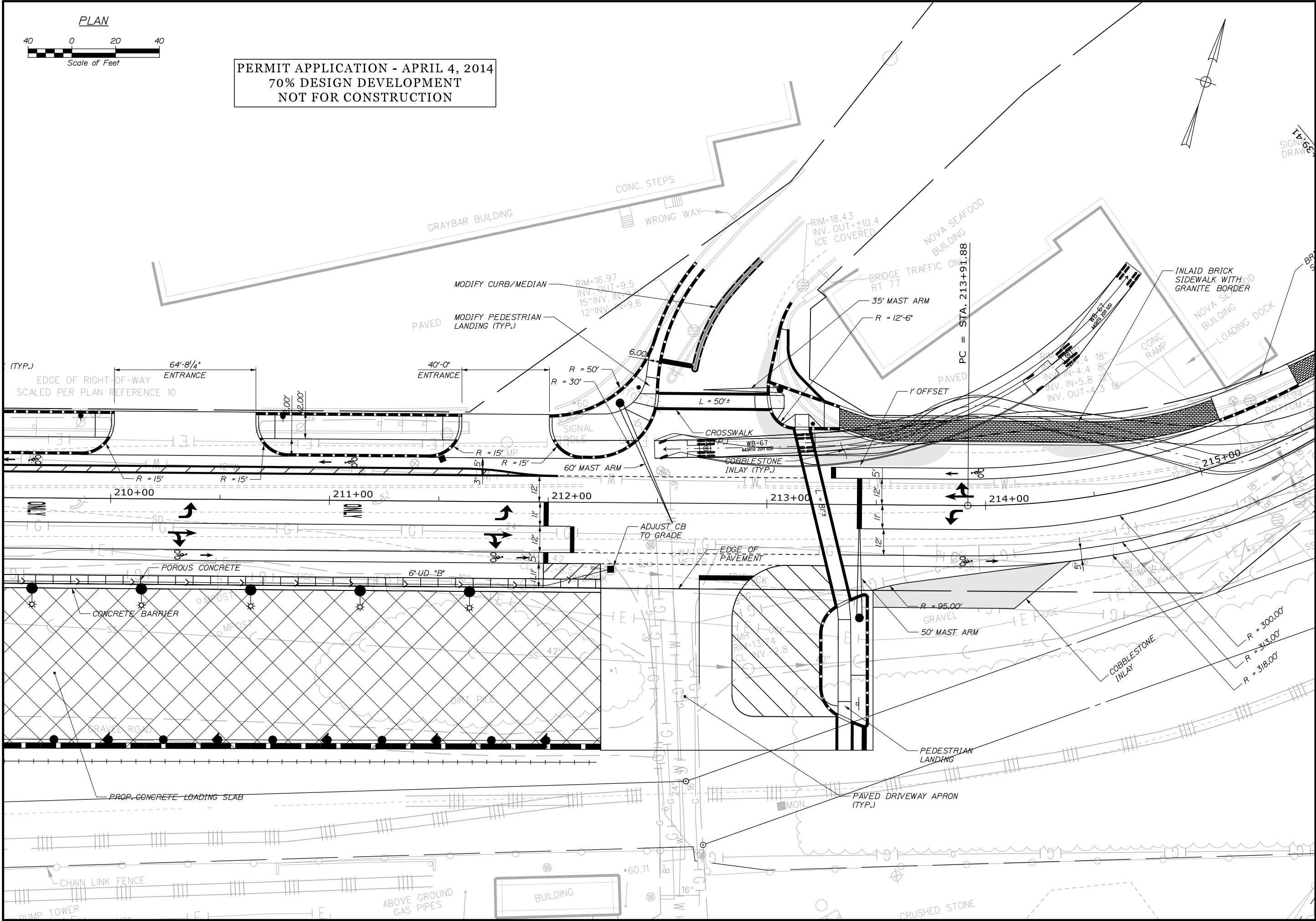
3 OF 5	SHEET NUMBER	PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	PROJ. MANAGER	J. KITTRIDGE	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20
		DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	RWH - - - - - - - -	RWH - - - - - - - -	03/14 - - - - - - - -	SIGNATURE P.E. NUMBER DATE WIN 022809.20	

Date:4/4/2014

Username:

Division:

Filename: 004_TurningMovements.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PROJ. MANAGER	J. KITTRIDGE	BY	DATE
DESIGN-DETAILED	RWH		03/14
CHECKED-REVIEWED			
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
TURNING MOVEMENTS

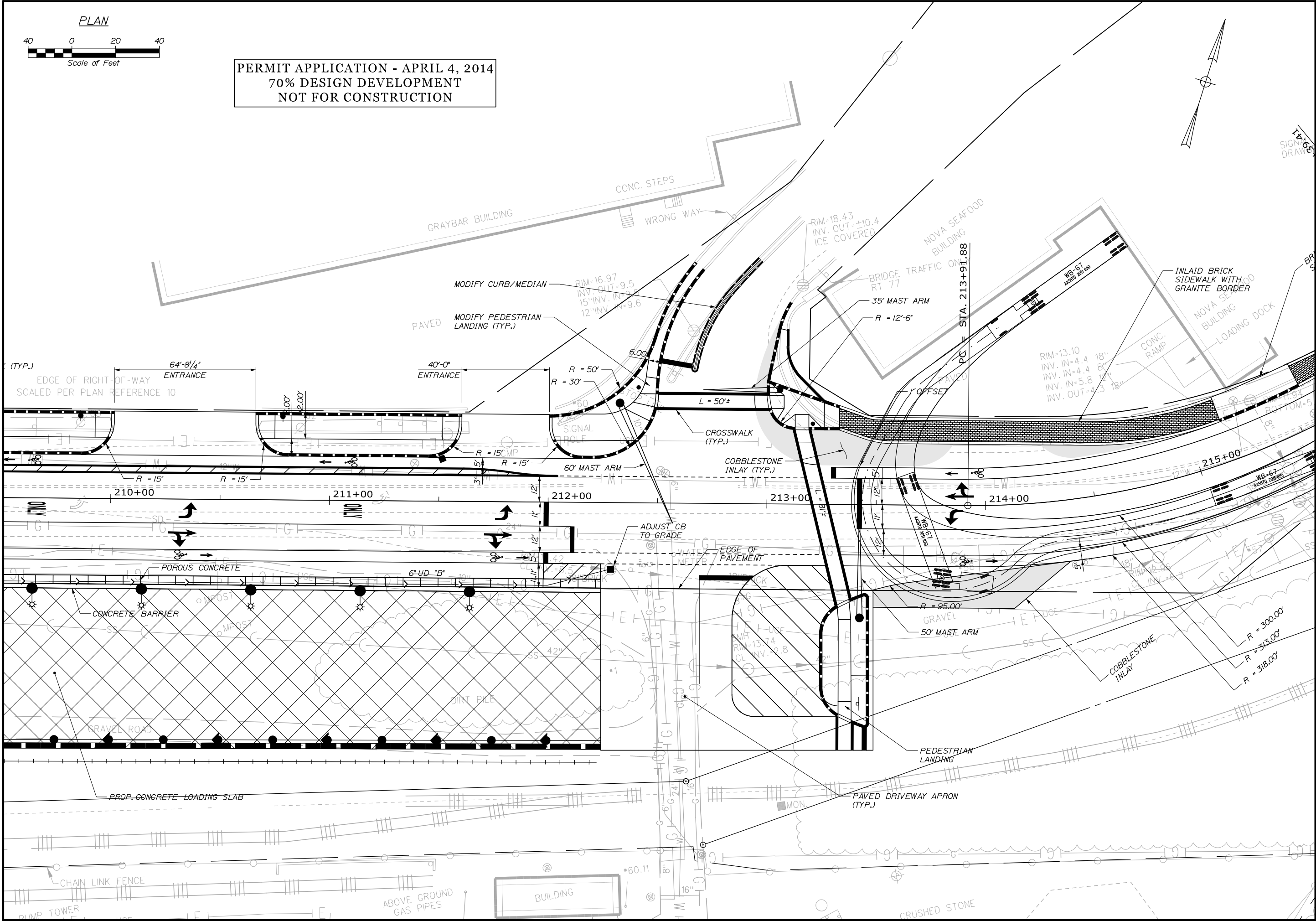
SHEET NUMBER
4
OF 5

Date:4/4/2014

Username:

Division:

Filename: 005_TurningMovements.dgn



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		CUMBERLAND COUNTY		COMMERCIAL STREET	
TURNING MOVEMENTS		SHEET NUMBER		5		OF 5	
PROJ. MANAGER	J. KITREDE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE	
DESIGN-DETAILED	RWH	03/14					
CHECKED-REVIEWED							
DESIGNS-DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

29. Temporary Soil Erosion and Control Narrative

Temporary Soil Erosion and Control Narrative

See enclosed Letter from DOT describing their approach to Erosion and Sedimentation Control.



Paul R. LePage
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

David Bernhardt
COMMISSIONER

April 3, 2014

City of Portland
Attn.: David Senus
389 Congress St
Portland Maine 04101

RE: Portland IMT Connector
MaineDOT Erosion and Sedimentation Control Practices

Erosion and sedimentation control plans are prepared for all earthmoving construction projects undertaken by MaineDOT. Standard Specification 656, Temporary Soil Erosion and Water Pollution Control is included in all contracts. The Standard Specification 656 is attached and can be found at this link:
http://maine.gov/mdot/contractors/publications/standardspec/docs/ss_division_600.pdf.

The specification requires the contractor to develop and implement a Soil Erosion and Water Pollution Control Plan (SEWPCP) in accordance with the *MaineDOT Best Management Practices for Erosion and Sedimentation Control Manual (last Revised February 2008)*:
<http://www.maine.gov/mdot/env/documents/pdf/bmp2008/BMP2008full.pdf>. It also outlines the requirements for documenting inspection and maintenance of erosion and sedimentation control measures. The site-specific plan prepared by the contractor is reviewed and approved by MaineDOT Environmental Office Staff. All work must be completed in accordance with the approved SEWPCP. Standard Specification 656 also includes requirements for a Spill Prevention Control and Countermeasures Plan.

A Special Provision is often used to add project-specific requirements as necessary. A draft Special Provision 656 for the proposed project is attached for reference.

These contract requirements are administered by the Surface Water Quality Unit (SWQU) of MaineDOT's Environmental Office.

Please do not hesitate to contact me if you have any additional questions or concerns regarding this matter.

Sincerely,

Kristen Chamberlain
MaineDOT Environmental Office
(207) 557-5089
kristen.chamberlain@maine.gov

653.06 Compaction Compaction of the first layer of aggregate subbase sand shall be by vibratory methods to the satisfaction of the Resident. After the first layer has been compacted, normal construction practices may be followed providing no loads are placed on the area which produce more than 390 kg/m² [80 lb/ft²] ground contact pressure.

653.07 Protection of Polystyrene Since gasoline, oil, heat, and sunlight will damage polystyrene, all precautions shall be taken to prevent them from damaging the insulating board. The insulating boards shall not be stored in sunlight for more than one day.

653.08 Method of Measurement Polystyrene plastic insulation will be measured by the square meter [square yard] in place.

653.09 Basis of Payment The accepted quantities of polystyrene plastic insulation will be paid for at the contract unit price per square meter [square yard] complete in place. Payment shall be full compensation for and for furnishing and placing the insulating boards of pegs.

Payment will be made under:

	<u>Pay Item</u>	<u>Pay Unit</u>
653.20	25 mm [1 in] Polystyrene Plastic Insulation	square meter [Square Yard]
653.21	38 mm [1½ in] Polystyrene Plastic Insulation	square meter [Square Yard]
653.22	50 mm [2 in] Polystyrene Plastic Insulation	square meter [Square Yard]
653.23	75 mm [3 in] Polystyrene Plastic Insulation	square meter [Square Yard]

SECTION 654 - VACANT

SECTION 655 - ELECTRICAL WORK

Reserved

SECTION 656 - TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

656.1 Responsibility of the Contractor-Prepare and Follow Plan The Contractor shall provide continuous and effective temporary soil erosion and water pollution control for the Project that is appropriate to the construction means, methods and sequencing allowed by the Contract and selected by the Contractor. To do so, the Contractor shall prepare and submit a Soil Erosion and Water Pollution Control Plan (SEWPCP) and properly implement its approved SEWPCP. The Contractor shall have its SEWPCP approved, perform a preconstruction field review, and install and certify initial controls before commencing any Work, which could disturb soils or impact water quality.

If the Contractor properly implements its approved SEWPCP, then (1) any Work required in excess of that required by the SEWPCP will be Extra Work, (2) any Delay resulting from any such excess Work will be analyzed in accordance with Section 109.5 - Adjustments for Delay, and (3) the Contractor will not be responsible for damages relating to insufficient soil erosion and water pollution control including the cost of all environmental enforcement actions, penalties, or monetary settlements assessed any environmental regulatory entity and all costs incurred by or through the Department.

If the Contractor fails to prepare, submit, or seek approval of a SEWPCP or fails to properly implement its approved SEWPCP, then (1) the Department may suspend all Work, (2) the Department may withhold all Progress Payments or any portion thereof until the Contractor remedies all deficiencies; (3) the Department may remedy deficiencies with Departmental or contracted forces and deduct the cost thereof from payments otherwise due the Contractor; (4) any delay resulting from such failure or non-compliance will be a Non-excusable Delay; and (5) the Contractor will be responsible for all damages arising from or related to such failure or non-compliance including the cost of all environmental enforcement actions, penalties, or monetary settlements assessed by any environmental regulatory entity and all costs incurred by or through the Department including legal and consulting fees.

656.2 Submittal and Approval of the SEWPCP Within 21 calendar days of Contract Execution, the Contractor must submit two copies of its SEWPCP to the Resident.

Within 14 days of receipt, the Department will determine if the SEWPCP is in accordance with the Contract requirements and (1) notify the Contractor that its SEWPCP is approved or (2) return it for any needed revisions. If returned for revision, the Contractor must resubmit two copies of its revised SEWPCP as provided above within 7 days and the Department will have 7 days from receipt of the revised plan to notify the Contractor whether its SEWPCP is approved or again requires revision. Additional iterations will occur in a like manner until the Department approves the Contractor's SEWPCP. The Contractor must have its SEWPCP approved and implemented before commencing any Work, which could disturb soils or impact water quality.

SEWPCP REQUIREMENTS

656.3.1 Qualifications of Preparer The preparer of the SEWPCP must be knowledgeable and experienced in erosion and pollution control and must (1) be a "DEP Certified Contractor" as designated by the Maine Department of Environmental Protection (MDEP), or (2) be licensed in Maine as a Professional Engineer, Landscape Architect, or Soil Scientist.

656.3.2 Standards The SEWPCP must be in accordance with all applicable laws, rules, regulations, permit requirements and conditions, this specification, all other contractual provisions, and the latest version of Department's "Best Management Practices for Erosion & Sedimentation Control" (the "BMP Manual"). In the event of conflicting provisions, the SEWPCP must utilize the more restrictive requirements. If the Work could disturb soils in the watersheds of any sensitive waterbodies identified in the Contract Documents or listed in Appendix A of the BMP Manual, then the SEWPCP must be in accordance with the higher

standards for soil erosion and water pollution contained in Section II (B) - “Guidelines for Sensitive Waterbodies” of the BMP Manual.

656.3.3 General SEWPCP Elements In addition to other requirements provided for or referenced in this specification, the SEWPCP must include the following elements.

- a. The name and qualifications of the person preparing the SEWPCP.
- b. The name of the on-site person, the “Environmental Coordinator”, responsible for implementation of the SEWPCP, who must be the Prime Contractor's Superintendent or other supervisory employee with the authority to immediately remedy any deficient controls, with their phone number and emergency number (personal cellular phone or pager).
- c. The schedule and sequence of all activities that involve soil disturbance including work on sites outside the right-of-way such as borrow pit operations, haul roads, staging areas, equipment storage sites, mixing plants, and waste disposal sites including expansion of existing sites.
- d. Incorporation of permanent erosion control features into the project at the earliest practicable time.
- e. Identification of steep slopes and highly erodible soils, with the method and frequency of soil stabilization.
- f. Emergency procedures for storms, including availability of Materials and procedures and time frames for corrective action if controls fail.
- g. A discussion of how the SEWPCP meets or exceeds the Standards and Commitments contained in Section II of the BMP Manual.
- h. Type and location of all temporary erosion and sedimentation control measures. Temporary winter stabilization must be used between November 1 and April 1, or outside of said time period if the ground is frozen or snow covered. Temporary winter stabilization involves, at a minimum, covering all disturbed soils with some method other than using unanchored hay or straw mulch. Such other methods may include the use of Erosion Control Mix or other covers that are not susceptible to erosion or wind movement. If temporary winter stabilization practices are used, spring procedures for permanent stabilization shall also be described in the SEWPCP.
- i. Mulching type and frequency of application for disturbed soil areas.
- j. Location and frequency of application of temporary seeding.
- k. Description of all dust control procedures for roadways, haul roads, work areas, and all other contractor activities.

l. Location and method of temporary sediment control for existing and proposed catch basins and all other drainage inlet and outlet areas.

m. Describe all in-stream work, with timing and plans for temporary stream diversions and cofferdams.

n. Describe the design, location, and plans for sedimentation basins used for dewatering cofferdams.

o. Inspection and maintenance schedules for all erosion and water pollution control measures - temporary and permanent - including the method, frequency and disposal location for sediment removal.

p. Temporary erosion control features for any designated mitigation site that is specified in the Contract.

q. Procedures for removal of temporary erosion and pollution controls.

656.3.4 Water Pollution Control Requirements In addition to other requirements provided for or referenced in this specification, the SEWPCP must include all of the following requirements applicable to water pollution control.

a. The Contractor must comply with the applicable federal, state, and local laws, and regulations relating to prevention and abatement of water pollution.

b. Except as allowed by an approved permit or otherwise authorized by the Department in writing, pollutants and construction debris including excavated material, aggregate, residue from cleaning, sandblasting, or painting, cement mixtures, chemicals, fuels, lubricants, bitumens, raw sewage, wood chips, and other debris shall not be discharged into waterbodies, wetlands, or natural or man-made channels leading thereto and such materials shall not be located alongside waterbodies, wetlands, or such channels such that it will be washed away by high water or runoff.

c. Construction operations in waterbodies or wetlands shall be restricted to the construction limits shown on the plans and to those areas that must be entered for the construction of temporary or permanent structures, except as allowed by approved permit or otherwise authorized by the Department in writing.

d. Mechanized equipment shall not be operated in waterbodies or wetlands, except as allowed by approved permit or otherwise authorized by the Department in writing.

e. Upon completion of the work, waterbodies or wetlands shall be promptly cleared of all falsework, piling, debris or other obstructions caused by the construction operations, except as otherwise authorized by the Department in writing.

f. **Spill Prevention.** If the Work includes the handling, use, or storage of petroleum products or hazardous Matter/Substances including the on site fueling of Equipment, the SEWPCP must include a Spill Prevention Control and Countermeasure Plan (SPCCP). At a minimum, the SPCCP must include:

1. The name and emergency response numbers (telephone number, cellular phone and pager numbers, if applicable) of the Contractor's representative responsible for spill prevention and response;

2. General description and location of (1) handling, transfer, storage, and containment facilities of such products or hazardous Matter/Substances ("activities and facilities") and (2) potential receptors of such products or hazardous Matter/Substances including oceans, lakes, ponds, rivers, streams, wetlands, and sand and gravel aquifers ("sensitive resources") including the distances between said activities and facilities and said sensitive resources;

3. Description of preventative measures to be used to minimize the possibility of a spill including Equipment and/or Materials to be used to prevent discharges including containment and diversionary structures, inspections and personnel training;

4. A contingency response plan to be implemented if spill should occur including a list of emergency phone/pager numbers including the Contractor's representative, MDEP Spill Response, the Resident, and local police and fire authorities, a list of emergency response equipment and locations and a description of the capabilities of the equipment, a description of the general response and clean up protocols by product or Matter/Substances and an overview of the verbal and written notification procedures for federal, state and local officials. For a related provision, see 105.2.2 - "Project Specific Emergency Planning".

For a related provision, see Section 105.8.3 - "Wetland and Waterbody Impacts".

656.3.5 Material Requirements Unless otherwise approved by the Department, the Contractor must use temporary erosion control Materials contained on the Department's Preapproved List of Erosion Control Materials if such a list is established, the Department's latest BMP Manual, or Section 717 - Roadside Improvement Materials.

656.3.6 Construction Requirements In addition to other requirements provided for or referenced in this specification, the SEWPCP must include all of the following requirements applicable during construction.

- a. The Contractor shall install and maintain all temporary erosion control Materials in accordance with the manufacturer's recommendations, or the Department's latest BMP's or Standard Specifications where applicable.

- b. The Contractor shall perform in-stream work during low flow conditions, except as allowed by a specific Permit requirement. During in-stream work, the Contractor shall

maintain water flow at all times except in ponded water or where specifically authorized. The Contractor, to the maximum extent practicable, shall place pipes in dry conditions.

c. The Contractor, to the maximum extent practicable, shall install temporary and permanent erosion control measures prior to conducting clearing and grubbing operations. The Contractor shall not conduct clearing operations within any protected vegetative buffer area indicated in the plans, notes, or special provisions. The Contractor shall limit excavation, borrow and embankment operations commensurate with its capability and progress in keeping the finish grading, mulching, seeding, and other such temporary and permanent erosion control measures current in accordance with its schedule. Should seasonal limitations make such coordination impractical, temporary erosion control measures shall be provided immediately.

d. The Contractor shall not work in a wetland, except as allowed by a specific permit provision. All equipment which must work in a wetland shall travel and work on platforms or mats that protect vegetation which the Department has designated to remain. The Contractor shall not store or stockpile materials in a wetland. The Contractor shall contain and immediately remove from the wetland or waterbody any debris generated by the Work

e. The Contractor shall not place uncured concrete directly into a waterbody. The Contractor shall not wash tools, forms, or other items in or adjacent to a waterbody or wetland.

f. The Contractor shall contain all demolition debris (including debris from wearing surface removal, saw cut slurry, dust, etc.) and shall not allow it to discharge to any resource. All demolition debris shall be disposed of in accordance with Section 202.03 - Removing Existing Superstructure, Structural Concrete, Railings, Curbs, Sidewalks and Bridges. The Contractor shall dispose of debris in accordance with the Maine Solid Waste Law, Title 38 M.R.S.A., Section 1301 et. seq. Containment and disposal of demolition debris shall be addressed in the Contractor's SEWPCP.

g. The Contractor shall air dry all treated lumber for at least 21 days before use. All treated timber surfaces shall be exposed during air-drying.

h. The Contractor shall place all permanent seeding in accordance with Section 618 - Seeding unless the Contract states otherwise. The Contractor shall state what additional measures they will employ for soil stabilization between November 1st and April 1st.

i. The Contractor shall not remove rocks from below the normal high water line of any wetland, great pond, river, stream, or brook, except to the extent necessary for completion of the Work and as allowed by environmental permits. The Contractor shall not work below the high water line of a great pond, river, stream, or brook during periods of elevated water, except as necessary to protect work in progress or for emergency flood control and as allowed by environmental permits.

j. During periods of approved suspension, the Contractor shall inspect and maintain temporary and permanent erosion controls in accordance with its approved SEWPCP.

k. All sites of disturbed soil outside the right-of-way such as haul roads, staging areas, Equipment storage sites, mixing plants, and waste disposal sites including expansion of existing sites shall be graded smooth, loamed, seeded, and mulched upon completion of the work. For a related provision, see Section 105.8.6 - Pit Requirements.

IMPLEMENTATION OF SEWPCP

656.4.1 Preconstruction Field Review Before commencing any Work, that could disturb soils or impact water quality, the preparer of the SEWPCP and the Environmental Coordinator must field review the project. The Contractor shall provide the Department at least three days prior notice of this review.

656.4.2 Preconstruction Installation of Controls/Certification Before commencing any Work, which could disturb soils or impact water quality, initial soil erosion and water pollution controls must be installed in compliance with the Contractor's SEWPCP and the Environmental Coordinator must so certify to the Department in writing.

656.4.3 Follow Plan Until Acceptance of the Work, the Contractor must continuously provide soil erosion and water pollution controls in compliance with its approved SEWPCP as amended, if necessary, and in compliance with Section 656.4.5 - Additional Measures/Amendment of SEWPCP.

656.4.4 Inspection and Record Keeping The Environmental Coordinator must inspect and monitor all controls for the duration of the project and keep a written log. This log must include daily on-site precipitation and air temperature, as well as the performance, failure, and any corrective action for all controls in place. The log must be updated at least weekly and after all significant storm runoff and flood events. The Environmental Coordinator must make this log available to the Department upon request. The Contractor will retain the log for three years after the completion of the project.

656.4.5 Additional Measures/Amendment of SEWPCP If there exists observable evidence of erosion or sedimentation despite the installation of all controls in compliance with the Contractor's approved SEWPCP, then the Contractor must undertake such additional measures as are necessary to stop such erosion and prevent further erosion or sedimentation. Observable evidence of erosion or sedimentation includes visible sheet, rill, or gully erosion, discoloration of water by suspended particles, areas of sediment accumulation, slumping of banks, deposition of soil, and visible dust. Such additional measures must be undertaken within 24 hours and completed within 48 hours from the time such evidence is observed, unless otherwise authorized by the Department. Within 7 days of that time, the Contractor must submit an amendment to its SEWPCP setting forth the apparent cause of the erosion or sedimentation and the additional measures undertaken and that will continue to be undertaken. If the Contractor complies with the requirements of this Section, all additional measures and the amendment of the SEWPCP

will be Extra Work and any Delay resulting from the additional measures will be analyzed in accordance with Section 109.5 - Adjustments for Delay.

656.4.6 Duration of Contractor's Responsibility The Contractor shall provide temporary soil erosion and water pollution controls in compliance with its SEWPCP and maintain all permanent control features until Acceptance of the Work. Once final surface treatments are established, the Contractor is responsible for removal of all temporary sedimentation control practices such as silt fence. Notwithstanding the preceding sentence, all work needed to remedy damage to properly installed and maintained permanent control features caused by a weather-related Uncontrollable Event shall be Extra Work.

PAYMENT

656.5.1 If Pay Item 656.75 Provided If the Schedule of Items contains Pay Item 656.75 for Temporary Soil Erosion and Water Pollution Control, payment will be made on a Lump Sum basis, payment of which will constitute full and complete compensation for all labor, equipment, materials, inspection, professional services, and incidentals necessary to prepare, submit, obtain approval of, and properly implement the Contractor's SEWPCP. The Lump Sum will be payable in installments as follows: 10% of the Lump Sum once the final SEWPCP is approved and the initial soil erosion and water pollution controls are in place and certified by the Contractor, with the 90% balance to be paid as the Work progresses at a rate proportional to the percentage completion of the Contract.

Failure by the Contractor to comply with its SEWPCP and/or failure to implement additional measures will result in a reduction in payment, computed by reducing the 90% balance (a) by the number of days deficient divided by the number of days from start of work to project completion or (b) \$100 for each day deficient, whichever is greater. Payment may be further adjusted as provided in Section 656.1 - Responsibility of the Contractor - Prepare and Follow Plan.

Cofferdams and related temporary soil erosion and water pollution controls are incidental to the Pay Item 656.75, unless a specific pay item for cofferdams is included in the Schedule of Items. If a specific pay item for cofferdams is included, then related temporary soil erosion and water pollution controls, including inspection and maintenance, are incidental to the pay item for cofferdams.

656.5.2 If No Pay Item If Pay Item 656.75 is not provided in the Schedule of Items, then the cost related thereto shall be Incidental to the Contract.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
656.75 Temporary Soil Erosion and Water Pollution Control	Lump Sum

DRAFT

SPECIAL PROVISION

SECTION 656

TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

The following is added to Section 656 regarding Project Specific Information and Requirements. All references to the Maine Department of Transportation Best Management Practices for Erosion and Sedimentation Control (a.k.a. Best Management Practices manual or BMP Manual) are a reference to the latest revision of said manual. The latest version is dated "February 2008" and is available at: <http://www.maine.gov/mdot/env/documents/pdf/bmp2008/BMP2008full.pdf>

Procedures specified shall be according to the BMP Manual unless stated otherwise.

Project Specific Information and Requirements

The following information and requirements apply specifically to the Project. The temporary soil erosion and water pollution control measures associated with this work shall be addressed in the Contractor's Soil Erosion and Water Pollution Control Plan (SEWPCP).

1. Newly disturbed earth shall be mulched by the end of each workday. Mulch shall be maintained on a daily basis.
2. The SEWPCP shall describe the location and method of temporary erosion and sediment control for existing and proposed catch basins and outlet areas.
3. Sediment barriers shall be installed prior to construction at the edge of any down-gradient disturbed area and adjacent to any drainage channels within the disturbed areas. They shall be maintained until the disturbed area is permanently stabilized.
4. Areas that will not be worked for more than 7 days shall be temporarily stabilized.
5. If water is flowing within the drainage system, the water shall be diverted to a stable area or conduit and work shall be conducted in the dry. The Contractor's plan shall address when and where the diversions will be necessary.
6. Dust control items other than those under Standard Specification 637, if applicable, shall be included in the plan.
7. Permanent slope stabilization measures shall be applied within one week of the last soil disturbance. Temporary slope stabilization is required on a daily basis.
8. Permanent seeding shall be done in accordance with *Special Provision, Section 618, Seeding* unless the Contract states otherwise.
9. Temporary winter stabilization must be used between November 1st and April 15th or outside of that time period if the ground is frozen or snow covered. Temporary winter stabilization involves, at a minimum, covering all disturbed soils and seeded ground that is not Acceptable Work with an approved method. If temporary winter stabilization practices are used then spring procedures for permanent stabilization shall also be described in the SEWPCP. Use of these methods for over-winter temporary erosion control will be

incidental to the contract and be paid for as part of Pay Item 656.75.

10. Construction and demolition debris shall be contained and shall not be allowed to discharge to any resource. All construction and demolition debris shall be disposed of in accordance with *Standard Specifications, Section 202.03, Removing Existing Superstructure, Structural Concrete, Railings, Curbs, Sidewalks and Bridges*. Containment and disposal of construction and demolition debris shall be addressed in the Contractor's SEWPCP.
11. If a cofferdam sedimentation basin is used, it shall be located in an upland area where the water can settle and sink into the ground or be released slowly to the resource in a manner that will not cause erosion. The location of such a cofferdam sedimentation basin shall be addressed in the SEWPCP.
12. Prior to release to a natural resource, any impounded water that has been in contact with concrete placed during construction must have a pH between 7.0 and 8.5, must be within one pH unit of the background pH level of the resource and shall have a turbidity no greater than the receiving resource. This requirement is applicable to concrete that is placed or spilled (including leakage from forms) as well as indirect contact via tools or equipment. Water not meeting release criteria shall be addressed in the SEWPCP. Discharging impounded water to any resource must take place in a manner that does not disturb the resource bottom or cause erosion.
13. The Contractor shall be responsible for monitoring pH with a calibrated meter accurate to 0.1 units. A record of pH measurements shall be kept in the Environmental Coordinator's log (Section 656.4.4)
14. Disturbed and impervious areas and erosion control devices shall be inspected weekly, as well as before and after storm events and prior to permanent stabilization. Log reports must be kept summarizing the inspection. Logs shall be maintained for three years.

30. Stormwater Pollution Prevention Plan

Stormwater Pollution Prevention Plan

See enclosed narrative describing stormwater pollution prevention.

STORMWATER POLLUTION PREVENTION PLAN PORTLAND INTERNATIONAL MARINE TERMINAL

April 2014

FACILITY NAME: Port of Portland, International Marine Terminal

FACILITY ADDRESS: 460 Commercial Street Portland, Maine

OWNER/OPERATOR:

Maine Port Authority: John Henshaw (207) 200-2401; Patrick Arnold (207) 408-5391

Ports America: Jack Humeniuk, Bobby Connolly (207) 232-5178

Maine Department of Transportation: Joel Kittredge (207) 624-3550

WATER BODY: Fore River, Portland Harbor

STORMWATER POLLUTION PREVENTION PLAN (SWPPP) OVERVIEW

This Stormwater Pollution Prevention Plan:

- Identifies the SWPPP coordinator with a description of the coordinator's duties;
- Identifies members of the SWPPP team and lists their responsibilities;
- Describes the facility operational areas and description of stormwater drainage features;
- Identifies potential stormwater contaminants;
- Describes stormwater management controls and BMP's required to reduce pollutants in stormwater discharges;
- Describes the facilities monitoring plan, and;
- Describes the implementation schedule and provisions for amendment of the plan.

1 PLANNING AND ORGANIZATION

1.1 SWPPP COORDINATOR AND TEAM

The team members and list of responsibilities is as follows:

Person in Charge: Patrick Arnold, (207) 408-5391

Title: Maine Port Authority

Responsibilities: Coordinates all stages of plan development, inspections and implementations. Coordinates employee training programs, keep all records and ensures that monitoring and inspection reports are maintained as part of the SWPPP. Coordinates container storage layout, movement, loading, unloading and site operations. Coordinates and implements other plans such as Spill Containment and Countermeasure (SPCC).

Member: Jack Humeniuk, Bobby Connolly (207) 232-5178

Title: Ports America

Responsibilities: Implement the preventative maintenance program. Oversee good housekeeping activities, serves as spill response coordinator. Conduct/assist with inspections and training program, conduct and document visual sampling and comprehensive inspections.

Member: Joel Kittredge, (207) 624-3550

Title: Maine Department of Transportation

Responsibilities: Assurance of quality control implementation.

2 ASSESSMENT

2.1 SITE DESCRIPTION

The following is an overview of the IMT facility, description of site usage and identification of possible stormwater pollutant areas. Each of the following areas are defined:

- Site activities
- Address
- Number of acres
- Length of waterfront
- Buildings and use
- Storage locations
- Container movement
- Type of vehicles used on site
- Vehicle maintenance activities
- Site restrictions
- Other potential hazards

The International Marine Terminal (IMT) is located at 460 Commercial Street in Portland, Maine, between Commercial Street and the Fore River, and at the same location as the Casco Bay Bridge. The site covers approximately 33 acres and has approximately 2,500 linear feet of frontage on the Fore River.

Activities on site include on and off loading of cargo containers from international shipping, storage of containers and deliver and pickup of containers by trucking and rail. Containers are moved on site with a Liebherr LHM 320 Mobile Harbor Crane, Taylor TEC-950L Top Lifter, Fantuzzi Reach Stacker, Kalmar Reach stacker DRF450-65S5 and Kalmar Ottawa 4x2 Yard Tractors.

The site contains three buildings, a 3,300 square foot office building for facility management staff near the Commercial Street entrance, a 4,500 square foot maintenance building located at the pier and a 6,300 square foot cold storage building (the Rubb Building).

Stormwater runoff from the facility drains to one of five outlets and is described from east to west as follows:

- The eastern most outlet is a 15" PVC storm drain that collects stormwater runoff from the upper yard where various containers are stored including refrigerated and flammable liquid. Runoff is collected via catch basins and storm drains. The outlet is located on the southern end of the site in the seawall and is shown as Outlet #1 on the Site Map.

- A catch basin with 4" PVC storm drain is located directly in front of the Maintenance Building overhead door and collects a small amount of stormwater from the area around the overhead door. The outlet is located beneath the Maintenance Building in the sea wall and is shown as Outlet #2 on the Site Map.
- A catch basin with 12" PVC storm drain is located east of the Rubb Building and collects a small amount of stormwater from the area around the concrete loading slab east of the Rubb Building. The outlet is located beneath the dilapidated wood pier in the sea wall and is shown as Outlet #3 on the Site Map.
- The middle portion of the site, east of the Casco Bay Bridge, outlets in the seawall via two separate storm drain systems. A 24" RCP and 30" RCP collect stormwater runoff from the lower container storage lot via catch basins and storm drains. The outlets are located near the Casco Bay Bridge and are shown as Outlet #4 on the Site Map.
- The western most portion of the site is the chassis storage yard and concrete loading ramp. The chassis storage yard is constructed of a porous crushed stone surface. All stormwater runoff from this portion of the site percolates into the existing ground. In the event the porous media becomes clogged, overflow is provided via two catch basins within the chassis storage yard. The catch basins are connected to the Combined Sewer Overflow (CSO) owned by the City of Portland and discharge into the Fore River near the Bridge Maintenance Building. The concrete slab drains into scuppers which also are connected to the CSO. The CSO outlet is located along the seawall near the Bridge Maintenance Building and is shown as CSO Outlet on the Site Map.

Vehicle Maintenance will only take place at the maintenance building (with the exception of in-place breakdown repairs). Residuals such as oil, grease or paint scrapings from typical maintenance operations will be collected and stored in 55 gallon drums and removed from the site as needed.

Container Cargo Ships will dock at the facility and will on and off-load container boxes. Bunkering and sewage management is performed by accredited vendors in accordance with United States Coast Guard regulations. Boats may replenish their supply of fresh water and may also recharge electrical capacitors while docked at the facility.

Containers and general cargo will be stored throughout the facility. Loaded containers will be sealed while stored at the facility. Loading and unloading of containers generally occurs at the Rubb Building. Containers and general cargo will not be stacked in the chassis storage lot.

Rail cars will be stored along the concrete loading slab at the western side of the facility and will allow for on and off-loading container boxes.

RESTRICTED USE: The chassis storage yard allows for infiltration of stormwater runoff into the underlying soils therefore use of this area is restricted to prevent contaminants from entering the groundwater. The following uses are strictly prohibited in this portion of the facility:

- Storage of salt/sand mixtures
- Bulk storage of petroleum products
- Maintenance of vehicles and equipment (excluding in-place breakdowns)
- Long term storage of vehicles and equipment that has potential to leak pollutants
- Other activities that present a risk of significant pollutant discharges to groundwater

A Site Map of the IMT facility for use with this SWPPP shows buildings, storage areas, parking areas, stormwater drainage outlets, vehicle maintenance areas, restricted areas and site access is shown on the following page.

2.2 SIGNIFICANT MATERIAL INVENTORY

SWPPP MATERIAL INVENTORY:

AREA	POTENTIAL SOURCE	POLLUTANT
Maintenance Bldg	Vehicles, waste containers	Oil, grease, metal chips, paint
Container on/off loading	Vehicles, vessel, rail, containers	Oil, grease
Container storage	Containers, transport vehicles	Oil, grease, metal chips
Travel ways	Transport vehicles	Oil, grease, sand, salt
Waste handling	Vehicles, waste containers	Trash, non-hazardous waste
Flammable liquids storage	Containers	Flammable liquids
Parking	vehicles	Oil, grease, sand, salt

Incoming Container Inspection: As part of the normal operating procedures for the facility, containers are monitored for leaks at time of arrival whether the arrival is from vessel, rail, or highway. Any leaks will be contained and cleaned up immediately and this information is recorded in the stevedore's "Statement of Fact".

Stored Container Inspections: Stored containers will be visually monitored as part of daily reconnaissance which includes visual observations.

Vehicles: Vehicles used at the IMT facility for container on and off loading as well as on-site transporting will be monitored by the Port Operator according to the standard operating procedures. Otherwise, monitoring will occur on a weekly basis. This will typically occur in the Maintenance Building where immediate repairs may be implemented. Vehicles stored in the chassis storage lot shall be visually monitored and relocated and repaired immediately if dripping fluid is observed.

Methods and Location of Storage & Disposal: Waste materials such as oils, grease and coolants will be stored at the Maintenance Building in specifically marked containers. All containers will be securely closed at all times. Transport will be limited to reduce risk of spills and will be conducted by equipment intended for transporting such containers. Disposal of waste materials will be in accordance with all local, state and federal regulations and will occur as needed. Waste products will be disposed of frequently enough as to prevent large quantities of storage at the facility.

All paved surfaces will be maintained, cleaned, and swept by a certified vendor as sediments buildup. Winter sanding will be kept to a minimum and salt will be primarily used during snow removal to limit sediment buildup.

Training and spill prevention for stormwater pollution prevention will become part of the IMT site operations program. New employees will be trained and become knowledgeable with this manual, locations of hazardous materials, storage locations, spill prevention, inspections, cleanup and reporting.

2.3 SPILLS AND LEAKS

All spills will be cleaned immediately and reported if necessary depending on the material, size and location of the spill. Spill kits will be located at the Maintenance Building and throughout the facility as deemed necessary depending on hazard type. Spill kits will be restocked as needed. In the event of spills, priority will be given to

preventing pollutants from entering into the stormwater drainage systems. Absorbent pads will be located between spill and catch basin inlets if applicable.

2.4 NON-STORMWATER DISCHARGES

Vehicle maintenance could result in non-stormwater discharges. Maintenance will occur in the Maintenance Building to prevent non-stormwater discharges from entering the drainage system except in the event of a breakdown in the yard. Non-stormwater pollutant and discharges that may result in contamination will be monitored and pollutants will be picked up with absorbent pads.

2.5 SITE SUMMARY

The IMT facility will be used for cargo container on- and off-loading from vessels, rail and highway transport vehicles and the movement and storage of cargo containers on site prior to their transport. Potential pollutants are those generally associated with vehicles and within storage containers.

3 IMPLEMENTATION

This section describes practices that are in place to control pollutants that have the potential to contaminate stormwater.

3.1 GOOD HOUSEKEEPING

Good housekeeping practices are the most effective first step towards preventing pollution in stormwater. The following is a list of good housekeeping practices that apply to the IMT facility:

- Immediately clean up spills with an absorbent material;
- Spills and leaks around containers are monitored as part of daily security;
- Vehicle monitoring is part of the operator standard operating procedures;
- Store fuel and wastes indoors and in sealed containers;
- Fuel storage containers are periodically monitored during fueling operations;
- Changing of fluids, painting, sandblasting, sanding and scraping is done in designated areas with proper containment for waste materials. Drip pans and tarps are used to capture drips or spills. Absorbent pads and quick-dry granular materials are used to clean up spills and leaks;
- Prohibit use and transport of contaminants in porous stone chassis storage yard;
- Crane maintenance procedures are performed in accordance with terminal's stevedore as part of their standard operating procedure.

3.2 PREVENTATIVE MAINTENANCE

This preventative maintenance program involves inspections and maintenance of stormwater management controls and routine monitoring of facility operations to detect faulty vehicles or containers. Such equipment will be routinely monitored for signs of deterioration. Preventative maintenance measures will include but not be limited to:

- Visual monitoring of incoming vessels, trucks and cargo containers;
- Regular monitoring of stored cargo containers;
- A written spill prevention and response policy;

- A spill prevention and response procedure;
- Spill response equipment is located at potential spill areas;
- Waste fluids are stored inside and are properly stored in sealed/labeled containers;
- Batteries are stored in a secure area and are properly disposed of as needed;
- Catch basins and sediment chambers are checked and cleaned as needed;
- Chassis storage yard porous stone surface is monitored and replenished as needed;
- Hydraulic equipment is kept in good repair to prevent leaks;
- Outdoor drum and storage tank containment areas are routinely checked for leaks;

3.3 BEST MANAGEMENT PRACTICES (BMP'S)

The following is a list of BMP's for the IMT facility. When implemented the following BMP's will prevent or reduce the discharge of potential pollutants in stormwater runoff.

- Hazardous materials that are in easily ripped or breakable containers (such as bags or plastic buckets) are handled with care;
- Staff members are present during all fueling operations and loading/unloading operations;
- Cover catch basin inlets in the vicinity of drum handling operations;
- Prohibit bulk contaminants from being stored or used on the porous chassis storage yard;
- Keep dumpster lid closed except for when in use.

3.4 SEDIMENT AND EROSION CONTROL

The existing shorefront has the potential for erosion in locations where soils are present. Soil areas along the shorefront will be inspected annually and after major storm events to ensure erosion does not occur and will be reported if noticed.

Winter sanding and salting have the potential for depositing sediments and therefore will be very limited at the facility. The porous crushed stone surface in the chassis storage yard also has the potential for clogging with winter sanding sediment therefore this area will not be sanded and will be limited to salt. Inspections will monitor sediments in the stone surface as well as ensuring crushed stone surface thickness is maintained at 3" or greater. If clogging or rutting occurs, the crushed stone surface will be removed, sediments removed, and stone surface replaced to a thickness of 4".

3.5 MANAGEMENT OF STORMWATER RUNOFF

The following management practices for runoff are used at the IMT facility:

- Stormwater catch basins are deep sump with hoods and are monitored and cleaned as necessary;
- Chassis storage yard porous crushed stone surface is monitored and repaired/replaced as necessary;
- Drainage outfalls discharge to riprap pads;

3.6 SPILL PREVENTION AND RESPONSE

- Spill response equipment is stored throughout the facility and includes absorbent pads and quick dry granular materials;
- All personnel are made aware of spill kit locations and trained in use;

- The pollution prevention team leader or spill coordinator will be advised immediately of all spills of hazardous materials or regulated materials, regardless of quantity;
- Spills will be evaluated to determine the necessary response. If there is a health hazard, fire or explosion potential, 911 will be called. If a spill is large or threatens surface waters, including storm drains, the MaineDEP will be called at (800) 482-0777;
- Spills will be contained as close to the source as possible with a berm of absorbent materials from the emergency spill kit. Additional berms will be deployed to protect stormwater.
- Spills in the porous chassis storage lot may require additional response and clean up such as removal and replacement of stone surfacing and underlying gravel media. This will depend on the nature and magnitude of the spill.

3.7 EMPLOYEE TRAINING

All employees will be properly trained in the implementation of this SWPPP. Pollution prevention team members will meet annually to discuss the effectiveness of and improvements to the plan.

4 EVALUATION

4.1 ANNUAL VISUAL MONITORING

Annually and after large storm events, SWPPP team members will examine the stormwater discharges at each outfall at the IMT facility. Monitoring should occur at or near LOW TIDE. Team members will document observed contamination/problems with date and time and will determine the source of contamination, if observed, and take action to eliminate it. The monitoring log will contain at a minimum the following information:

- Date, time, tide level and weather conditions;
- Outfall location and description;
- Observations and contaminants;
- Possible source of contaminant;
- Action taken to prevent future discharges;

4.2 ANNUAL SITE INSPECTIONS (COMPREHENSIVE SITE COMPLIANCE EVALUATION)

The SWPPP team for the IMT facility will prepare a Compliance Evaluation Report on an annual basis. The report will include the following information:

- Date;
- Name of person conducting inspection
- Observations;
- Evidence of pollution;
- Inspection of equipment and cargo containers;
- Evaluation and assessment of BMP's
- Corrective actions taken;
- Signed/dated certification;

Reports will be kept with the site SWPPP. Both the Evaluation Report and reports of follow-up action must be certified as follows: “This Compliance Evaluation Report has been prepared by qualified personnel who properly gathered and evaluated information submitted for this Report. The information provided in this Report, to the best of my knowledge, is accurate and complete.”

4.3 RECORDKEEPING AND REPORTING

The IMT facility will maintain records of spills, leaks, inspections and maintenance activities as described in this SWPPP for at least three (3) years from the date the permit coverage expires or is terminated. These records will be made available to state or federal inspectors upon request. Additionally, employee training records shall be maintained by Ports America and verified by the Maine Port Authority.

4.4 PLAN REVISIONS

If the IMT facility expands its operations or changes and significant material handling or storage practices which could impact stormwater, this SWPPP will be amended. The amended Plan will describe the new activities and planned control measures. This plan will also be amended if a state or federal inspector determines that it is not effective in controlling stormwater pollutants discharged to waterways.

5 CERTIFICATIONS

Certifications will be signed by an “authorized representative, “i.e., someone who is at or near the top of the IMT facility’s management team that has the authority to sign and certify this type of document.

- Non-stormwater Discharges;
- Stormwater Pollution Prevention Plan;

NON-STORMWATER DISCHARGES:

Example 1: “All stormwater outfalls to surface waters at this facility have been evaluated and found to be free of non-stormwater discharges.”

Example 2: “With the exception of run-off from the salt storage area, all stormwater outfalls to surface waters at this facility have been evaluated and found to be free of non-stormwater discharges.”

STORMWATER POLLUTION PREVENTION PLAN:

This Stormwater Pollution Prevention Plan has been prepared in accordance with good engineering practices. Qualified personnel gathered and evaluated information submitted for this Plan. The information in this Plan, to the best of my knowledge, is accurate and complete.

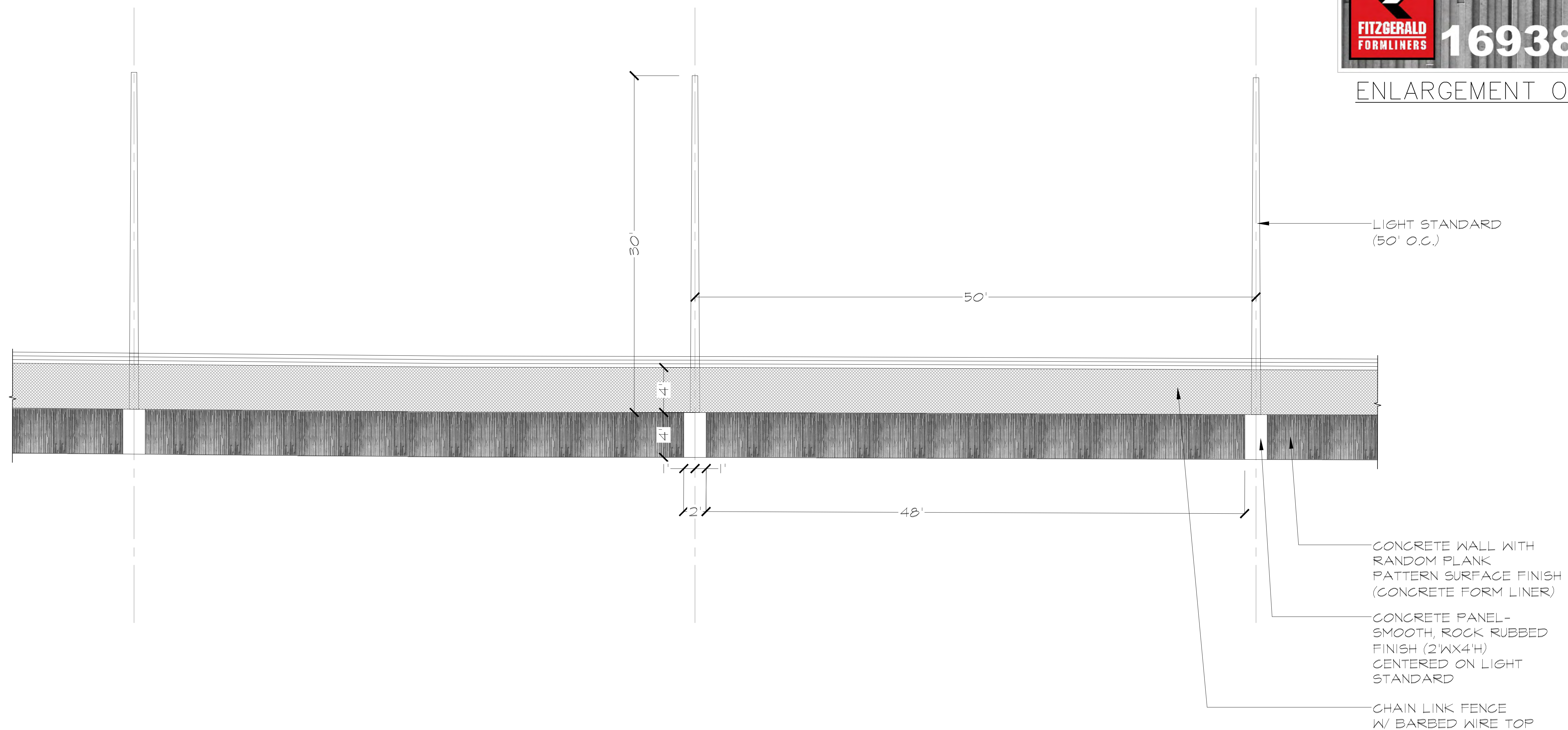
Name_____

Title_____

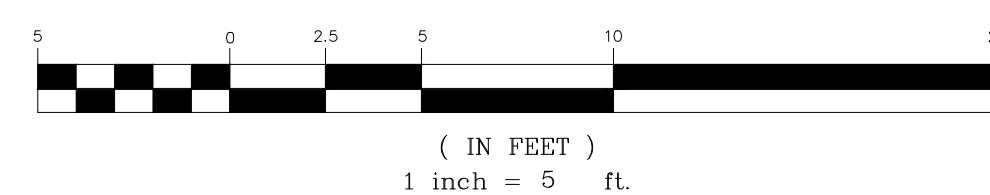
31. Intermodal Ramp Illustrative Elevation (Commercial Street)



ENLARGEMENT OF FINISHED SURFACE



ILLUSTRATIVE ELEVATION: CONCRETE LOADING SLAB





April 25, 2014

Mr. Rick Knowland, Senior Planner
City of Portland
389 Congress Street
Portland, ME 04101

RE: IMT Expansion Project, Amended Drawings

Rear Rick,

On behalf of the Portland International Marine Terminal and MaineDOT, we are submitting revised drawings of the proposed Commercial Street Improvements for your review and consideration. These plans have been revised to better accommodate truck maneuvering by Nova Seafood in the area adjacent to the Beach Street Intersection. As you know, the design team has been working collaboratively with Nova Seafood over the past few weeks to develop a signalized intersection that meets the needs of Nova Seafood as well as the IMT and necessary intersection improvements at Beach Street. We believe that these latest revisions accommodate necessary maneuvering for Nova Seafood as well as through circulation and movement of vehicular, bicycle, and pedestrian traffic along West Commercial Street. This will provide significant and necessary improvement along this stretch of the roadway.

Also attached as part of this submittal are renderings of the Commercial Street streetscape that we recently completed indicating existing and proposed conditions looking east and west. These might be helpful in understanding how the West Commercial Street corridor will be improved as part of this project.

We are in receipt of Peer Review comments from Woodard and Curran and your office. These issues are being internally reviewed and we will be prepared to address those comments at the staff meeting scheduled for next Wednesday, April 30. We are planning to submit a formal response to all comments next week shortly after that staff meeting.

Please accept the attached plans for formal review. As always, we appreciate working with you and the City Staff on this important project and look forward to its successful approval and implementation. Please contact me if you have any questions or concerns.

With Regards,
CARROLL ASSOCIATES

A handwritten signature in black ink, appearing to read 'Patrick J. Carroll'.

Patrick J. Carroll, Principal

Cc: Joel Kitteredge, MaineDOT
Craig Morin, HNTB
Mitch Elliot, HNTB
Bill Needleman, City of Portland
Barbara Barhydt, City of Portland

Enc. See Transmittal for Plan Details

217 Commercial Street, Suite 200
Portland, ME 04101
207-772-1552 207-772-0712 (fax)

Carroll Associates

T R A N S M I T T A L

To: Rick Knowland

From: Pat Carroll

Date: 04.25.2014

Re: IMT Expansion Project

CC:

Amendment Package #1

☐ **Urgent** ☒ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

Enclosed please find the following:

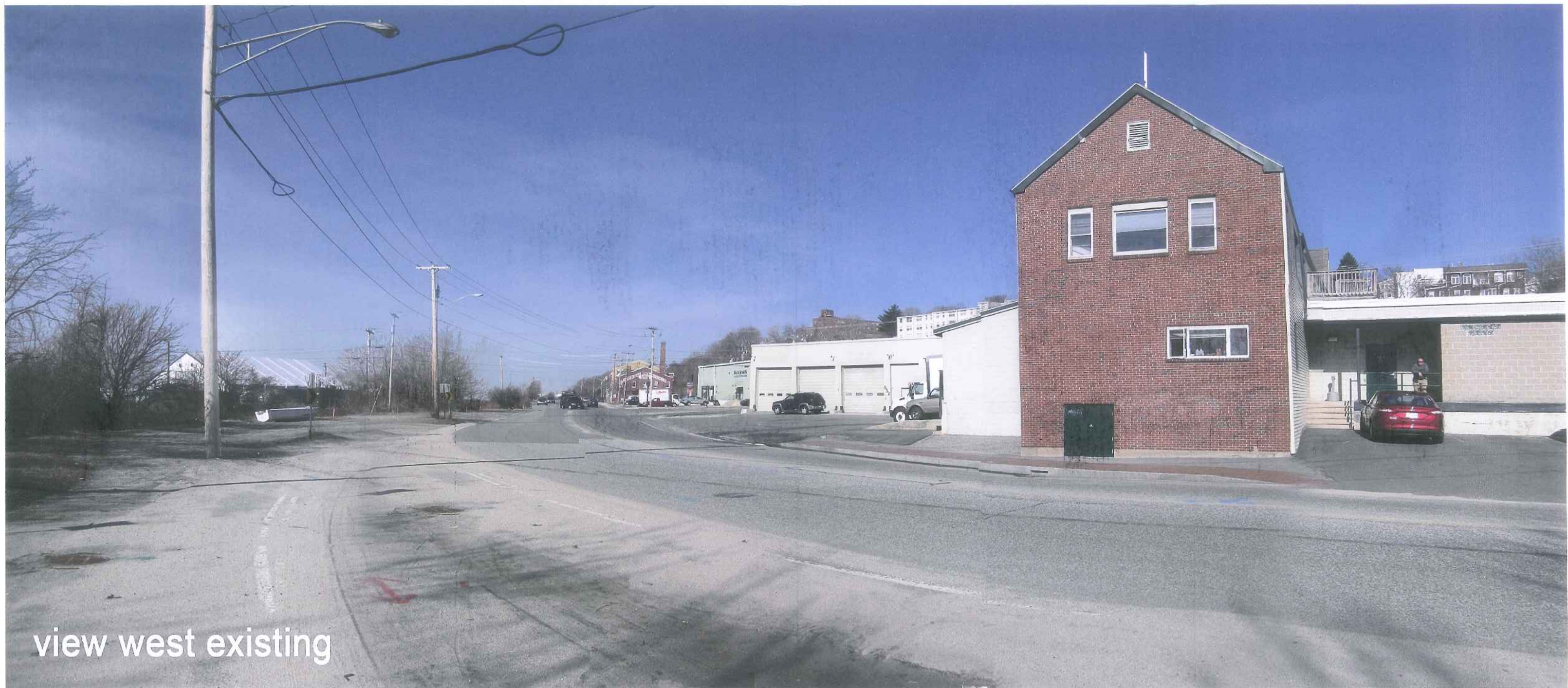
- Plans, updated April 24, 2014
 - H2- Commercial Street Plan 1 (Updated)
 - H3- Commercial Street Plan 2 (Updated)
 - H4- Commercial Street Plan 3 (Updated)
 - H32- Commercial Street Signal Plan 1 (NEW)
 - H4- Commercial Street Signal Notes (NEW)
- Perspective Sketches
 - Commercial Street View East, Existing
 - Commercial Street View East, Proposed
 - Commercial Street View West, Existing
 - Commercial Street View West, Proposed
- One full size copy of all plans (24"x36")
- One reduced copy of all plans (11"x17")
- CD of plans in pdf format



view east existing



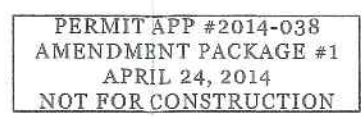
view east proposed



view west existing



view west proposed



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN 022809.20

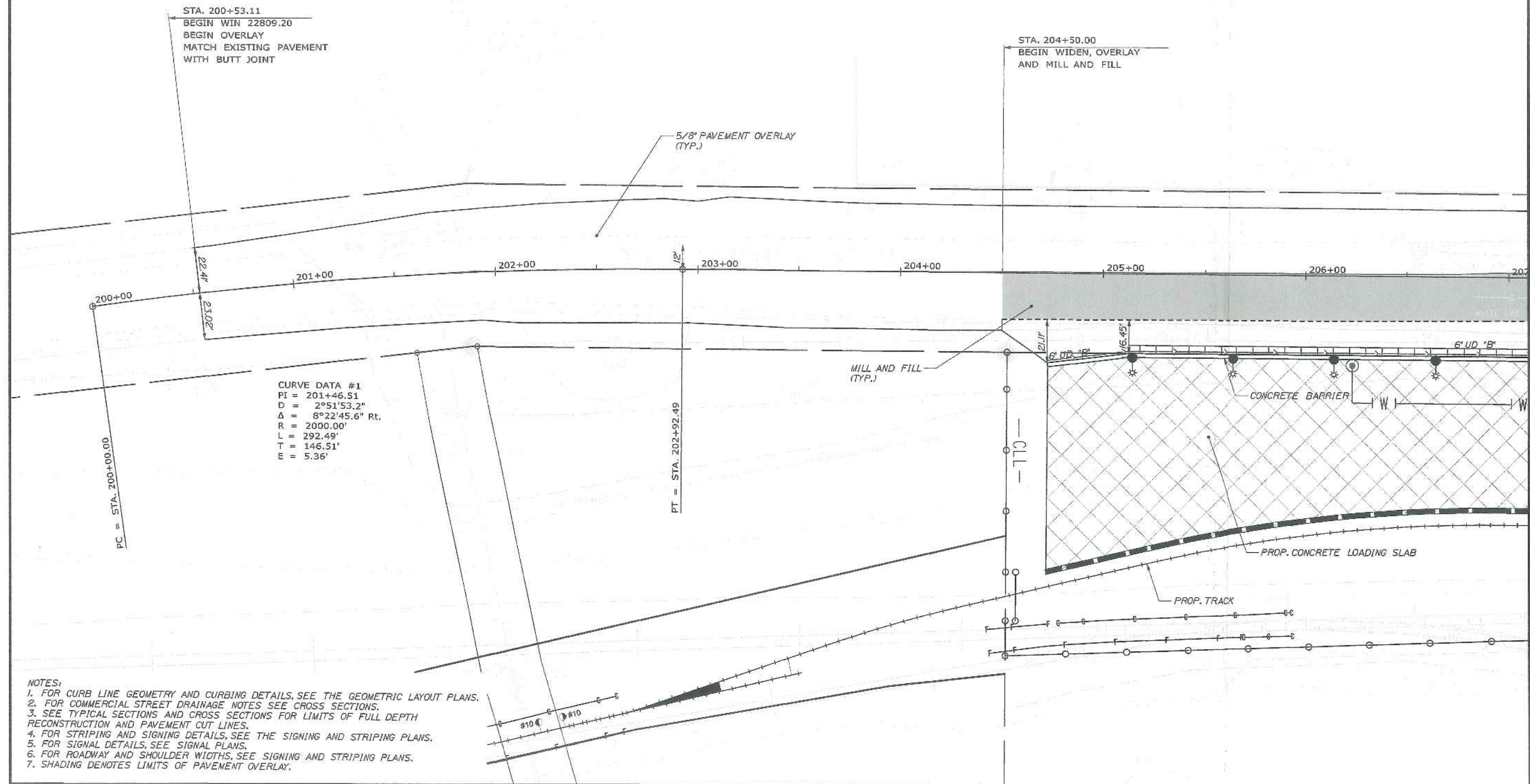
PROJ. MANAGER	J. INTREDE	BY	DATE
DESIGN DETAILD	FWH	RWH	04/14
CHE-COND-REVIEWD	-	-	DATE
DESIGN-DETAILD	-	-	SIGNATURE
DESIGN-DETAILD	-	-	P.B. NUMBER
REVISIONS 1	UPDATE	INTERSECTION	4/24/14
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	DATE

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
PLAN

SHEET NUMBER

H2

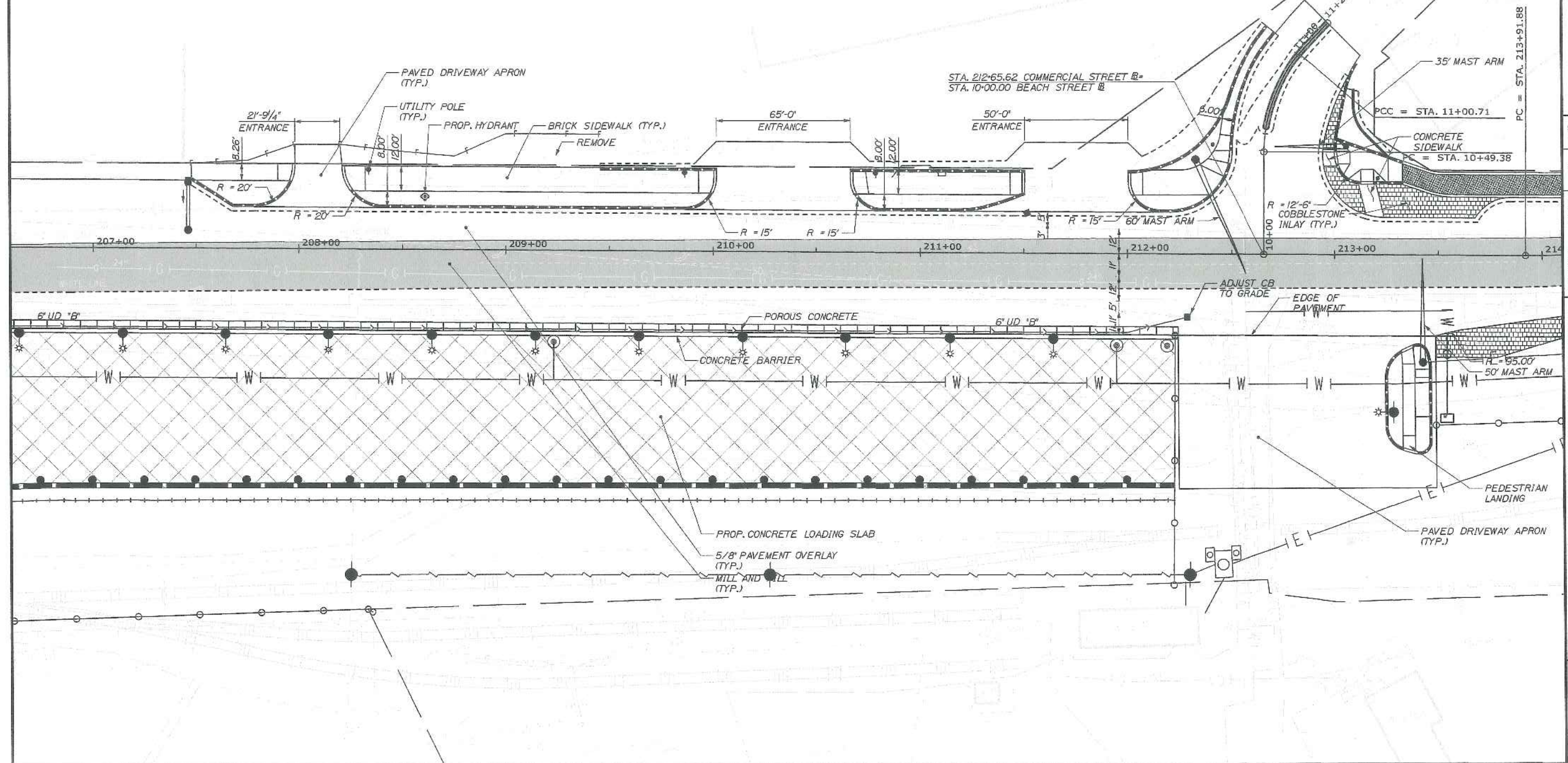
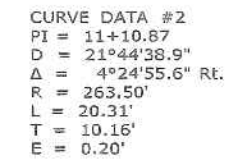
34 OF -



- NOTES:
1. FOR CURB LINE GEOMETRY AND CURBING DETAILS, SEE THE GEOMETRIC LAYOUT PLANS.
 2. FOR COMMERCIAL STREET DRAINAGE NOTES SEE CROSS SECTIONS.
 3. SEE TYPICAL SECTIONS AND CROSS SECTIONS FOR LIMITS OF FULL DEPTH RECONSTRUCTION AND PAVEMENT CUT LINES.
 4. FOR STRIPING AND SIGNING DETAILS, SEE THE SIGNING AND STRIPING PLANS.
 5. FOR SIGNAL DETAILS, SEE SIGNAL PLANS.
 6. FOR ROADWAY AND SHOULDER WIDTHS, SEE SIGNING AND STRIPING PLANS.
 7. SHADING DENOTES LIMITS OF PAVEMENT OVERLAY.

Filename: 034_Highway_001.dgn

Filename: 035_Highway_002.dgn

WIN
022809.20[illegible]

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
PLAN

SHEET NUMBER

H3

Date: 4/24/2014

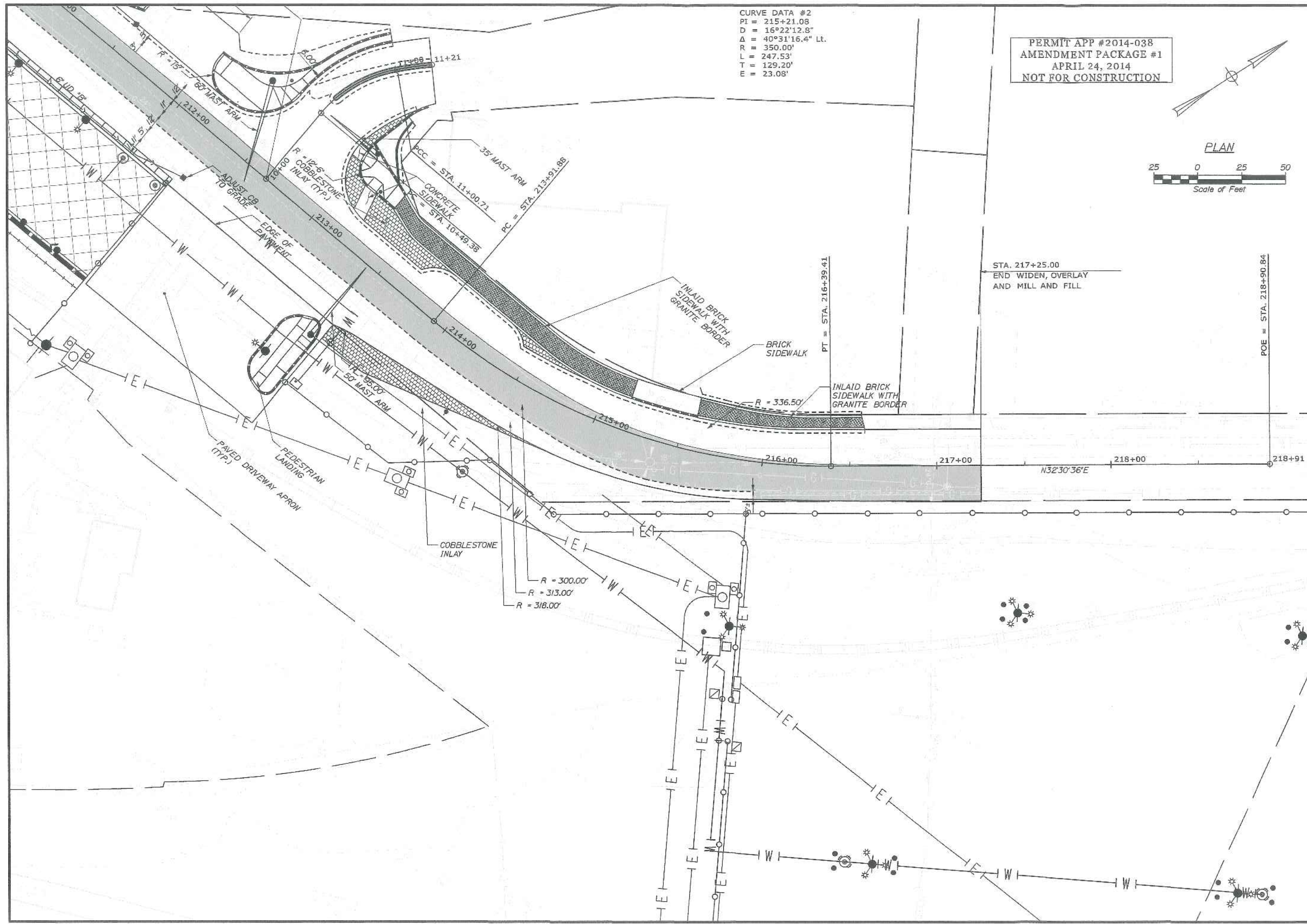
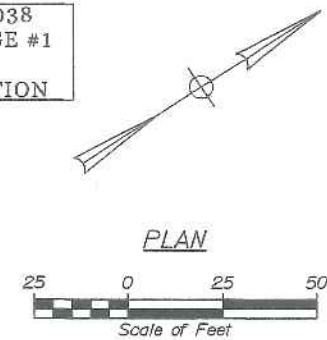
Username:

Division:

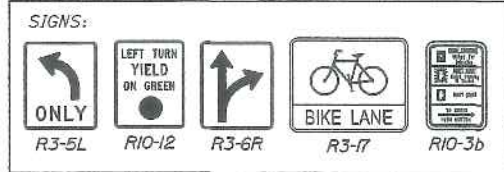
Filename: 036_Highway_003.dgn

CURVE DATA #2
PI = 215+21.08
D = 16°22'12.8"
Δ = 40°31'16.4" Lt.
R = 350.00'
L = 247.53'
T = 129.20'
E = 23.08'

PERMIT APP #2014-038
AMENDMENT PACKAGE #1
APRIL 24, 2014
NOT FOR CONSTRUCTION



STATE OF MAINE		DATE		BY		J. INTREDE		PROJ. MANAGER		PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	
DEPARTMENT OF TRANSPORTATION		04/14		RWI		RWI		DESIGN DETAIL 02		SHEET NUMBER	
PROJECT NUMBER 022809.20		SIGNATURE		P.E. NUMBER		4/24/14		REVISIONS 1		H4	
WIN 022809.20		DATE		DATE		DATE		REVISIONS 2		36 OF -	
								REVISIONS 3			
								REVISIONS 4			
								FIELD CHANGES			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PROJ. MANAGER	J. KITTROBE	BY	DATE
CHESTER-DE LAULO	RW/IME	UPC	04/14
DESIGNED-DE LAULO	-	-	-
DESIGN-DE LAULO	-	-	-
DESIGN-DE LAULO	-	-	-
REVISIONS 1	APPROD PLAN	-	4/24/74
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	COMMERCIAL STREET SIGNAL PLAN
---	----------------------------------

SHEET NUMBER

H32

64 OF -

65 OF -

May 6, 2014



Mr. Rick Knowland
Planning Board Project Coordinator
City of Portland
389 Congress Street
Portland, ME 04101

RE: Site Plan Application for Portland IMT, Existing Laydown and Connecting Corridor Connection
Amendment #02

C/O: Pat Carroll, Carroll Associates (email: pcarroll@carroll-assoc.com)

Rick,

Please find attached responses to the City's questions and comments received to date regarding the Portland IMT subject project. We have copied the comments directly into this letter and provided our responses immediately following each comment. If you have any additional questions regarding these responses, please do not hesitate to contact me or our project liaison, Pat Carroll.

Regards,

A handwritten signature in blue ink, appearing to read "G.R.M.", which corresponds to the typed name Craig R. Morin below it.

Craig R. Morin, P.E.
Project Manager

C: Joel Kittredge, Project Manager, MaineDOT (via email: Joel.C.Kittredge@maine.gov)

Encl.: Response to Comments
Attachments

HNTB File No.: 62506-DS-001-001
M:\jobs\62506 - Portland IMT Corridor Connection (Stage1)\Communications\Letters\
LTR 01 Response to City Comments 05-06-14.docx

COMMENTS FROM DAVID SENUS (VIA EMAIL, APRIL 23, 2014, ATTACHMENT A) AND RESPONSES:

Comment 1

In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards as written in Section 5 of the City of Portland Technical Manual. We offer the following comments:

- a) Basic Standard: The Applicant has provided a plan, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500; refer to sheets SW 7, SW 8 & SW 9. These plans should be made available to the contractor as part of the construction documents. The erosion and sediment control detail sheet (C11) should include details for stone check dams and a sediment barrier.

Response: The Erosion and Sediment Control Detail Sheet C11 will be revised to include details for stone check dams and sediment barrier.

- b) General Standard: The project will result in an increase in impervious area of approximately eight acres. As such, the project is required to include stormwater management features for stormwater quality control. The Applicant has proposed a porous crushed stone yard surface to infiltrate stormwater to meet the quality requirements associated with the General Standards; this approach is acceptable as presented.

The Applicant has considered the development of the rail corridor and concrete loading slab as a "linear" portion of the project and has noted that these features are part of an existing travel corridor in existence prior to July 19, 2007. The Applicant notes that the project is not required to meet the General Standards for linear areas, with reference to Section 3(B)(2) of the Memorandum of Agreement (MOA) for Stormwater Management that exists between the Maine DOT, Maine Turnpike Authority and Maine Department of Environmental Protection. However, the project must also meet the minimum standards set forth by the City of Portland, which includes conformance with the MaineDEP Chapter 500 standards without exception. Therefore, the Applicant is required to provide stormwater quality treatment for linear portions of the project to "no less than 75% of the volume from the impervious area" (Technical Standards Section 5, III., Chapter 500, Section 4, B, (3), c.). The Applicant should provide treatment for this area in accordance with the General Standard as written in the City's Technical Manual. The Applicant has considered the Commercial Street shoulder widening as "linear" and has stated that they are not required to provide treatment to meet the General Standards for the same reason as noted above; however, they have proposed porous concrete in this shoulder area, which will provide treatment for this new impervious area. As explained above, the Applicant would be required to provide treatment for this linear portion of the project, and the use of porous concrete is an acceptable measure for treating this area. Therefore, the Applicant has demonstrated compliance with the General Standard for the widened shoulder area of Commercial Street.

Response: As pertaining to the rail component, and per discussions at the April 30, 2014 City Staff Meeting, it was agreed that treatment of the rail portions of the project is provided through infiltration into the under drain system, similar to method used for the Commercial Street improvements. Linear portions of the project provide stormwater quality treatment as outlined in the Stormwater Report for the IMT dated March 26, 2014, submitted with the Level III Site Plan Applications. The Post-Development Conditions stormwater plan, SW2, has been revised to tabulate the area of stormwater quality treatment provided for linear portions of the project (see Attachment B). It can be seen from the Summary of Treatment table on SW2 that treatment is provided for 117% of new impervious areas and 64% of new developed areas. This is a result of the rail improvements provided for treatment for 100% of the track length therefore providing treatment where existing track previously provided no treatment. This results in a surplus of linear development that receives stormwater quality treatment thus eliminating the need for additional treatment at the concrete loading slab.

- c) Flooding Standard: The project will result in an increase in impervious area of approximately eight acres. As such, the project is required to include stormwater management features to control the

rate of stormwater runoff from the site; however, much of the runoff from the Site is proposed to discharge to City-owned pipes that convey combined sewer overflows (CSO's) to the Fore River from CSO control structures in Commercial Street. This area of the Fore River is a tidal waterbody. As such, the Applicant has requested a waiver from the Flooding Standard. The Applicant should obtain approval from the City Department of Public Services for the proposed connections to City owned overflow or drainage pipes. If these connections are acceptable to the City, we would support the requested waiver from the flooding standard.

Response: It was noted by David Margolis-Pineo at the City Staff Meeting #1 that it would be acceptable to connect to City owned CSO's and drainage pipes.

Comment 2

The Stormwater Management Plan will need to include a stormwater inspection and maintenance plan for the proposed stormwater measures, such as the porous crushed stone yard surface and the porous concrete, developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.

Response: The Portland IMT Stormwater Pollution Prevent Plan will be revised to include stormwater inspection and maintenance of the Porous Concrete shoulder on Commercial Street and the Concrete Loading Slab scuppers. The Porous Crushed Stone Surface is included in section 3.4-3.5 of SWPPP.

Comment 3

Final plans must be stamped by a professional engineer (Section 14-527, sub-section (e) of the City of Portland Land Use Ordinance). At this time, the plans have not been stamped.

Response: Final plans will be stamped by a professional engineer and submitted to the City of Portland.

Comment 4

The Applicant has noted that approvals will be obtained from the MaineDEP for compliance with the Site Location of Development Act and Natural Resources Protection Act, and will be provided to the City upon receipt.

Response: Kristen Chamberlain of the Maine DOT will provide the City copies of SLODA and NRPA final approvals when received.

Comment 5

The Applicant has requested a waiver from the soil infiltration testing requirements of Technical Standard Section 5. Appendix D.4(a), which states that permeability must be shown to be reasonably consistent across the proposed infiltration area and may be determined by in-place well or permeameter testing, by analyses of soil gradation, or other means acceptable to the department. The Applicant anticipates that, based on known Site conditions derived from soil borings, a consistent permeability can be assumed across the Site. We support this waiver request so long as it is also supported by the MaineDEP during their review.

Response: John Hopeck of the Maine DEP reviewed the Stormwater Report and provided several technical comments to the design team. Soil infiltration was not a concern of the reviewer; therefore, it is understood that the outlined approach to infiltration was deemed acceptable. Our approach was discussed at the City Staff Meeting #1 and agreed upon by David Senus.

Comment 6

The Applicant has provided emails from the Maine Historic Preservation Commission (MHPC), who noted that they would like to dig a series of hand-dug test units along the proposed rail relocation line to help determine the status of the Glass Works Site underneath the proposed rail line. MHPC also concluded that an archaeologist should work with the excavation crew to monitor the work and record features of the canal if/as they are exposed. The Applicant should clarify the status of these items and whether an agreement between the MaineDOT and MHPC has been reached.

Response: At the City Staff Meeting #1, Kristen Chamberlain provided copies of the MHPC email correspondence as evidence of their conditions of approvals. A formal letter is included herein as Attachment C.

Comment 7

The MaineDEP expressed concerns regarding potential impacts to the Site's VRAP area; the Applicant should clarify whether these concerns have been resolved.

Response: At the City Staff Meeting #1, Kristen Chamberlain provided copies of Nick Hodkins' email correspondence as evidence of his sign off of the project. Nick is the DOT's VRAP coordinator. A copy of the correspondence is included herein as Attachment D.

Comment 8

As part of the PWD Conditions of Water Service, the existing domestic service to the Unutil site must be brought up to current standards, and the new services installed to serve the New Yard, LLC's boat yard must be terminated. It does not appear that the Site Utility Plan currently reflects these conditions. The Applicant should clarify.

Response: The PWD revised the Capacity to Serve letter to allow the Unutil and New Yard LLC domestic services. The revised letter is attached hereto as Attachment E.

Comment 9

As part of the PWD Conditions of Sewer Service, the District noted that details for the preferred alternative to constructing a reinforced concrete slab over the sewer interceptor must be reviewed and approved by the District and that an easement modification will need to be approved by the PWD Board of Trustees. The Applicant should clarify the status of these approvals.

Response: The PWD has since requested that the sewer interceptor receive a slip-lining treatment as part of the IMT project at the expense of the applicant. The applicant is amenable to this solution in lieu of developing alternatives to a concrete loading slab.

Comment 10

The proposed grading shown on Sheet SW2 and SW6 in Appendix D of the Stormwater Report and Sheet C8 - Site Grading and Drainage Plan do not appear to match. The Applicant should clarify.

Response: Grading plans will be updated and resubmitted to City.

COMMENTS FROM CITY STAFF MEMBERS (VIA EMAIL, APRIL 23, 2014, ATTACHMENT F) AND RESPONSES:

Comment 1

Please give us an update on the condemnation process for the parcels not owned by MDOT. Provide documentation of your ownership of the existing IMT facility east of the Fore River Bridge.

Response: The condemnation process was completed on April 28 and is supported by the documentation provided herein as Attachment G.

Comment 2

The submitted site plan materials I find confusing and suspect the Planning Board will as well. Most of the submitted sheets are technical in nature or cover specific topics such as lighting, erosion and sedimentation control, etc. This is ok but we need to have a clear and understandable general site plan (at a reasonable a scale) that provides an overview of the project. Plan sheets C-5 to C-7 have a title of "Site Plan" so I would recommend that site plan elements be clearly labeled and with appropriate dimensions which may require the plan be reformatted. The "General Description of the Project" plans in the "Description of Project" section of the note book would be a good model for a site plan assuming there is sufficient detail and dimensions. With a Planning Board meeting coming up this needs to be addressed asap. When I write my review memo, I can only comment on the material in hand so a clear and understandable site plan would be most helpful.

Response: The design team is providing a separate graphical sketch which clearly illustrates the points of significant interest to the City staff members (see Attachment H). The construction drawings submitted as part of the site plan application are technical in nature and specifically follow the MaineDOT's requirements for technical drawings. Therefore, we believe that a separate interpretive sketch will better serve your needs through the use of colorization and specific information that we know is important to the City.

Comment 3

Submit a plan that shows the entire IMT site (east and west of the bridge) so that we understand the relationship between the two sites particularly in relation to circulation.

Response: Please see the aforementioned sketch, Attachment H.

Comment 4

If your submission package does not include a waiver request it should since the Board will need to process this request.

Response: Our original package included a waiver request, but we have since updated this form. The updated waiver request is included herein as Attachment I.

COMMENTS FROM CPT. CHRIS PIRONE (VIA EMAIL, APRIL 30, 2014, ATTACHMENT J) AND RESPONSES:

Comment 1

The proposed expansion must meet the requirements of NFPA 1 and NFPA 307.

Response: The proposed expansion will meet the requirements of NFPA 1 and NFPA 307. Please see our Fire Safety Assessment and Fire Safety Plan prepared by Fire Risk Management and originally submitted with the site plan application. They are included herein for your use as Attachments K and L.

Comment 2

There are two existing reports for the IMT performed by Fire Risk Management which one report assessed code compliance and the other was a Fire Safety Plan for operations. These reports must be updated to include this expansion of this Marine Terminal to confirm all applicable codes and ordinances are being met.

Response: As noted above, the two existing reports have been updated and are included herein.

Comment 3

At quick glance, it appears hydrants will need to be installed and fire alarm pull-boxes which would need to be connected with the master fire alarm system for the IMT.

Response: Hydrants, standpipes, post indicator valves and fire alarm pull boxes are included in the design and will be connected with the master fire alarm system for the IMT.

Comment 4

Aisle widths and fire department access must be maintained throughout the IMT which is generally 20' aisle widths.

Response: Fire department access is maintained as noted in the drawing attached to the Fire Safety Assessment document.

Comment 5

Area of concern is the operations that are taking place under and around the Casco Bay Bridge. The Fire Risk Management Reports should focus on this area to address safety concerns and NFPA code as well as other codes and ordinances. Does DOT have restrictions for operations around a bridge?

Response: The Fire Safety Assessment document addresses the sites fire hazards in context with the layout of the terminal and provides a list of summary and recommendations. The MaineDOT does not have any restrictions for operations around a bridge.

Comment 6

If there are any gates installed Fire Department access must be maintained using the Knox Key system.

Response: A Knox Key system has been included in the design.

Comment 7

The IMT site must have entrances/gates identified in master plan and visible signage on site.

Response: The entrances and gates are identified on the drawings.

Mitch Elliott

ATTACHMENT A

From: Patrick Carroll <pcarroll@carroll-assoc.com>
Sent: Wednesday, April 23, 2014 9:08 AM
To: Craig Morin; Joel.C.Kittredge@maine.gov; Mitch Elliott; Matthew Phillips
Subject: imt comments from David Senus
Attachments: 2014.04.21 IMT Expansion Peer Review Memo.pdf

Hi Craig,

Here are comments from Dave Senus, who reviewed the plans as peer reviewer for the City.
We should be ready to address these comments for our Staff meeting on 4/28.
Rick has some other comments he will be forwarding over the next couple of days.

Regards, Pat

Patrick J. Carroll
Carroll Associates Landscape Architects
207-772-1552 (w)
207-329-8976 (c)
pcarroll@carroll-assoc.com

☐ Please consider the environment before printing this email.

-----Original Message-----

From: Rick Knowland [<mailto:RWK@portlandmaine.gov>]
Sent: Wednesday, April 23, 2014 8:33 AM
To: pcarroll@carroll-assoc.com
Subject: imt

Hi Pat, Comments from David Senus.

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

MEMORANDUM



TO: Rick Knowland, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: April 21, 2014
RE: IMT Expansion, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed International Marine Terminal (IMT) expansion at 460 Commercial Street in Portland, Maine. The project consists of expanding the existing IMT facility and will result in approximately eight acres of new impervious area.

Documents Reviewed by W&C

- Level III Site Plan Application and attachments dated April 4, 2014, prepared by Carroll Associates and HNTB Corporation on behalf of MaineDOT.
- Engineering Plans, Sheets C1-C20, dated March 14, 2014, prepared by the MaineDOT.

Comments

- 1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards as written in Section 5 of the City of Portland Technical Manual. We offer the following comments:
 - a) Basic Standard: The Applicant has provided a plan, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500; refer to sheets SW 7, SW 8 & SW 9. These plans should be made available to the contractor as part of the construction documents. The erosion and sediment control detail sheet (C11) should include details for stone check dams and a sediment barrier.
 - b) General Standard: The project will result in an increase in impervious area of approximately eight acres. As such, the project is required to include stormwater management features for stormwater quality control. The Applicant has proposed a porous crushed stone yard surface to infiltrate stormwater to meet the quality requirements associated with the General Standards; this approach is acceptable as presented.

The Applicant has considered the development of the rail corridor and concrete loading slab as a "linear" portion of the project and has noted that these features are part of an existing travel corridor in existence prior to July 19, 2007. The Applicant notes that the project is not required to meet the General Standards for linear areas, with reference to Section 3(B)(2) of the Memorandum of Agreement (MOA) for Stormwater Management that exists between the Maine DOT, Maine Turnpike Authority and Maine Department of Environmental Protection. However, the project must also meet the minimum standards set forth by the City of Portland, which includes conformance with the MaineDEP Chapter 500 standards without exception. Therefore, the Applicant is required to provide stormwater quality treatment for linear portions of the project to "no less than 75% of the volume from the impervious area" (Technical Standards Section 5, III., Chapter 500, Section 4, B, (3), c.). The Applicant should provide treatment for this area in accordance with the General Standard as written in the City's Technical Manual.

The Applicant has considered the Commercial Street shoulder widening as "linear" and has stated that they are not required to provide treatment to meet the General Standards for the same reason as noted above; however, they have proposed porous concrete in this shoulder area, which will provide treatment for this new impervious area. As explained above, the Applicant would be



required to provide treatment for this linear portion of the project, and the use of porous concrete is an acceptable measure for treating this area. Therefore, the Applicant has demonstrated compliance with the General Standard for the widened shoulder area of Commercial Street.

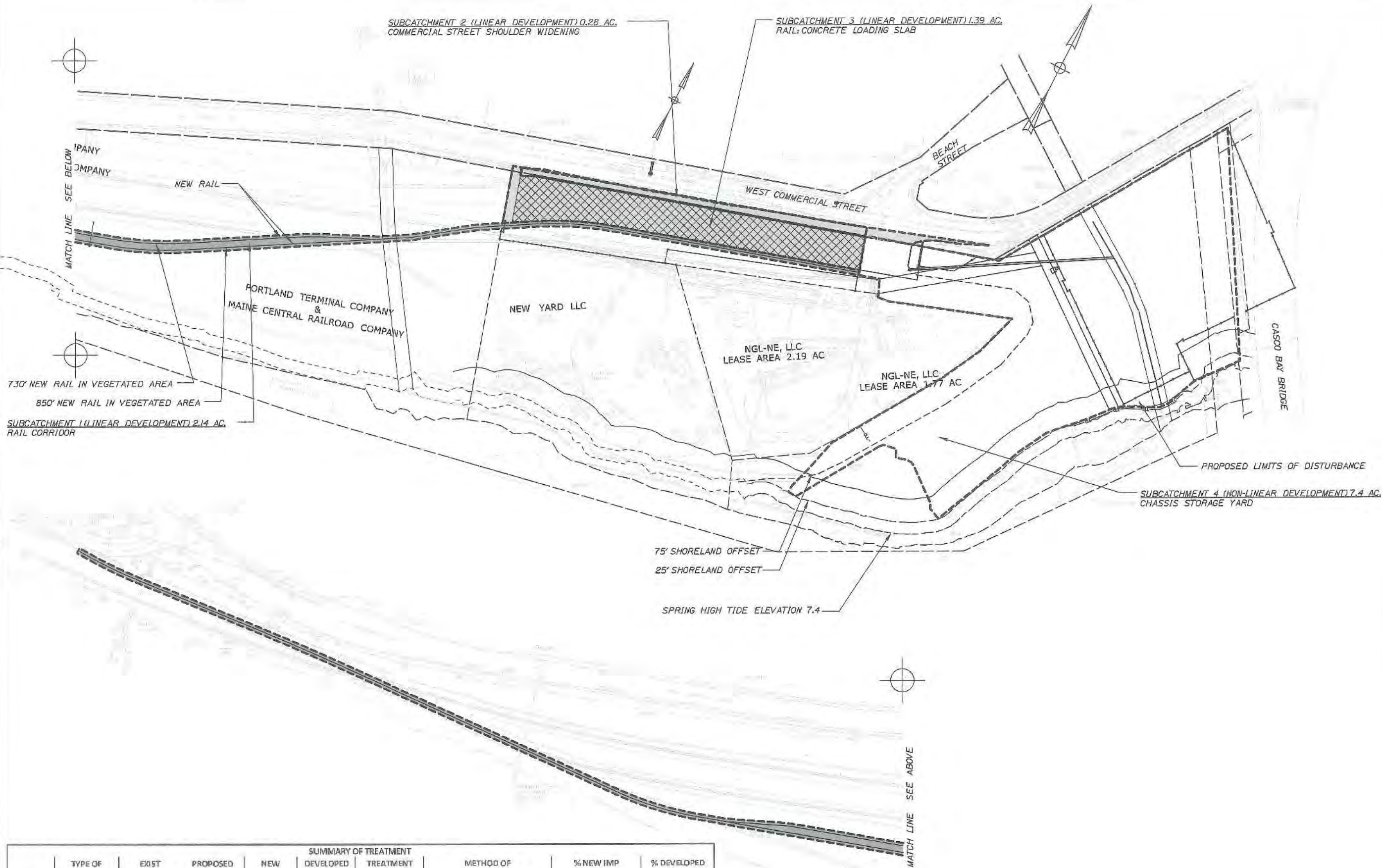
- c) **Flooding Standard:** The project will result in an increase in impervious area of approximately eight acres. As such, the project is required to include stormwater management features to control the rate of stormwater runoff from the site; however, much of the runoff from the Site is proposed to discharge to City-owned pipes that convey combined sewer overflows (CSO's) to the Fore River from CSO control structures in Commercial Street. This area of the Fore River is a tidal waterbody. As such, the Applicant has requested a waiver from the Flooding Standard. The Applicant should obtain approval from the City Department of Public Services for the proposed connections to City-owned overflow or drainage pipes. If these connections are acceptable to the City, we would support the requested waiver from the flooding standard.
- 2) The Stormwater Management Plan will need to include a stormwater inspection and maintenance plan for the proposed stormwater measures, such as the porous crushed stone yard surface and the porous concrete, developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.
- 3) Final plans must be stamped by a professional engineer (Section 14-527, sub-section (e) of the City of Portland Land Use Ordinance). At this time, the plans have not been stamped.
- 4) The Applicant has noted that approvals will be obtained from the MaineDEP for compliance with the Site Location of Development Act and Natural Resources Protection Act, and will be provided to the City upon receipt.
- 5) The Applicant has requested a waiver from the soil infiltration testing requirements of Technical Standard Section 5. Appendix D.4(a), which states that permeability must be shown to be reasonably consistent across the proposed infiltration area and may be determined by in-place well or permeameter testing, by analyses of soil gradation, or other means acceptable to the department. The Applicant anticipates that, based on known Site conditions derived from soil borings, a consistent permeability can be assumed across the Site. We support this waiver request so long as it is also supported by the MaineDEP during their review.
- 6) The Applicant has provided emails from the *Maine Historic Preservation Commission (MHPC)*, who noted that they would like to dig a series of hand-dug test units along the proposed rail relocation line to help determine the status of the Glass Works Site underneath the proposed rail line. MHPC also concluded that an archaeologist should work with the excavation crew to monitor the work and record features of the canal if/as they are exposed. The Applicant should clarify the status of these items and whether an agreement between the MaineDOT and MHPC has been reached.
- 7) The MaineDEP expressed concerns regarding potential impacts to the Site's VRAP area; the Applicant should clarify whether these concerns have been resolved.
- 8) As part of the PWD Conditions of Water Service, the existing domestic service to the Unifil site must be brought up to current standards, and the new services installed to serve the New Yard, LLC's boat yard must be terminated. It does not appear that the Site Utility Plan currently reflects these conditions. The Applicant should clarify.
- 9) As part of the PWD Conditions of Sewer Service, the District noted that details for the preferred alternative to constructing a reinforced concrete slab over the sewer interceptor must be reviewed and approved by the District and that an easement modification will need to be approved by the PWD Board of Trustees. The Applicant should clarify the status of these approvals.
- 10) The proposed grading shown on Sheet SW2 and SW6 in Appendix D of the Stormwater Report and Sheet C8 - Site Grading and Drainage Plan do not appear to match. The Applicant should clarify.

Date: 5/5/2014

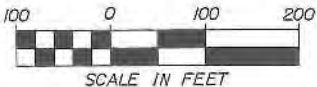
Username:

Division:

Filename: 002_developPost.dgn



SUMMARY OF TREATMENT									
	TYPE OF IMPROVEMENT	EXIST IMPERVIOUS	PROPOSED IMPERVIOUS	NEW IMPERVIOUS	DEVELOPED AREA	TREATMENT PROVIDED	METHOD OF TREATMENT	% NEW IMP TREATED	% DEVELOPED TREATED
RAIL: COMM ST: SLAB:	LINEAR	1.40 AC	2.14 AC	0.74 AC	2.14 AC	2.14 AC	INFILTRATION TO UNDERDRAIN	2.14/2.14=100%	2.14/2.14=100%
	LINEAR	0.15 AC	0.28 AC	0.12 AC	0.28 AC	0.28 AC	INFILTRATION TO UNDERDRAIN	.28/.28=100%	.28/.28=100%
	LINEAR	0.11 AC	1.33 AC	1.21 AC	1.33 AC	0 AC	NO TREATMENT PROVIDED	0%	0%
	SUMMARY	1.67 AC	3.74 AC	2.07 AC	3.81 AC	2.42 AC		2.42/3.81=64%	2.42/3.81=64%
YARD:	NON-LINEAR	1.38 AC	7.38 AC	6.00 AC	7.40 AC	6.90 AC	INFILTRATION TO EXIST MEDIA	6.9/7.4=93.2%	6.9/7.4=93.2%



ATTACHMENT B

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN 022809.20

DATE	BY	DATE	SIGNATURE
04/14	RWH	04/14	
03/14	TRENT	03/14	
4/9/14	TRENT	4/9/14	
	REVISIONS 1		
	REVISIONS 2		
	REVISIONS 3		
	REVISIONS 4		
	FIELD CHANGES		

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
CUMBERLAND COUNTY
PORTLAND
POST-DEVELOPMENT
CONDITIONS

SHEET NUMBER
SW2
2 OF 9



PAUL R. LEPAGE
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

ATTACHMENT C

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

May 1, 2014

Ms. Megan Hopkin
MDOT/Environmental

Re: Portland IMT project

Hello Megan:

This correspondence confirms our agreement of last month concerning the potential for encountering a portion of a significant archaeological site in the IMT project, and a mitigation plan for same.

We agree that there will be no adverse effect to the C & O Canal site, if it is still preserved, by minimal re-grading and placing porous, granular material in preparation of the area labeled "yard 8" and the area adjacent to Casco Bay Bridge.

We agree that there will be minimal or no adverse effect to the Glass Works from construction of the rail line on fill. However, we do not know whether the Glass Works remains are buried under 6" of fill or much greater depth of fill. To help determine the status of the Glass Works site underneath the proposed rail line, we would like to dig a series of hand-dug, 1 m square test units (up to a half dozen in number) along the proposed rail relocation line. These testpits could be adjacent to the line or within the proposed rail line footprint, depending on timing. They would provide information necessary for future assessment of impact to the Glass Works if there were to be future development along the rail line.

We conclude that the excavation for the proposed 730'-long concrete slab loading area has the potential to encounter and destroy a section of the C&O Canal. We agree with your email of earlier this week that the appropriate mitigation would be for an archaeologist or small team of archaeologists to work with the excavation crew, monitor the excavation, and record features of the canal if/as they are exposed. This mitigation approach would be analogous to Section 106 data recovery.

In order to address the concerns that MHPC has regarding the C& O Canal and the glassworks, MHPC proposes the following:

MaineDOT agrees to allow MHPC to use a 4 man day of fieldwork to complete 1m hand dug test pits (half dozen in number) in the area of the former Glassworks where the rail line is proposed to go. Test pit work would have to be completed by the end of June 2014 in this area.

MaineDOT agrees to allow MHPC archaeologists to be on site during excavation of the proposed 730' concrete slab loading area.. Archaeologists are permitted to be on site during the length of excavation; however, delays caused by archaeological study can be no more than 2 days. This information will be included in a Special Provision 105.9 included with the contract.

Sincerely,

Dr. Arthur Spiess
Senior Archaeologist

ATTACHMENT D

Nick_Hodgkins_sign-off_IMT.txt
From: Doughty, Dwight
Sent: Tuesday, April 15, 2014 10:48 AM
To: Chamberlain, Kristen; Kittredge, Joel
Subject: FW: IMT

FYI....

Dwight Doughty, Jr.
Director
MaineDOT Office of Safety and Compliance
(207) 592-6646

From: Hodgkins, Nick
Sent: Tuesday, April 15, 2014 10:47 AM
To: Doughty, Dwight
Subject: RE: IMT

Looks like this portion of the work won't really cause a lot of concern on my part, as it includes areas that have been addressed and stays away from some of the areas we know still have issues. That said, the contractor that gets the job will need to be aware of how to proceed if they should encounter obviously contaminated materials.

Nick

From: Doughty, Dwight
Sent: Tuesday, April 15, 2014 9:27 AM
To: Hodgkins, Nick
Subject: FW: IMT

Dwight Doughty, Jr.
Director
MaineDOT Office of Safety and Compliance
(207) 592-6646

From: Chamberlain, Kristen
Sent: Friday, April 11, 2014 3:02 PM
To: Doughty, Dwight
Subject: RE: IMT

Hi Dwight and Nick-
Please see attached. If you need additional info, just let me know.
Have a good weekend,
Kristen

Kristen Chamberlain
Bridge, Multi Modal and Traffic Team Leader
Environmental Office
Maine Department of Transportation

Nick_Hodgkins_sign-off_IMT.txt

(207) 557-5089

(207) 624-3101 Fax

From: Doughty, Dwight

Sent: Friday, April 11, 2014 8:44 AM

To: Chamberlain, Kristen

Cc: Kittredge, Joel

Subject: IMT

Hi Kristin -

Would it be possible to send Nick Hodgkins a print of the proposed laydown area for the IMT?

Dwight Doughty, Jr.

Director

MaineDOT Office of Safety and Compliance

(207) 592-6646



ATTACHMENT E

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

April 28, 2014

HNTB Corporation
340 County Road, Suite 6C
Westbrook, ME 04092

Attn: Mitch Elliott, P.E.
Re: Portland International Marine Terminal; 460 Commercial Street, Portland
Ability to Serve with PWD Water

Dear Mr. Elliott:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on March 27, 2014. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

Please note that this letter does not constitute approval of this project from the District. Please review this letter for any special conditions specified by the District and to determine the appropriate next steps to take to move your project through the submittal and approval process.

Existing Site Service

According to District records, the project site does currently have existing water service. An 8-inch diameter ductile iron fire service line with a domestic service line tapped on private, located as shown on the attached water service card, provides water service to 2 West Commercial Street. A second domestic service was tapped on private off the fire service line to serve the New Yard, LLC's boat yard; this service is not currently metered or recognized as a District customer. A 1-inch diameter HDPE domestic water service, located as shown on the attached water service card, provides water service to the Maine DOT maintenance and generator building for Casco Bay Bridge (528 Commercial Street). Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

Water System Characteristics

According to District records, there is a 12-inch diameter cast iron water main on the north side of Commercial Street and multiple public fire hydrants located across the street from the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location: Commercial Street 400' east of Beach Street
Hydrant Number: POD-HYD00069
Last Tested: 9/13/2011
Static Pressure: 106 psi
Residual Pressure: 100 psi
Flow: 1,209 GPM



Existing Sewer Service

Wastewater from the existing Unitil building discharges through a private sewer service into the Portland Water District's existing 48-inch interceptor sewer. We have previously sent the relevant sewer record drawing of this sewer main to your attention.

Proposed Public Fire Protection

It is not anticipated that this project will include the installation of new public hydrants to be accepted into the District water system. The decision to require new hydrants and to determine their locations is solely that of the local fire department. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Proposed Domestic Water Needs

The ability to serve request dated March 26, 2014 does not mention the need for new domestic water supply to the IMT. The District understands that the domestic water needs of the leased Unitil site will not change as a result of the development.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact the MEANS Division to request a hydrant flow test and we will work with you to get more complete data.

Conditions of Water Service

Note that all water infrastructure on the property will be classified as private service lines to be owned and maintained by the property owner; PWD will not own any public mains within the site. The existing 8-inch fire service may be used by the proposed development as long as the project team determines that it will provide adequate flow and pressure for the proposed use. As shown on the Site Utility Plan, this 8-inch service will provide fire protection to both the leased Unitil site and the IMT site. The account for the fire service line will need to be assumed by one of these entities, as PWD will recognize only a single account holder and customer for this private fire protection service.

The existing domestic service to the Unitil site is a non-conforming configuration. The District recognizes that the future domestic needs of the site are currently unknown, therefore at this time the non-conforming domestic service may remain. When future domestic needs are determined, this service must be brought into conformance with then District standards.

Permanent services for the New Yard property must be installed from the water main in Commercial Street, however the District agrees to allow temporary service to the New Yard, LLC's boat yard from the Unitil site's service line as outlined below. Assuming that the development team successfully acquires the Unitil parcel, the following items must be completed by the development team for our review prior to final acceptance of the temporary service.

- 1) The design plan should be modified to note the following:

- a. Limits of pipe ownership. Please make the water piping on the New Yard property a different color to clearly denote the piping ownership limits.
 - b. The location of the domestic water service line and service valve for the building on the New Yard parcel.
 - c. A callout on New Yard's fire and domestic service valves and Unitol's domestic service valve noting PWD's right to operate the private valves.
- 2) A "three party agreement" will be needed between PWD and the two property owners (MDOT and New Yard, LLC). This should be drafted by the development team and outline the following:
- a. It should designate that all parties agree that domestic water and private fire protection service for the New Yard property is "temporary". This agreement should specify that the District will provide temporary service in the proposed configuration until a point when MDOT finishes construction activities associated with Project Number 022809.00 or for a maximum of five years, whichever is shorter, and that the other two parties are agreeable to that.
 - b. The agreement should note that the ownership and maintenance responsibility of the water infrastructure is the responsibility of the property owner over which the infrastructure is located.
 - c. The agreement should specify that the District has the "right to operate all private service valves necessary to control flow to all valid utility accounts".
 - d. The agreement should acknowledge that the District has the right to operate any service valve that controls flow to these properties in the event of non-payment from any account holder or due to leaking infrastructure. This agreement should note that both property owners acknowledge that the shutting of service valves for one property may also shut service to the adjacent property and will hold the District harmless in the event that this occurs.

Conditions of Sewer Service

The District's 48" interceptor sewer, located partially within the site, conveys a significant portion of the City's wastewater flow towards the East End Treatment Facility. As part of preliminary discussions with MDOT/HNTB, the District noted that the proposed construction of a reinforced concrete slab over the interceptor is not compatible with the existing utility easement. The District worked with MDOT to look at alternatives which included a cured-in-place structural lining of the interceptor. If the structural lining is the preferred alternative, construction details must be reviewed and approved by the District. An easement modification will also need to be approved by the Board of Trustees of the District.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District



Rico Spugnardi, P.E.
Senior Project Engineer

Mitch Elliott

ATTACHMENT F

From: Patrick Carroll <pcarroll@carroll-assoc.com>
Sent: Wednesday, April 23, 2014 11:48 AM
To: Craig Morin
Cc: Joel.C.Kittredge@maine.gov; Mitch Elliott; Matthew Phillips
Subject: FW: IMT

Hi Craig,

Here are additional comments from the City below. Let's discuss when you have a chance to understand what they are looking for.

Regards, Pat

Patrick J. Carroll
Carroll Associates Landscape Architects
207-772-1552 (w)
207-329-8976 (c)
pcarroll@carroll-assoc.com

 Please consider the environment before printing this email.

From: Rick Knowland [<mailto:RWK@portlandmaine.gov>]
Sent: Wednesday, April 23, 2014 11:43 AM
To: pcarroll@carroll-assoc.com
Cc: Alex Jaegerman; Barbara Barhydt
Subject: IMT

Hi Pat, Below are a few IMT site plan comments. I have not conducted a complete review but I thought I'd get you these comments now. As other comments become available I will forward them to you as they become available. You should have received David Senus review comments earlier today.

1. Please give us an update on the condemnation process for the parcels not owned by MDOT. Provide documentation of your ownership of the existing IMT facility east of the Fore River Bridge.
2. The submitted site plan materials I find confusing and suspect the Planning Board will as well. Most of the submitted sheets are technical in nature or cover specific topics such as lighting, erosion and sedimentation control, etc. This is ok but we need to have a clear and understandable general site plan (at a reasonable a scale) that provides an overview of the project. Plan sheets C-5 to C-7 have a title of "Site Plan" so I would recommend that site plan elements be clearly labeled and with appropriate dimensions which may require the plan be reformatted. The "General Description of the Project" plans in the "Description of Project" section of the note book would be a good model for a site plan assuming there is sufficient detail and dimensions. With a Planning Board meeting coming up this needs to be addressed asap.

When I write my review memo, I can only comment on the material in hand so a clear and understandable site plan would be most helpful.

3. Submit a plan that shows the entire IMT site (east and west of the bridge) so that we understand the relationship between the two sites particularly in relation to circulation.

4. If your submission package does not include a waiver request it should since the Board will need to process this request.

These are a few preliminary comments. More will follow. We are looking forward to meeting with the IMT team on Wednesday, April 30th at 11:00 in Room 209. In the mean time should you have any questions please feel free to contact me.

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

NOTICE OF CONDEMNATION

The **STATE OF MAINE**, acting by and through its Department of Transportation, (the "Department") does hereby give notice to all whom it may concern:

That the Department, in accordance with the authority of Title 23 M.R.S.A. Sections 151-159, has determined that public exigency requires the acquisition in fee simple of certain land in the City of Portland, County of Cumberland, Maine for the purpose of expanding existing marine terminal facilities serving the State of Maine and locating and constructing rail and vehicular access thereto (the "Project"). The rights in land hereby acquired are specified herein and are further shown on a Right of Way Map prepared in connection with WIN 22809.00, Part II entitled "Land Acquisition Plan, Part II, West Commercial Street, Portland, Cumberland County, Maine" dated April, 2014 and on file in the Office of the Department of Transportation, D.O.T. File No. 3-596, to be recorded in the Registry of Deeds of Cumberland County.

DESCRIPTION OF FEE TAKING

All land, and rights in land, including any tracks, rails, ties, signals, switches, grade crossing materials, warning devices, ballast, subgrade, railroad communication and signal systems, wires, pipes, poles and all other trackage appurtenances (collectively herein referred to as "Trackage") and other improvements or property not otherwise excepted or excluded herein, located within the following described boundaries are taken in fee simple (the "Acquired Property"):

A CERTAIN PARCEL OF LAND situated on the southerly side of West Commercial Street in the City of Portland, County of Cumberland and State of Maine as shown on said Right of Way Map, bounded and described as follows:

COMMENCING at a granite monument found in a manhole located in the southerly sideline of West Commercial Street, said monument being N 39°49'27" E 393 feet from the intersection of said West Commercial Street and Clark Street, as shown on said Right of Way Map, to be recorded in said Registry of Deeds;

THENCE S 32°36'10" W along the southerly sideline of West Commercial Street 86.09 feet to the **point of beginning**, said point being the northeasterly corner of property conveyed by Portland Terminal Company to New Yard, LLC by deed dated July 31, 2013 and recorded in Book 30887, Page 247 of said Registry of Deeds;

THENCE from said point of beginning S 32°31'38" E along the westerly line of land now or formerly of the City of Portland 580 feet, more or less to mean low water;

THENCE westerly and southwesterly along mean low water 64 feet, more or less, to a point on the easterly line of land now or formerly of Casco Wharf & Storage as described in Book 1507, Page 126 of said Registry of Deeds (which is a part of the parcel herein described);

THENCE S 32°31'38" E along said easterly line of said Casco Wharf & Storage 50 feet more or less to the Harbor Commissioner's Line of 1929;

THENCE S 37°45'10"W along said Harbor Commissioner's Line 600 feet, more or less to a point;

THENCE S 62°18'00" W along said Harbor Commissioner's Line 400 feet, more or less, to a point;

THENCE S 78°39'00" W along said Harbor Commissioner's Line 117 feet, more or less, to the southerly corner of a parcel shown on said Right of Way Map as "Parcel 5";

THENCE N 21°46'06" W 60 feet, more or less, to the mean low water line as shown on said Right of Way Map;

THENCE continuing N 21°46'06" W 105 feet, more or less, through land now or formerly of New Yard, LLC to the southerly corner of a parcel of land now or formerly owned by Northern Utilities, Inc., d/b/a Until;

THENCE N 43°25'17" W along the westerly boundary of land now or formerly of said Northern Utilities (which is a part of the parcel herein described) and the easterly boundary of land now or formerly of said New Yard, LLC 435.50 feet to the northwest corner of said Northern Utilities parcel and a point that represents the northeast corner of land to be retained by said New Yard, LLC;

THENCE S 70°47'58" W through land now or formerly of said New Yard, LLC and along the northerly boundary of the land to be retained by said New Yard, LLC 381.52 feet to land formerly of Portland Terminal Company and Maine Central Railroad Company and now of the State of Maine as described in a Notice of Condemnation recorded in Book 31408, Page 301 of said Registry of Deeds;

THENCE N 16°58'37" W along land of the State of Maine and land now or formerly of Portland Terminal Company and Maine Central Railroad Company 149.35 feet to the southerly side of West Commercial Street;

THENCE N 73°01'23" E along the southerly sideline of said West Commercial Street 1053.20 feet to a point;

THENCE N 32°36'10"E along the southerly sideline of said West Commercial Street 551.51 feet to the point of beginning.

The above described parcel contains 18 acres, more or less.

Also including all right, title and interest in and to the intertidal and submerged lands adjoining the parcel described above located between the spring high tide line and the Former Harbor Commissioner's Line of 1929 as shown on said Right of Way Map.

Also taking hereby any leasehold interests affecting any portion of the above described parcel and being further described in the following documents:

1. Lease agreement, as amended, made by and between Northern Utilities, Inc. and EnergyUSA Propane Inc. (subsequently NGL-NE, LLC now known as Osterman Propane, LLC) dated March 15, 2003, a memorandum of which is recorded in said Registry of Deeds in Book 19264, Page 119.
2. Lease agreement made by and between Northern Utilities, Inc., d/b/a Unitil and New Yard, LLC dated August 2, 2013, a memorandum of which is recorded in said Registry of Deeds in Book 30895, Page 309.

EXCEPTIONS

1. Expressly excluding from the Acquired Property the following items that are owned by or are in the custody and control of New Yard, LLC that, on the date upon which this Notice of Condemnation is filed, are located on the Acquired Property: a) piles of earth, gravel, fill and borrow; b) construction-related materials; and c) construction-related personal property;
2. Expressly excluding from the Acquired Property any existing natural gas and propane facilities, including without limitation, natural gas and propane pipelines, buildings, associated fixtures and related appurtenances, improvements and other personal property that are owned by or are in the custody and control of Osterman Propane, Inc. or Northern Utilities, Inc., d/b/a Unitil, except that all Trackage located on the Acquired Property is hereby acquired;
3. Reserving to Northern Utilities, Inc., d/b/a Unitil ("Unitil"), the right to enter upon the Acquired Property within the areas depicted on the before mentioned Right of Way Map as Parcel 2 and Parcel 3 (the "Former Unitil Property") for the following purposes:
 - a. To repair, replace, maintain, operate, inspect, patrol, protect and remove on, in, over, across and under the Former Unitil Property all existing gas mains, laterals, services, equipment, fixtures, containment and other appurtenances thereto currently owned by Unitil ("Gas Facilities");
 - b. To survey, trim or remove within the Former Unitil Property, existing or future occurring vegetation that interferes with the Gas Facilities;
 - c. To take such other action as is incident or accessory to the foregoing actions;

- d. To cross the Former Unitil Property to access the Gas Facilities, including by vehicle and machinery in a manner that does not interfere with the ongoing activities of the Department;
- e. To conduct such environmental remediation and protection, including investigation, implementation, and monitoring, as well as installation of utilities for such investigation, implementation and monitoring, as described in Unitil's Voluntary Response Action Program ("the VRAP") Remediation Plan as approved by the Maine Department of Environmental Protection (the "DEP") by letter dated June 1, 2012, a copy of which is on file with the DEP (the "Plan") incorporated herein by reference and as the DEP may hereafter amend it, and further as the DEP may hereafter certify it as being complete, inclusive of and extending to the terms in the DEP's certification of the Plan's completion and its regulatory requirements. Unitil may not unreasonably interfere with the operations of the Department in exercising these rights;
- f. To access the Former Unitil Property via the right of way running from West Commercial Street to said Parcel 2 and the right of way connecting Parcel 2 and Parcel 3, both as depicted on the Right of Way Map, or at such other reasonable location as may be directed by the Department; and
- g. To use the Former Unitil Property as necessary to fulfill the purposes described in subsections 3.a-3.e above.

The Department shall not construct or permit to be constructed any building, house, structure, obstruction or improvement of any kind on or over the existing Gas Facilities without Unitil's prior written consent. The Department further agrees that it will not cause to be carried out any excavation, change of grade, or water impoundment affecting the Gas Facilities without Unitil's prior written consent.

The Gas Facilities, whether fixed to the realty or not, shall be and remain the property of Unitil, its successors and assigns.

Unitil shall replace and restore the areas on the Former Unitil Property disturbed by activities exercised in association with the rights reserved to Unitil herein to conditions existing immediately prior to such activities.

The following additional rights are also excepted from the above described fee taking:

- 4. Terms and conditions of an easement and right of way for the purpose of maintaining through, under and across the property an access way for installing and maintaining conduits or pipelines for conveying storm water and sewer water as more fully set forth in the instrument from Northern Utilities, Inc., d/b/a Unitil to the City of Portland, dated February 20, 2014 and recorded in the Cumberland County Registry of Deeds in Book 31378, Page 333.

5. Terms and conditions of an easement and right of way for the purpose of maintaining through, under and across the property an access way for installing and maintaining conduits or pipelines for conveying storm water and sewer water as more fully set forth in the instrument from New Yard, LLC to the City of Portland, dated September 9, 2013 and recorded in the Cumberland County Registry of Deeds in Book 31021, Page 187.
6. Terms and conditions of an easement to enter upon the property for the purpose of environmental remediation and protection, including investigation, implementation, and monitoring, and installation of utilities for such investigation, implementation and monitoring, as described in the Voluntary Response Action Program Remediation Plan as approved by Maine Department of Environmental Protection, and to manage existing gas facilities as more fully set forth in the instrument from New Yard, LLC to Northern Utilities, Inc., d/b/a Unitil, dated August 2, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30895, Page 321.
7. Terms and conditions of an easement to enter upon the property for the installation, repair, replacement, and maintenance of gas mains, etc. in the operation of a Gas Regulator Station as set forth in the instrument from New Yard, LLC to Northern Utilities, Inc., d/b/a Unitil, dated August 2, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30895, Page 317.
8. Terms and conditions of rights and easements to install, maintain, repair, operate, replace and/or remove sewer pipes as further described in the instrument from Portland Terminal Company to Portland Water District dated February 11, 1977 and recorded in the Cumberland County Registry of deeds in Book 3975, Page 262 as affected by the Release and Amendment of Deed of Easement dated July 27, 1994 and recorded in the said Registry of Deeds in Book 11571, Page 154.
9. Terms and conditions or rights and easements for the construction of underground electric transmission distribution and communication lines under the premises as further described in the indenture between Northern Utilities, Inc. and Central Maine Power Company, dated July 23, 1993 and recorded in said Registry of Deeds in Book 10892, Page 32.
10. Terms and conditions of rights and easements for the purpose of erecting, constructing, maintaining, repairing, rebuilding, replacing, operating, patrolling and removing electric transmission, distribution and communication lines as further described in the instrument from Portland Terminal Company and Maine Central Railroad Company to Central Maine Power Company dated February 9, 1993 and recorded in the Cumberland County Registry of Deeds in Book 10600, Page 111.
11. Terms and conditions of rights and easements to install an underground transmission line as further described in the instrument from Portland Terminal Company to Central Maine Power Company dated April 15, 1975 and recorded in the Cumberland County Registry of Deeds in Book 3669, Page 135.

12. Terms and conditions of rights and easements including the right to lay, construct, reconstruct, operate, maintain, replace and remove lines for the transmission of intelligence, including underground cables, pipes, conduits, manholes and appurtenances over and under the premises as set forth in the instrument from Casco Wharf and Storage Company to New England Telephone and Telegraph Company, dated June 25, 1957 and recorded in said Registry of Deeds in Book 2361, Page 361.
13. Terms and conditions of rights and easements including the right to construct, erect, rebuild, operate, maintain, and remove electric distribution and communication lines for the transmission of electricity as set forth in the instrument from Portland Gas Light Company to Central Maine Power Company, dated January 6, 1956 and recorded in said Registry of Deeds in Book 2276, Page 265.
14. Terms and conditions of rights and easements including the right to construct, erect, rebuild, operate, maintain, and remove electric distribution lines for the transmission of electricity and intelligence as set forth in the instrument from Portland Gas Light Company to Central Maine Power Company and New England Telephone and Telegraph Company, dated November 1, 1951 and recorded in said Registry of Deeds in Book 2070, Page 128.
15. A twenty foot right of way and the right to lay and maintain gas and water pipes within said right of way as described in the Warranty/Release Deed from the Portland Gas Light Company to Maine Central Railroad Company dated May 5, 1897 and recorded in the Cumberland County Registry of Deeds in Book 648, Page 488.
16. A twenty foot wide right of way and the right to lay, maintain and repair gas and water pipes and maintain and repair a well and as further described in the Release Deed from the Portland Gas Light Company to the Portland & Kennebec Railroad Company dated October 6, 1866 and recorded in the Cumberland County Registry of Deeds in Book 346, Page 376.
17. All existing utility company rights of way and/or easements to the City of Portland, Central Maine Power Company, New England Telephone and Telegraph, and Portland Water District, their respective successors and assigns, however acquired, and located within the above described boundaries.

INFORMATIVE SUMMARY

The following is a list summarizing the names of apparent owners of record of land and rights involved, and rights affected by the taking, including any leasehold interests, within the hereinbefore described boundaries. Parcel references reflect those depicted on the before mentioned Right of Way Map:

- Parcel 1: New Yard, LLC (fee interest) 9.82± acres
- Parcel 2: Northern Utilities, Inc. d/b/a Unitil (fee interest) 3.96± acres
New Yard, LLC (leasehold interest)
- Parcel 3: Northern Utilities, Inc. d/b/a Unitil and Casco Wharf and Storage
Company (fee interest) 4.17± acres
New Yard, LLC (leasehold interest)
- Parcel 4: Osterman Propane, LLC f/k/a NGL-NE, LLC (leasehold interest
within a portion of Parcel 2) 2.19± acres
- Parcel 5: Owner Unknown (fee interest) 0.05± acre

Any unknown owner or owners or other persons, if any, who may have or claim an interest in any of the above described property.

This condemnation acquires from the parties named above all right, title and interest in and to the Acquired Property, and all appurtenant rights thereto, subject to any exclusions, exceptions and reservations as heretofore described.

Portland
West Commercial Street
WIN: 22809.00, Part II

The Department of Transportation directs that this Notice of Condemnation be recorded in the Registry of Deeds of Cumberland County and filed with the City Clerk of the City of Portland and with the County Commissioners of Cumberland County and published in the Portland Press Herald, a newspaper of general circulation in the County where said property is located; and also directs that a copy of the Right of Way Map be filed with the County Commissioners of said Cumberland County and also that notice be sent, by certified mail, to any persons noted herein as apparent owners of record or parties in interest, as well as mortgagees of record, in all cases in which addresses for such persons are reasonably ascertainable.

Dated at Augusta, Maine

4/28/14
Date

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

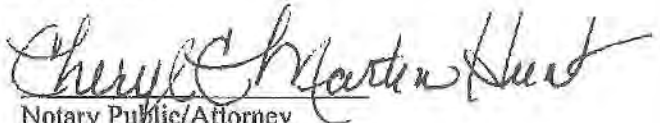

David Bernhardt, Commissioner

STATE OF MAINE
COUNTY OF KENNEBEC

Date: 4/28/14

Personally appeared the above named David Bernhardt, Commissioner, Department of Transportation, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of the State of Maine.

Before me,

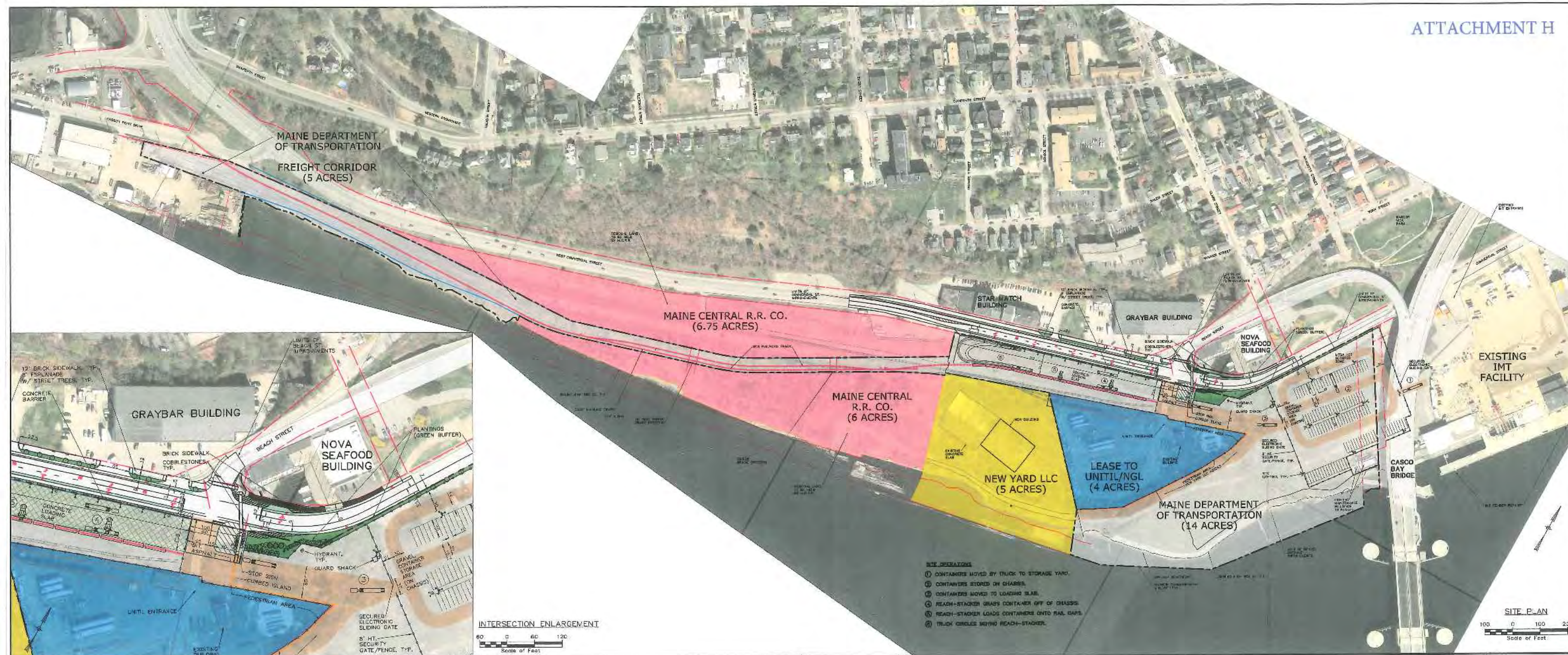

Notary Public/Attorney
Print:
My commission expires:

Received
Recorded Register of Deeds
Apr 30, 2014 08:28:25A
Cumberland County
Pamela E. Lavley

CHERYL C. MARTIN-HUNT
Notary Public State of Maine
My commission expires December 5, 2017

SEAL

ATTACHMENT H



- Rail Operations**
- ① CONTAINERS MOVED BY TRUCK TO STORAGE YARD
 - ② CONTAINERS STORED ON CHASSIS
 - ③ CONTAINERS MOVED TO LOADING SLAB
 - ④ REACH-STACKER GRABS CONTAINER OFF OF CHASSIS
 - ⑤ REACH-STACKER LOADS CONTAINERS ONTO RAIL CARS
 - ⑥ TRUCK CIRCLES BEYOND REACH-STACKER

STATE OF MAINE		PROJECT NUMBER 022809.00		DATE: 5.5.2014	
DEPARTMENT OF TRANSPORTATION		P.E. NUMBER		WIN 022809.00	
PORTLAND INTERNATIONAL MARINE TERMINAL		CUMBERLAND COUNTY		ILLUSTRATIVE SITE PLAN	
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		PORTLAND		SHEET NUMBER 1	
PORTLAND		1 OF 1			

ATTACHMENT I

Written Requests for Waivers

(revised May 6, 2014)

Waiver Request 1: Sidewalks (along project frontage, on the south side of Commercial Street).

Article V, Section 14-526 - Site Plan Standards requires that:

"All proposed developments shall provide sidewalks along all frontages in accordance with sections 14-498 and 14-499 of the City Code. An applicant may request a waiver from curb and sidewalk installation requirements if they meet applicable waiver criteria listed in Section 14-506 (b) of the City Code."

Section 14-506 - Modifications provides a list of 6 conditions relating to sidewalks. Applicants are required to meet at least 2 of these requirements in order for a waiver request to be considered by the planning authority. The applicant asserts that two of the conditions are met as follows:

1. There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site. Most of the land located to the west of the site, on the south side of Commercial Street, is undeveloped or occupied by industrial type uses. There are no sidewalks present on the south side of the road in this area from the project site to the end of Commercial Street over a mile away at the Veteran's Memorial Bridge intersection. The parcels abutting the project site to the east along the south side of Commercial Street are characterized by having areas of parking perpendicular to Commercial Street that abut the building faces. Between buildings are wide, ill-defined driveways. None of these parcels have sidewalks or clear crosswalks in place. The closest sidewalk is at Becky's Dinner and even this section of sidewalk is isolated in the midst of driveways without designated crosswalks. The start of legitimate sidewalk leading toward the central waterfront is at the Gulf of Maine Research Institute. There are no businesses or amenities to attract pedestrian usage in the area of the project site extending from Becky's Dinner on the east side of the site to the Veteran's Memorial Bridge west of the site. The area is essentially industrial in character and there is no reasonable expectation for pedestrian usage.

2. There is no sidewalk in existence or expected within 1000 feet and the construction of sidewalks does not contribute to the development of a pedestrian oriented infrastructure.

The closest sidewalk, on the south side of Commercial Street, is at Becky's Dinner (over 1000' from the project) and even this section of sidewalk is isolated in the midst of driveways without designated crosswalks; therefore strict adherence to this site plan standard would result in a sidewalk to nowhere.

3. A safe, alternative-walking route is reasonably and safely available, for example, by way of a sidewalk on the other side of the street that is lightly travelled.

Starting at the Casco Bay Bridge to South Portland and heading east along the north side of Commercial Street, there is a continuous network of sidewalks and crosswalks leading into the central waterfront area. The sidewalks located directly across Commercial Street from the project site are relatively new and include a link to a pedestrian walkway system that traverses a hill side park area along the base of the bridge leading to York Street and residential areas beyond. The project will reinforce these sidewalk connections on the north side by proposing significant improvements to West Commercial Street and at the intersection of Beach Street. Proposed improvements include widening of the street to provide turn lanes and truck staging areas, signalization of the intersection,

and improving the pedestrian corridor on the north side of West Commercial Street with new sidewalks and landings on both sides of Beach Street. Crosswalks will be installed to safely maintain pedestrians on the north side of Commercial Street and connect to the main vehicular entrance into the IMT parcel. Dedicated bicycle lanes are proposed in both directions along West Commercial Street. Paint striping and signage will also be used to clearly demark travel lanes including bike lanes on both sides of Commercial Street. Finally, landscaping will be added on both sides of West Commercial Street, enhancing the pedestrian and vehicular experience along Commercial Street at this important gateway into the City.

The applicant is significantly contributing to the City's vision of a multi-use corridor by providing a 12-ft wide sidewalk with an 8-ft wide esplanade on the north side of the street with trees, grass, benches, and interpretive signage to enhance the bike/pedestrian infrastructure along this overlooked stretch of Commercial Street.

6. Strict adherence to the sidewalk requirements would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.

If a sidewalk was required along the eastern half of the project frontage, it would result in a significant loss of landscape screening/buffering and street trees that the Staff had requested for this area.

Waiver Request 2: Granite Curbing (along project frontage, on the south side of Commercial Street).

Article V, Section 14-526 - Site Plan Standards requires that:

Section 14-506 - Modifications provides a list of 5 conditions relating to curbs. Applicants are required to meet at least 2 of these requirements in order for a waiver request to be considered by the planning authority. The applicant asserts that two of the conditions are met as follows:

1. Strict adherence to the curb requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.

From the project entrance west, the intermodal ramp will essentially serve as a curb / barrier. It will be raised above the adjacent truck storage lane and through lanes of Commercial Street. From the project entrance east the area is intended to remain in its current state of gravel. We do not intend to change the grading of this area if it is not necessary. When curb is added to an area that is currently not curbed, there is a need for additional stormwater drainage structures and piping. As currently designed, the City benefits by the sheet flow action which naturally runs into the project site and will be accommodated by the proposed porous gravels. If a curb line is added, it will add more water to the City's existing infrastructure and could result in flooding if the City does not add more catch basins.

Curbing is proposed at the pedestrian refuge island located on the north side of project entrance. This island will provide a safe area for pedestrians to rest while waiting to cross Commercial Street.

Additional curbing along the project front age would limit and inhibit the ability for vehicle circulation in and out of the project.

2. Runoff from the development site or within the street does not require curbing for stormwater management.

There should be little to no stormwater runoff from the bulk of the site as the surface will mainly consist of porous gravels. Curbing will not be necessary to complete the Stormwater Management Plan. See Stormwater Management Plan for specifics.

Waiver Request 3: Driveway Width (Proposed IMT project, Nova Seafood, and Graybar)

Technical Standards, Section 1.7.2.4. *Maximum driveway width (two-way): The maximum width of a driveway will be based upon site conditions or vehicle characteristics that warrant a wider access (e.g., dedicated turn lanes at exits) and will require approval of the reviewing authority. Maximum widths shall not exceed the following, although confirmation of exact capacity requirements will be necessary:*

- Commercial -24 feet
- Industrial – 30 feet

Proposed IMT Project

The proposed driveway width is 100 feet. This width is necessary to accommodate large trucks (WB-67) and trailer turning movements. The above standards would not allow trucks to access the site without crossing opposing lanes of traffic. See enclosed truck turning movement exhibit previously submitted).

Proposed Nova Seafood

The existing driveway width is +/-120 feet. This width is necessary to accommodate large trucks (WB-67) and trailer turning movements due to the unusual orientation of the loading docks to the street and adjacency to the intersection. With the proposed intersection improvements the driveway will essentially remain the same width but made safer to both traffic and pedestrians. A delineated pedestrian corridor will span the driveway identifying a safe route for people and indicating to trucks that pedestrians may be crossing. Areas of cobblestones on Commercial Street will help to establish a defined entrance / exit while allowing for truck movements to continue. New accessible sidewalks, intersection ramps, crosswalks, and signalized intersection with dedicated Nova Seafood camera will provide for a safe situation.

Proposed Graybar

In the proposed condition there are two driveway openings at Graybar. The proposed widths are 50 & 65 feet. These widths are essentially the same as what currently exists today. Maintaining these widths is necessary to accommodate large trucks (WB-67) and trailer turning movements into the property and accessing the loading docks on the front and side of the building. The proposed improvements to the north side of Commercial Street, 12' sidewalk & 8' esplanade, dedicated bike lanes with buffer, new lane striping, intersection signalization, and crosswalks will provide for a safe situation.

Waiver Request 4: Flooding Standard

Technical Standard, Section 5.III.4.E (2) for flooding. Waiver of the flooding standard due to direct discharge into the ocean, a great pond, or major river segment.

Due to the capacity of the receiving body (Fore River), the use of porous gravels (minor runoff), and proposed method of conveying the runoff to the river (sheet flow and combined sewer overflow) it is requested that the requirement of the Flooding Standard be waived for this project.

Waiver Request 5: Soil Infiltration Testing

Technical Standard, Section 5. Appendix D.4 (a) Soil Permeability. Permeability must be shown to be reasonably consistent across the proposed infiltration area and may be determined by in-place well or permeameter testing, by analyses of soil gradation, or other means acceptable to the department. Based on known conditions (see Soil Boring Plans) of the site soils and controlled materials to be installed with the new construction, it is anticipated that permeability can be achieved across the site. Due to this fact it is requested that a waiver be granted for the requirement of soil infiltration testing.

Waiver Request 6: Landscape and Landscape Preservation

Tech Standard, Section 4.2 & 4.3 - Preservation of Significant Site Features and Existing Vegetation. Due to the lack of significant site features and lack of significant existing site vegetation (both due to significant previous site development) as well as the expansive nature of the proposed use, it is being requested that the preservation program and preservation measures be waived for the project.

Tech Standard, Section 4.5 - Site Landscaping: Screening and Buffers, Industrial & Commercial Developments.

General project frontage: Most of the project frontage is extremely encumbered by many various overhead and underground utilities. Due to these obstacles as well as the ones mentioned below we are requesting that the screening and buffering requirement be waived.

West of the project entrance: Due to the fact that the intermodal ramp will be directly adjacent to the truck storage lane and east bound through lanes, the project frontage (along West Commercial Street) will have no area to provide for evergreen screening / buffering. Due to the ramp width (for maneuverability of trucks and stacker cranes) and the location of the rail line there is no room to provide an area for screening/buffering within the IMT property. A fence will be installed on top of a 4' tall concrete barrier between the intermodal ramp and the truck storage lane adjacent to West Commercial Street.

East of the project entrance: Commercial Street is not centered within the right-of-way; instead it is shifted towards the south and the subject property. This area is where the chassis & container storage yard is to be located along with associated access isles and haul type roads. The storage yard and security fence are located only a few feet from the proposed / existing edge of Commercial Street pavement thus not allowing much room for screening/buffering. Limited tree plantings are proposed in this area (see Landscape Plan). There is an area approximately 200' in length directly east of the project entrance, along Commercial Street, where there is some available land for some planting. Limited tree and shrub plantings are proposed in this area (see Landscape Plan).

Tech Standard, Section 4.6 - Street Trees. Commercial, industrial and institutional developments shall provide street trees thirty (30) to forty-five (45) feet apart on center in the City right-of-way along all street frontages unless otherwise approved.

General project frontage: Most of the project frontage is encumbered by many various overhead and underground utilities. Due to these facts it is being requested that a partial waiver of installation of street trees be granted.

West of the project entrance: Due to the fact that the intermodal ramp will be directly adjacent to the truck storage lane and east-bound through lanes, this frontage (along West Commercial Street) will have no land available for street trees.

East of the project entrance: Commercial Street is not centered within the right-of-way; instead it is shifted towards the south and the subject property. There is an area approximately 200' in length directly east of the project entrance, along Commercial Street, where landscaping including street trees will occur. Further down Commercial Street adjacent to the chassis & container storage yard is a strip of land where limited street tree plantings are proposed (see Landscape Plan).

Waiver Request 7: Boundary Survey

Technical Standard, Section 13.2. LEVEL I SITE ALTERATION, II AND III GENERAL STANDARDS:

The following items shall be shown on boundary surveys for Level I (site alteration), Level II and Level III site plans to ensure compliance with City of Portland Planning Requirements, Engineering Technical and Design Standards, and accurate documents are on record for future planning, GIS mapping, and engineering needs.

The enclosed, "Boundary Survey on West Commercial Street, ME, made for HNTB Corporation" by Owen Haskell, Inc., dated October 10, 2012 and revised through 2/25/14 does not meet the standards outlined in Section 13 of the technical Manual for the following reasons:

1. **Incomplete utility information.** The survey does not include all rims/inverts nor all underground utilities. The applicant (MDOT) is currently working with the applicable utility companies to locate these underground utilities.
2. **Incomplete topographic information.** The survey does not include all topographic data of the entire property. A portion of the subject property on the southern side of the site and a portion within the West Commercial Street right-of-way are missing.
3. **Drawn to a scale of not less than one (1) inch to fifty (50) feet.** The survey plans are drawn to a scale less than 1 inch to 50 feet due to the size and linear shape of the subject parcels.

It is requested that the above three requirements of the Boundary Survey be partially waived for this project as the applicant is currently working on obtaining the remaining underground utility information, the two sections of missing topography are inconsequential to the overall project design, and the scale the surveys are drawn at are legible without breaking the plans into two separate sheets with a match line.

Subject:

FW: IMT Comments

ATTACHMENT J

-----Original Message-----

From: Chris Pirone [<mailto:cpp@portlandmaine.gov>]

Sent: Wednesday, April 30, 2014 12:02 PM

To: Rick Knowland

Subject: IMT Comments

Initial Fire Comments:

1. The proposed expansion must meet the requirements of NFPA 1 and NFPA 307.
2. There are two existing reports for the IMT performed by Fire Risk Management which one report assessed code compliance and the other was a Fire Safety Plan for operations.
These reports must be updated to include this expansion of this Marine Terminal to confirm all applicable codes and ordinances are being met.
3. At quick glance, it appears hydrants will need to be installed and fire alarm pull boxes which would need to be connected with the master fire alarm system for the IMT.
4. Aisle widths and fire department access must be maintained throughout the IMT which is generally 20' aisle widths.
5. Area of concern, is the operations that are taking place under and around the Casco Bay Bridge. The Fire Risk Management Reports should focus on this area to address safety concerns and NFPA code as well as other codes and ordinances. Does DOT have restrictions for operations around a bridge?
6. If there are any gates installed Fire Department access must be maintained using the Knox Key system.
7. The IMT site must have entrances/ gates identified in master plan and visible signage on site.

Captain Chris Pirone
Portland Fire Department
Fire Prevention Bureau
380 Congress Street
Portland, ME 04101
(t) 207.874.8405
(f) 207.874.8410

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.



FIRE RISK MANAGEMENT, INC

1 Front St., Bath, ME 04530
207/442-7200 [221-1295 (fax)]
www.fireriskmgt.com

ATTACHMENT K

Date: 10 March, 2014

Memo Report

From: W. Mark Cummings, P.E.
To: Mr. Craig Morin; HNTB
Subject: Fire Safety Assessment of the International Marine Terminal, Portland, ME.

As requested, Fire Risk Management, Inc. (FRM) has performed a review of the proposed site layout for the planned expansion of the International Marine Terminal (IMT) in Portland, ME. The purpose of this review is to evaluate the proposed layout for and operations within, the newly expanded areas of the IMT and to assess the requirements for providing adequate fire and life safety protection throughout this new area.

Background

The Portland IMT site is continuing to be upgraded and expanded to further increase the capabilities and flexibility of this facility to better serve its clients. The site is now being expanded to primarily support the receipt, temporary storage, and shipment of bulk containers of a variety of cargo/materials. The site improvements are being designed by HNTB Corporation of Westbrook, ME. This fire safety assessment is based on the site plan documents provided by HNTB that depict the proposed expansion of the IMT to the west of the Casco Bay Bridge, including the proposed fire protection features as outlined on the Fire Protection Plan; drawing C17 (see Attached). This new area is to be used for the temporary storage of bulk containers and for the loading of these containers on to rail cars.

The operations being performed at the Portland IMT are generally of an industrial nature, with only a limited number and type of potential fire hazards. This is primarily due to the fact that the port's primary operations consist of the loading and offloading of bulk storage containers; both for dry goods and liquids. Under normal operations, none of the contents of these containers are directly exposed to these operations or the ambient environment. As such, unless the containers themselves become damaged, the fire risk associated with any container is relatively low, regardless of the combustibility/flammability of the specific contents, since the contents are isolated from any potential, external ignition source. However, it is this potential for the containers to be damaged that results in the need to continue to consider and implement measures to mitigate any fire risks that may be associated with the materials being transported within the various containers, along with ensuring adequate access is provided to all containers by emergency response personnel (firefighters) and equipment.

The general fire protection requirements outlined by the National Fire Protection Association (NFPA) for facilities such as the Portland IMT are based on both the specific operations being conducted at the facility and the expected types of materials that are being handled. Based on the information provided for the new area, it is understood that no materials that would meet the NFPA's (or Department of Transportation's) definition of "hazardous materials" will be handled or stored within the new area of the Portland IMT; at least at this point in time.

A prior fire safety assessment of the IMT was performed in October 2011 that included an evaluation of the handling and storage of bulk containers of ethanol; a flammable liquid. This current assessment is based on the premise that those containers will continue to be handled and stored only within the previously

designated areas (eastern portion) of the IMT. Should this change and/or other hazardous or flammable materials are to be handled within this new area of the IMT, it is possible that additional fire and life safety protection measures would need to be implemented.

Fire Hazards

In general, it is understood that the majority of shipping containers that are to be handled by the Portland IMT are of the "standard" bulk intermodal container type; the majority of which contain dry goods/materials or smaller pre-packaged containers of liquids. The fire risk associated with these containers is typically considered to be low, due to the fact that even if the container itself is damaged and it does contain some combustible or flammable contents, these would not necessarily pose a significant fire threat due to the individual packaging of the contents; thereby minimizing the potential for (initial) involvement of the material(s) being transported, even if a fire is initiated. Should a fire somehow occur, such as one involving the handling equipment, whereby adjacent bulk containers that have quantities of flammable or combustible materials inside may be exposed, there is the potential that these contents could become involved if they are not sufficiently remote from the fire source or cooled to prevent failure of the container's shell; thereby preventing sufficient transmission of heat through the container's shell that could result in the ignition of the materials within. Otherwise, there are no other known activities or materials that are associated with the port's operations within this new area that are considered to pose a notable fire risk. Although a portion of the new site will be adjacent to an existing DOT Bridge Maintenance Building, any potential fire hazards associated with this facility can be precluded by maintaining proper separation.

Review and Assessment of Code & Standards Requirements

Although a number of sources have been used in support of the overall fire hazard assessment associated with the expanded IMT operations, the primary fire protection requirements that are discussed below are those outlined by the applicable code requirements; including those contained in:

- The City of Portland Code of Ordinances, Chapter 10, *Fire Prevention and Protection*
- NFPA 1, *Fire Code*
- NFPA 307, *Standard for the Construction and Fire Protection of Marine Terminals, Piers, and Wharves*
- City of Portland Fire Department Rules and Regulations
- The City of Portland Technical Manual, Section 3 – *Public Safety*

The applicable chapters of NFPA 307 represent the primary source of most of the fire protection requirements for the Portland IMT site. NFPA 1 was reviewed, but in general, the requirements within this code, applicable to the IMT, simply mirror those of NFPA 307. The Fire Prevention and Protection chapter of the City of Portland's ordinances was also reviewed, but again, did not impose any additional requirements beyond those of NFPA 307; albeit the sections of the City's Ordinances, Technical Manual, and Fire Department Rules and Regulations that outline requirements for fire hydrants and access by fire department equipment will need to be adhered to.

A significant aspect of the fire protective measures for a marine terminal is having access to adequate firefighting water. This fact is exhibited in the requirement that fire hydrants connected to an adequate water supply be installed throughout the marine terminal yard. Currently, the proposed IMT expansion is to include six (6) additional hydrant and/or standpipe locations, located within the new container storage area and along the access route that will be used to transport the containers from the secured storage area to the railway loading area. These sources for firefighting water are located specifically to meet the NFPA requirements indicate the spacing between hydrants cannot exceed 300 ft, nor that any "dead end" area be more than 150 ft from the nearest hydrant. Due to the specific design of the container loading area and the lack of available space to accommodate the installation of fire hydrants, it is being recommended that a series of standpipes be installed along the concrete barrier that will be separating the railway loading area

from Commercial Street. The proposed hydrant and standpipe locations throughout the expanded IMT site are depicted on the proposed site Fire Protection Plan; drawing C17. Due to the fact that the standpipes will be exposed to freezing temperatures, it is recommended that the standpipe section of the fire water supply system be supplied from a single post indicator valve (PIV), located adjacent to the access point to the loading area. To allow the fire department flexibility in connecting to the individual standpipes after the this portion of the system has been pressurized, it is recommended that each standpipe riser be provided with an isolation valve that will facilitate connection to the individual fire department connections after the PIV has been opened.

Associated with the hydrant (and standpipe) spacing requirements is the need to ensure adequate access is available to the entire yard area by firefighting equipment (trucks). The standards require fire lanes of at least 20 ft in width that will provide access to all areas of the site. The planned design/layout of the new storage yard at the IMT includes truck lanes (spacing between storage "groups") that far exceed this requirement. The new storage area is a secure area that is completely enclosed by fencing. Access gates are provided on the east and west sides of this area (refer to Dwg C17). Similar to the other access gates for the IMT, Knox boxes will need to be provided at both gates; each containing the necessary key (card) to facilitate the opening of the security gates.

Both NFPA 1 and the City's ordinances include a requirement to provide a "turn-around" area at the end of any "dead-end" fire access lane that is 150 ft or greater. The railway loading area will be considered a dead-end. However, based on the City's requirements outlined in their Technical Manual, sufficient area is available at the end of the loading area to accommodate a turn-around; per Figure I-5 of the Technical Manual. Equally, the NFPA also requires that a fire hydrant be located no more than 150 ft. from the end of any dead-end access road. The spacing of the standpipe locations has been designed to accommodate this requirement as well.

NFPA 307 also has a requirement for ensuring fire department "notification" of an emergency. The method(s) used throughout the existing portion of the IMT will need to be extended to include the expanded areas as well. Associated with the notification requirement, the Fire Protection Program that governs the operations at the existing terminal will need to be modified to include this new area; especially as it pertains to restrictions on potential fire ignition sources. This includes restrictions on smoking and/or open flames within 50 ft of any areas that involve the handling and storage of any flammable or combustible materials. Equally, if the potential exists for hot work to be performed within the DOT's Bridge Maintenance Building, or any other area within the IMT site, this too must be no closer than 100 feet of any operations (including storage) involving flammable or combustible materials. Currently, the planned design/layout for the new storage area is such that the closest point of storage is approximately 30 feet from the DOT's Bridge Maintenance Building. Any such storage areas that are within 100 ft of the Maintenance Building should be specifically designated to ensure that only containers that are known to contain no flammable or combustible materials are stored at those locations.

Summary and Recommendations:

In general, the overall plan for the expansion to the Portland IMT site appears to address the required physical attributes needed to support adequate fire protection; assuming that all modifications depicted on the Fire Protection Plan for the expansion are implemented, including:

1. Install sufficient numbers of fire hydrants and standpipe connections throughout the expanded IMT site to provide adequate access to firefighting water for the Fire Department. The Fire Protection Plan (Dwg C17) should be updated to include the location for a PIV to isolate the standpipe section of the water supply piping. It is understood that the codes do not specifically discuss the use of standpipes in lieu of fire hydrants. However, due to the area restrictions within the railway loading area, coupled with a desire to ensure that no damage occurs to the fire water supply access points (hydrants), this design represents the likely best option to facilitate that goal. However, it will be necessary to obtain input from the fire department to ascertain the

specific type of fire department connections they would prefer be installed on the standpipe risers. It will also be necessary to develop administrative procedures that will ensure that the standpipe system is drained (suctioned) after any time where water has been introduced to this piping during periods when freezing temperatures are anticipated.

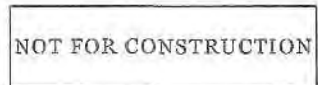
2. It will be necessary to ensure that the turn-around area at the end of the railway loading area remains clear of any obstructions that could limit fire department use of this area. Similarly, it may be necessary to provide a means to mark the fire department access lanes outside of the secured storage area to ensure that these lanes remain clear at all times.

Should there be any questions regarding this assessment and the recommendations contained herein, please do not hesitate to contact me.



W. Mark Cummings, P.E.
Principal Fire Protection Engineer

Filename: 020_FireProtection.dgn



60 0 60 120

Scale of Feet

FIRE SAFETY COMPLIANCE NOTES:
1. CODE REQUIREMENTS ASSOCIATED WITH THE SITE ACCESS THAT NEW YARD INTENDS TO COMPLY WITH INCLUDE:

A. IF THE SITE IS TO BE "GATED", A KNOX BOX (OR EQUIVALENT) WILL BE REQUIRED TO SUPPORT FD ACCESS.

B. ALL ACCESS ROADS WILL BE COMPLIANT WITH NFPA (NATIONAL FIRE CODE) AND MUNICIPAL ORDINANCES.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.00
WIN 022809.00

PROJ. MANAGER	J. KITTREDGE	BY	DATE
DESIGN DETAIL	RWH	RWH	01/11
CHECKED-REVIEWED	-	-	-
DESIGNS-DETAILD2	-	-	-
DESIGNS-DETAILD3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
FIRE PROTECTION PLAN

SHEET NUMBER
C17
20 OF -

**Maine Port Authority
International Marine Terminal**

**FIRE SAFETY PLAN
(Rev. 01, 24 March, 2014)**

ATTACHMENT L

Fire Safety Program

As part of the overall objective to ensure that adequate fire and life safety protection are provided at the Portland International Marine Terminal (IMT), a Fire Safety Program has been implemented. This Fire Safety Plan outlines not only the fire protection and life safety systems that are installed throughout the IMT, but also provides specific operational requirements that are designed to minimize any potential fire risks to personnel or property, resulting from flammable or combustible materials that are being used, handled, and/or stored at the IMT site. In general, the IMT Fire Safety Program consists of:

- Installed fire protection and life safety systems that are distributed throughout the IMT site to support both early notification of a fire emergency and provide ready access to firefighting water,
- Operational and administrative procedures that provide guidance for ensuring that day-to-day operations at the IMT are conducted in a fire-safe manner, and
- The assignment of personnel responsible for the oversight of the fire safety measures implemented at the IMT.

All three facets of the program must be maintained and administered on a day-to-day basis to ensure that operations within the IMT are conducted in the most fire safe manner possible and that if a fire emergency does occur, that emergency responders have ready access to all portions of the site, including the installed fire protection systems.

Fire Protection Systems

The fire protection systems installed at the Portland IMT consist of both a fire alarm/notification system and a fire water supply system to support manual firefighting operations. The fire alarm/notification system consists of six (6) manual fire alarm pull stations that are installed at locations throughout the IMT site. These pull stations provide a means for rapid notification of emergency responders to a fire or other emergency at the site. The general locations of these pull stations are included on Attachment 1; the site's Fire Safety Plan (Dwg. C17). These pull stations are to be connected to the main fire alarm control panel (FACP) for the main Terminal Building. Upon activation, these will alert the Fire Department via the wireless Master Box system that is connected to the FACP.

In addition to the five (5) Municipal fire hydrants installed along the north side of Commercial Street, adjacent to the IMT site, the private fire water supply system on the IMT site has been updated such that nine (9) fire hydrants and three (3) standpipe connections, which are supplied from the Municipal system, are dispersed throughout the IMT. The three standpipe connections are located along the length of the railroad loading area. Due to space constraints associated with large equipment used to load containers on the rail cars, along with ensuring adequate protection from damage, it was not possible to site hydrants within this area. The standpipes are connected to the remainder of the fire water supply system via a post indicator valve (PIV) that is located adjacent to the west access road from Commercial St. The location of the hydrants and standpipes is intended to maximize the ease of access to firefighting water from all points within the IMT site. Equally, the specified clear space that is to be maintained between all container storage areas has been designed to facilitate the ease of movement and operation of firefighting vehicles within the IMT. The locations for all fire hydrants and standpipes, including the standpipe's PIV, throughout the IMT are indicated on Attachment 1. Although Attachment 1

Maine Port Authority
International Marine Terminal

FIRE SAFETY PLAN
(Rev. 01, 24 March, 2014)

also shows the locations of several existing hydrants that are located on adjacent properties, these are not IMT control and were not considered when evaluating the fire water supply requirements for IMT.

An associated aspect of providing adequate site fire protection capabilities is the need to ensure that the responding Fire Department will have ready access to the site itself. The IMT is a "secure" site, with access from Commercial St. provided by two automatic-opening gates at the eastern end of the IMT, along with the access road at the western end of the site. Additionally, the IMT site includes a secure storage area for the wheeled containers that are awaiting loading on rail cars. This secure storage area is accessed from the eastern end by an automatic-opening gate from within the IMT site, along with another automatic-opening gate on the western side; which is accessed by the (unsecured) roadway on the western end of the site. Each gate is operated by use of a key card. To ensure that the Fire Department will have ready access to all areas of the site, including during non-working hours when the site is unmanned, a "knock" box will be located adjacent to each gate; with each containing the necessary key card that will open the respective gate.

Control of Flammable/Combustible Materials

Inherent in the site Fire Protection Plan is a requirement to control the locations of both potential ignition sources and all flammable and combustible materials; with the emphasis being to maintain separation between the two.

Areas within the IMT site where the potential exists for open flame or other ignition sources to be present are specifically designated. These areas include the IMT Maintenance Shop, the DoIT Bridge Maintenance Building, and any designated smoking areas. No flammable or combustible materials are to be stored within 100 feet of the "shop" areas associated with the Maintenance Buildings. Any storage areas within this distance must be designated for non-flammable/combustible materials only, including any bulk containers that may contain flammable or combustible materials. Smoking areas may be designated at locations throughout the IMT site, but these may be no closer than 50 feet from any areas where flammable/combustible materials are used, handled, or stored. All areas designated as either flammable/combustible storage "exclusion" areas or smoking areas must be clearly marked.

The IMT is certified for the handling of bulk containers of ethanol; a flammable liquid. Due to the specific hazards associated with the (temporary) storage of large quantities of flammable liquids, a specific area of the IMT storage yard has been designated for the storage of the bulk ethanol containers. To alleviate the potential for errors, the size of the designated flammable liquid storage area is sufficient to accommodate both the incoming "full" containers and those that are empty and awaiting return shipping. The location for the storage of the bulk flammable liquids containers is highlighted on Attachment 1. Should the site be recertified to handle other types of flammable liquids, the proposed specific location to be designated for storing these additional containers will be reviewed and approved by the Authority(ies) Having Jurisdiction.

Site Fire Safety Coordinator

Although all IMT site personnel will receive basic instruction regarding the fire safety requirements at the IMT, a full-time employee of the Maine Port Authority will be assigned as the site's Fire Safety Coordinator. This individual will receive specific orientation training that

**Maine Port Authority
International Marine Terminal**

FIRE SAFETY PLAN

(Rev. 01, 24 March, 2014)

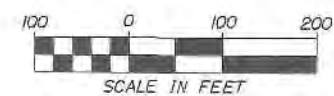
will provide a more in-depth understanding of all facets of the site's Fire Safety Plan. He/She will be responsible for ensuring the day-to-day implementation of, and adherence to, the Fire Safety Plan by all site personnel. Equally, this individual will be responsible for coordinating the IMT fire safety requirements with the site's two adjacent tenants whose personnel must transit portions of the IMT site to reach their respective facilities; the DoT Bridge Maintenance Building and the Canal Landing Boatyard. Each will be instructed as to the specific fire safety requirements to which they must adhere to ensure the safety of all personnel operating at, or immediately adjacent to, the IMT site. At a minimum, this individual's responsibilities will include;

- Ensuring all IMT personnel receive an initial briefing regarding all facets of the site's Fire Safety Program, including the location and use of all fire protection and life safety equipment,
- Acting as the site's primary liaison with the local Fire Department; both for coordinating any maintenance and testing of the fire water supply system and scheduling routine familiarization and training exercises at the IMT,
- Acting as the site's primary liaison with representatives of the DoT Bridge Maintenance facility and Canal Landing Boatyard to ensure they are fully knowledgeable of the fire safety requirements associated with the IMT's operation and their responsibilities when operating within the IMT site.
- Conducting routine site inspections to verify that all fire protection systems remain undamaged and in good working condition and that access to all fire hydrants, standpipes (and controlling PIV), and manual pull stations remains unobstructed, and
- Verifying that all hot work activities are performed only in designated areas, including smoking, and that all flammable and combustible materials are stored within their proper areas.

The Maine Port Authority management will ensure that this individual has the necessary authority to carry out and enforce the assigned responsibilities. Equally, an alternate Fire Safety Coordinator will be designated as/if needed to support periods when the primary designee is unavailable to perform these functions.

Fire Protection and Life Safety Systems Inspection, Testing, and Maintenance

To ensure that all fire protection and life safety systems are operational and ready for use when/if needed, the site's Fire Safety Coordinator will maintain records that demonstrate all installed systems are being properly maintained and tested in accordance with applicable industry codes and standards. The Maine Port Authority will ensure that the site's fire alarm/notification system is being properly inspected, tested, and maintained by an authorized fire alarm contractor. Equally, the Fire Safety Coordinator will work with the Municipal Authorities to ensure that authorized personnel have the necessary access to the site to properly inspect, test, and maintain all components associated with the fire water supply system, including performing the routine hydrant flow tests, along with performing the necessary inspections and testing of the standpipe system, including its controlling PIV.



LEGEND:

-  MANUAL PULL STATION
-  FIRE HYDRANT
-  STAND PIPE CONNECTION

PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY

FIRE SAFETY PLAN

SHEET NUMBER

C17

- OF -

[illegible]



May 6, 2014

Mr. Rick Knowland, Senior Planner
City of Portland Planning Authority
4th Floor, City Hall
389 Congress Street
Portland, ME 04101

RECEIVED
MAY 06 2014
Dept. of Building Inspections
City of Portland Maine

**RE: Portland International Marine Terminal
Existing Laydown and Connecting Corridor Connection Project
Site Plan Addendum #2**

Dear Rick,

On behalf of the Maine State Department of Transportation (MaineDOT) and the Portland International Marine Terminal (IMT), we are pleased to submit these responses to Staff Review Comments and other supporting materials for your review and consideration.

This response consists of the following items for review:

1. Neighborhood Meeting Certification Form and transcript of meeting minutes.
2. Response Letter to Staff Review Comments and supporting materials (under separate cover).

Enclosed you will find one copy of the written documents, one full size (24"x60") copy of the Illustrative Site Plan, one reduced size (11"x17") copy of the Illustrative Site Plan, and a CD with the entire application (written documents and plan).

We look forward to working with you, Planning Department staff, and the Planning Board in the review of this project. Please feel free to contact me to discuss any questions or concerns you may have regarding the attached application materials.

Sincerely,
CARROLL ASSOCIATES

Patrick J. Carroll
Principal

Enc.

Cc: Joel Kittredge, MaineDOT
Craig Morin, HNTB
William Needleman, City Waterfront Director

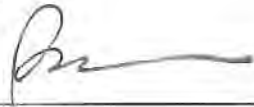
Neighborhood Meeting Certification

I, Patrick J. Carroll, hereby certify that a neighborhood meeting was held on April 28, 2014 at the Gulf of Maine Research Institute at 6:30 pm

I also certify that on April 16, 2014 invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Office (jmy@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive email notices.

Signed,



05/06/2014 (date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes



Paul R. LePage
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

David Bernhardt
COMMISSIONER

Neighborhood Meeting Invitation

April 15, 2014

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a **proposed westward expansion of the International Marine Terminal located at 460 Commercial Street.**

**Meeting Location: 3rd Floor Conference Room, Gulf of Maine Research Institute,
350 Commercial Street, Portland, ME 04101**

Meeting Date: April 28, 2014

Meeting Time: 6:30 pm

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call **Joel Kittredge, MaineDOT at 207-624-3550.**

Sincerely,

Joel Kittredge

Note:

Under Section 14-32(C) and 14-524c of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874- 8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

IMT Expansion Project

Neighborhood Meeting List of Attendees

[illegible]

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IN RE THE RAIL CORRIDOR AND
EXISTING LAYDOWN YARD EXPANSION
AT THE PORTLAND INTERNATIONAL MARINE TERMINAL

WIN 022809.00

Public Meeting At The Gulf of Maine Research Institute

Reported by Robin J. Dostie, a Notary Public and court
reporter in and for the State of Maine, on April 28,
2014, at the Gulf of Maine Research Institute,
Portland, Maine, commencing at 6:30 p.m.

REPRESENTING THE STATE:	JOEL KITTREDGE
FROM HNTB:	CRAIG MORIN
PORT AUTHORITY:	JOHN HENSHAW
CITY OF PORTLAND:	BILL NEEDLEMAN

1 TRANSCRIPT OF PROCEEDINGS

2 MR. KITTREDGE: Well, good evening all. My
3 name is Joel Kittredge. I'm with the Maine Department
4 of Transportation. I'm the project manager out of the
5 Bridge Program managing the existing laydown
6 connecting corridor project, which is the project that
7 we're all here to hear about this evening and discuss.
8 On behalf of the Department of Transportation, I'd
9 like to welcome you and thank you all for coming. I
10 look forward to being able to present a really great
11 project. I hope you're as excited about it as we are.

12 I'd like to do some intros before we go too
13 much further. Presenting tonight will be Craig Morin.
14 Craig is the project manager from HNTB. They are the
15 firm that the Department of Transportation has
16 contracted with to do the preliminary and final design
17 for this project. I'd also like to introduce John
18 Henshaw. John is the director of the Maine Port
19 Authority. And I'd also like to introduce Bill
20 Needleman from Portland Planning Waterfront
21 Development, director. Waterfront director?

22 MR. NEEDLEMAN: Coordinator.

23 MR. KITTREDGE: Oh, okay, coordinator. So
24 with those three people, again, I'd like to say thank
25 you for coming and I'm sure it will be a good thing to

1 hear their perspectives. When we get to it, we'll go
2 through, Bill is going to have a few words and be
3 telling us about the planning process and how the
4 stakeholders have been putting themselves together in
5 a really collaborative effort to work through the
6 Portland permitting process. And John Henshaw, of
7 course, will talk about, you know, why are we really
8 here, what does this project -- the Emskip project
9 mean for the IMT, you know, the people of Portland,
10 the people of Maine and beyond. Craig will drill
11 down. He's going to show you the overview and then
12 he'll be able to drill down certain sections of the
13 project and talk to you about the technical
14 characteristics of the project and then we will open
15 up to Q and A. I would ask that we hold the questions
16 until the end when we have the ebb and flow, we can
17 capture that. Robin Dostie I forgot to introduce.
18 She's our court reporter. This is a matter of public
19 record and a requirement by the Portland Planning
20 Board.

21 So with that, I think I will turn it over to
22 Bill. Oh, I'm sorry, yes, did everybody see the
23 sign-in sheet? Everybody did. Great. Bill.

24 MR. NEEDLEMAN: Thank you, Joel. Again, I'm
25 Bill Needleman. I'm the waterfront coordinator for

1 the City of Portland and I'm acting as the city
2 liaison to the state project. And the project sits
3 within the context of a broader evaluation of the West
4 Commercial Street area and we've received some monies
5 from our regional planning authority, PACTS, to
6 conduct a broad study from High Street over to the
7 Veteran's Bridge and the subject site sits right in
8 the middle of that, but the subject project is moving
9 at a faster pace than we had anticipated when we first
10 applied for planning funds and the project team has
11 worked very closely with city staff and the
12 neighboring property owners to design an interface
13 with West Commercial Street that is meeting as many
14 expectations as possible in terms of bicycle and
15 pedestrian integration as well as integration with the
16 business community.

17 Some folks from the business community that
18 are directly adjacent to and impacted by this project
19 here are tonight. I'm sure we're going to hear from
20 them. We want to hear from them. But the project
21 team has worked very hard to keep city staff,
22 neighborhood organizations and the neighboring
23 businesses, you know, up to speed and integrated in
24 with their design process. The project itself is
25 being reviewed by the City Planning Department for

1 its -- for a site plan. It's not asking for any
2 zoning changes. And, in fact, it is implementing
3 long-standing policies of the city for the retention
4 of the western waterfront as a deep water marine
5 district. It's in the port development zone, which is
6 a zone created just for this type of use in the mode
7 of commerce. So the expansion of the IMT is an
8 expansion of existing use and an implementation of
9 existing policies. And with that, I would leave it to
10 the project team to further describe what they're
11 looking to do and also their schedule with the
12 Planning Board.

13 MR. HENSHAW: All right. Thank you, Bill.
14 I'll go next. John Henshaw from the Maine Port
15 Authority. And thank you, Craig. Thank you all for
16 coming. I think that your participation will
17 ultimately make this a better project and we certainly
18 appreciate you taking the time this evening to come in
19 and be with us and learn about the project and
20 hopefully provide some good input for us.

21 Just by way of a little bit of history, back
22 in 2008 then city manager, Joe Gray, assembled a group
23 to consider the long-term prospects and interest in
24 the International Marine Terminal. At that time, the
25 CAT was running and it was running out of Ocean

1 Gateway, so there was no ferry service there, so we
2 had to -- it was largely a large empty ferry terminal
3 in pretty decrepit condition and then a small -- very
4 small footprint container terminal that over the years
5 have been used for various feeder services and what a
6 feeder service is it's a service where you use a
7 vessel to get to a larger port where you get another
8 vessel to get to your ultimate destination. And
9 feeder services are good and important services for
10 moving -- for the movement of goods, but they do add
11 some costs insofar as you have to handle the cargo
12 both in the originating port and then the
13 transshipment port before it ultimately gets to its
14 ultimate destination.

15 So over 30 years or so there were several
16 services that operated with varying degrees of
17 success, but back -- so the outcome of that process
18 that Joe Gray initiated back in 2008 was that it was
19 determined that the Maine Port Authority was in the
20 best position to operate the International Marine
21 Terminal and that was for a couple of reasons, one,
22 probably the easiest to recognize was our resources.
23 The city didn't feel like it had the resources
24 available to make the kind of investments that were
25 required in the terminal to realize its full

1 potential. And so -- and then the Port Authority also
2 had some operational experience in terms of developing
3 services and handling freight. So it looked like --
4 it looked like a good fit and actually over the next
5 several years we were actually able to invest
6 somewhere in the neighborhood of about \$8-and-a-half
7 million or more into the terminal to turn it from a
8 sort of mixed use facility into a dedicated freight
9 facility and that was, again, realizing that vision
10 that the city had to have its passenger operations on
11 the eastern end of the waterfront and its freight
12 operations on the western end of the waterfront.

13 And so over that time you've seen, like I
14 said, you've been down here, you've seen the terminal
15 really transformed. When we took it over it was a
16 place where cars were towed in the winter and snow was
17 stored when there was excess snow in the streets. It
18 was really in pretty tough condition. And so we
19 initially undertook a project to upgrade the entire
20 facility to make it appropriate for use as a freight
21 terminal and we were able through that process to
22 attract Eimskip, which is the Icelandic Steamship
23 Company to move their North American operations to the
24 Port of Portland. And they were -- they had been
25 located in Norfolk for about 26-27 years. They also

1 called in Boston and Everett for probably another 50
2 years and those were their sort of U.S. operations.
3 They were in Norfolk primarily because they supplied a
4 NATO base that was in Keflavik, Iceland from Norfolk
5 and so they were carrying supplies for that base from
6 Norfolk.

7 In 2006, that base closed and so Eimskip began
8 a process of trying to find a new home in the U.S. and
9 there were two things that they were looking for.
10 They were looking for a place that had access to their
11 important markets but also might give them a little
12 closer proximity to Iceland in terms of sailing time.
13 And through a long process they ultimately identified
14 Portland as that port of call and they are over time
15 moving all of their operations up here. Portland is
16 the single port of call for Eimskip in the United
17 States and this is important for a couple of reasons.
18 Eimskip is the premier carrier of refrigerated cargo
19 in the Atlantic. Much of the fish that comes out of
20 the North Atlantic into the United States comes on
21 Eimskip's vessels. We have a number of fish
22 processors here in Portland, which were previously
23 using Eimskip to bring fish in from the North Atlantic
24 and it was going into Boston and they were trucking it
25 to various freezers and ultimately into their

1 processing facilities here. Now that product can come
2 directly into Portland. So that's an opportunity.

3 Another opportunity is the access that Eimskip
4 provides to Eastern Canada, to Scandinavia and to
5 Northern Europe and that's direct access from the Port
6 of Portland into those markets. And that's an
7 opportunity that hasn't been seen in Portland since
8 the beginning of early 1980s I think was the last
9 service that was a Norwegian service that operated out
10 of here. And so that provides good access to markets.
11 Eimskip also though sees Portland not as a market in
12 itself, obviously we're not a huge market even in the
13 Northern New England or even New England markets are
14 large, but not huge. But what they see is they see
15 Portland as a gateway into the U.S. market. And it's
16 a gateway into the U.S. market not just for Iceland
17 obviously but for Scandinavian countries and for
18 Northern European countries that are looking to access
19 this market.

20 And so in order for us to accommodate their
21 needs and to develop our business to the maximum
22 extent possible we needed to expand the terminal. And
23 so we looked westward and through the good offices of
24 Mr. Sprague here and the railroad and the gas company
25 we are going to realize that expansion potential for

1 the terminal. The other piece of this, of course, is
2 access to rail directly in the terminal. And the
3 important aspect there is currently what we're doing
4 with respect to the cargo that comes in by ship and
5 needs to go out by rail is we have to unload it off
6 the ship, put it onto a chassis and then dray it down
7 to Merrill's Marine terminal at Cassidy Point and put
8 it on rail there and that adds significant cost of
9 handling for that because you have to handle it once
10 in the terminal to drive it down to Merrill's Marine
11 Terminal and handle it again, load it onto rail cars
12 and out it goes. The opportunity that we have with
13 bringing the rail directly into the terminal is to
14 take cargos directly off vessels and to specialized
15 carts that are used to move containers within a
16 terminal and directly to a rail siding and get loaded
17 directly onto rail cars and ultimately made up into a
18 train and sent out across the United States.

19 Eimskip moves a wide variety of different
20 cargos throughout the United States, but they're also
21 moving cargos from Maine back over into those European
22 markets, Scandinavian and European markets, so
23 everything from processed lobsters to blueberries to
24 potatoes are all moving through the terminal into
25 those markets and those are opportunities for growth

1 for companies in Maine. And so ultimately the
2 beneficiary of this in our eyes is to businesses in
3 Maine that need to move freight into those markets or
4 import freight from those markets into Maine and so
5 that's really what we're trying to -- the potential
6 we're trying to realize through this project. Craig.

7 MR. MORIN: Very good. Thank you, John. So I
8 think John has covered these points here. We talk
9 about the purpose of the project and providing
10 intermodal infrastructure and then, of course, the
11 benefits of expanding the terminal as well. John has
12 touched upon all of these and what we'd like to do now
13 is really dig into the heart of the project and how we
14 are going to bring rail to the terminal. As John
15 eluded to there was a westward movement here and so
16 you can see the area in green is the portion that the
17 MaineDOT has acquired through this process as well as
18 a green railroad corridor that leads right through
19 here over to Cassidy Point. You know, in total the
20 original IMT is 14 acres you can see in the aerial
21 view. The proposed IMT area is 18 acres and that's
22 shown in green. The freight corridor being another 5
23 and therefore the total of the project is about 23.
24 So you can see there is also another 13 that's going
25 to remain railroad at this time and the New Yard LLC,

1 Mr. Sprague's property right here is approximately 5
2 acres. So this is the region we're talking about when
3 we talk about bringing rail into the terminal, we're
4 essentially bringing this red line is the new rail.
5 There is a double line here, which is going to be a
6 run-around track. And then the rail is going to stop
7 right around the base of Beach Street. And then the
8 containment storage is going to be in this general
9 area here right west of the bridge.

10 Let's dig into a little bit more detail now.
11 So when we start isolating the different components of
12 the project it's not just about rail, it's about new
13 other miscellaneous items as well that goes along with
14 it and we want to highlight some of those items here.
15 Certainly you can see the red line is the rail and you
16 can see the run-around track. So we have a mainline
17 track of about 2600 feet. We have a run-around track
18 here, we call it a siding, 750 feet. And then right
19 here along where the rail cars will be loaded are two
20 tracks adjacent to one another also 750 feet. The
21 concrete slab is a slab here where the cars will be
22 loaded through the Mi-Jack device, which is a reach
23 stacker. You've seen it working out there. It's that
24 orange device. It looks like a large fork-lift that
25 picks up the containers. And those containers are

1 going to be coming from this area right here which is
2 going to be the staging grounds. This is where the
3 containers, as John mentioned, are going to be placed
4 on chassis and they're going to be stored here. Along
5 here is also a set of fence. There is going to be
6 some fence lines. There is going to be some site
7 lighting in order to light this area. And what you
8 can see is that we're building right around the
9 existing Unitil parcel right here in the middle where
10 NGL and Unitil share and that's going to be leased
11 back to them by the DOT.

12 A couple other points here to mention is we
13 have a signalized intersection here at Beach Street
14 and we've been working very closely with city staff
15 members to do so. This right here is going to entail
16 a light for each of the directions. So coming down
17 Beach Street there will be a light. There will be
18 eastbound moderated traffic movements as well as a
19 light for traffic coming in and out of the new
20 International Marine Terminal's entrance here. We've
21 worked very closely with the city staff members to
22 also develop bike and ped friendly utilities along
23 this area, which we'll dig into a little bit more in
24 just a second.

25 I want to point out also that along Commercial

1 Street we will be doing some paving as well as some
2 striping to better delineate those bike and ped access
3 routes. And then some other miscellaneous points
4 here, utility sleeves below this railroad line here
5 for any future developments that may occur. We do
6 point out a grade crossing. There, in fact, will be
7 two grade crossings. They're meant to be very simple
8 in nature in order to provide access across this
9 railroad track. This is the first one that's a known
10 location. Another one may be over here where the
11 track narrows back down to a single track for
12 simplicity. And then also on this project we have
13 here fender repairs. There are 16 fender elements out
14 there and they're in pretty bad shape and we're going
15 to do as many repairs on those as economically
16 feasible as part of this project.

17 So zooming in here a little closer now on to
18 the actual site. You can see up here with all of the
19 bulletpoints the items that we've listed signalized
20 intersection, designated turning lanes, roadway
21 realignment. We're actually going to be improving the
22 sight distance around this corner here around the Nova
23 Seafood building so that will be safer. We're
24 providing wider shoulders on Commercial Street. We're
25 essentially utilizing the entire 80 foot right of way.

1 There will be striping. There will be bike lanes.
2 There will be improved pedestrian crosswalks and
3 pedestrian landings on the corner of Beach Street and
4 we'll have other graphics that we'll dig into there in
5 just a moment. And advanced warning signals
6 indicating when this light here at the intersection is
7 red and motorists need to slow down and stop. You can
8 see there is -- you can see here some of the security
9 features, the fence line. This will be an MTSA 105
10 site as is the existing original IMT terminal, so
11 there will be security fencing, there will be lighting
12 and there also will be security cameras. The
13 important note about the lighting is that these light
14 poles will only be 35 feet in height and therefore
15 will not require a city waiver. The light poles that
16 are at the IMT today are on the order of 60 feet in
17 height and we needed a waiver last time because of
18 that. With the lights within the terminal as well as
19 the loading slab all of the lights will have shields
20 on their backside, therefore, you won't see the glare
21 up in the neighborhoods. We did the same thing when
22 we did the lighting on the original IMT on the
23 original site, we put shields on the back side to
24 prevent that light from affecting the neighbors.

25 This right here is a graphic that illustrates

1 the operation of the facility, what can you expect to
2 see when the actual chassis, the containers are being
3 moved, the chassis are being stored and the containers
4 are being loaded on rail cars. If I start over here
5 on the eastern end just below the bridge there is an
6 existing fender line along here. You'll see there is
7 a new fence line shown. We're going to realign that
8 fence. There will be a sliding gate. As trucks enter
9 the facility you can see the travel routes here
10 highlighted in gray. Trucks will actually be -- the
11 chassis with the containers will actually be stored.
12 This whole area is going to be a gravel lot, so the
13 chassis are essentially going to be parked on a gravel
14 lot. It will not be paved at this time. You'll see
15 that these chassis then once the container is required
16 to go on the train, a truck will come along, pick up
17 those chassis and will drive them across over to this
18 concrete loading slab. Right here is that Mi-Jack
19 device, that reach stacker. It's going to pick up
20 that container off of the flatbed and it's going to
21 place it right on the rail car right in front of it
22 and then the truck will drive forward, pull around
23 here to pull a u-turn and come back out around and
24 then back into the yard and that's going to be the
25 operation. This concrete loading slab is

1 approximately 700 feet long. It's approximately 16 to
2 18 container cars. And this is going to be the
3 operation. You can see there are some existing rail
4 lines here that serve the NGL leased property and
5 those are going to remain in place at the time. I'll
6 point out one more thing from this intersection is the
7 access way for the New Yard LLC property, which is
8 here on the waterfront. Our entranceway will allow
9 and will accommodate car, motorists, traveling public,
10 folks coming in down here and as well not only
11 motorists but also pedestrian access way as well right
12 along the fence line to get to the New Yard property.

13 Let's start talking about now the Beach Street
14 intersection in a little more detail. And to put it
15 into perspective, this is the area we're speaking of,
16 the JB Brown property with Portland Rubber Company and
17 Gray Bar and then on the other side of Beach Street is
18 the Nova Seafood facility. And you can see that the
19 terminal entrance is planned for right in this dirt
20 driveway where the Unitil and NGL access is. So you
21 can see Commercial Street, how the entire width of
22 Commercial Street is actually not paved. The right of
23 way line is probably further out here in this dirt
24 area. You can see that their paint markings are not
25 very clear and you can also see the sidewalk here in

1 front of the JB Brown property is pretty narrow as
2 well as with a very narrow esplanade as well. We're
3 going to make some improvements to this entire
4 intersection as part of this project and we can show
5 those to you now.

6 This right here is an overview of the
7 intersection. On the next slide I'll dig into it a
8 little deeper. I'll zoom in on this, but let me at
9 least point out the peripheral elements here. As we
10 go around in a clockwise manner, we'll start here at
11 the JB Brown facility we'll have a esplanade and
12 sidewalk. This right here will be a 12 foot wide
13 brick sidewalk with an 8 foot wide grassed and treed
14 esplanade. This is intended to replicate or perhaps
15 satisfy our discussions with the city who was looking
16 for a multi-use trail in this area. So we've worked
17 with them to develop this type of configuration with
18 sidewalks and esplanades. We have the entranceways
19 here for the JB Brown property, which also has large
20 semi-trailer trucks that have to access this site.

21 You'll see along here this shaded region as
22 well as the bike symbols. You'll see the bike symbol
23 here. This is a 5 foot wide bike lane as well as all
24 of the other bike lanes on each corner, those are all
25 5 foot wide, tie into the cities network as we go

1 inland here towards the east, towards downtown. What
2 we have here is a 3 foot wide buffer zone, okay, and
3 the shaded area for the bike lane is actually going to
4 be that green coloring that you'll see oftentimes. It
5 indicates a zone of potential conflict where there may
6 be trucks entering or exiting, so that's the purpose
7 of the shaded area there. You see these large
8 pedestrian landings on each corner here on Beach
9 Street. Those are now defined whereas now they are
10 not currently defined. Mast arms with signal heads
11 will help identify the signal heads for the
12 intersection. You see crosswalks here and crosswalks
13 here.

14 In front of the Nova Seafood building we will
15 be installing an inlaid brick sidewalk across this
16 entire entranceway to provide texture. We will be
17 extending that sidewalk all the way around the parking
18 lot. There is a second parking lot over here as well
19 and will tie into the existing sidewalk configuration.
20 Right here in front of the Nova Seafood building we
21 have a gray shaded area, which will, in fact, be a
22 various color, perhaps a red, let's say, something to
23 designate a separate type of entranceway or a special
24 entranceway. We also have here a 5 foot wide bike
25 lane, designated through-rights as well as

1 left-turning lanes both for onto the bridge as well as
2 into the facility.

3 And then down here at the southeast corner we
4 have a lane here for trucks exiting and we also have
5 paint marks here for those wide trucks to make the
6 turn without encroaching upon other opposing lanes.
7 You'll see a cobblestone region. These hashes here
8 are cobblestones. They're meant to be an aggressive
9 cobblestone so that people will actually utilize the
10 lanes here. And the reason for this aggressive
11 cobblestone is to allow for better truck movements in
12 front of the Nova Seafood building. This intersection
13 in its entirety will also have a special signalized
14 intersection for the truck movements at Nova Seafood.
15 There will be video detection here on this corner and
16 as trucks are exiting or entering the facility this
17 entire intersection is going to be turned red and
18 there will be a 30 to 40 second time frame for trucks
19 to enter the intersection much as they do now, but to
20 do so in a safe manner as all of the vehicles are
21 stopped at the intersection. We have pulled back the
22 stop bars. These stop bars here actually accommodate
23 the trucks coming in and out of this intersection from
24 Nova Seafood as well as pulling u-turns here in order
25 to head eastbound into the downtown area. This

1 cobblestone region you see here on the southeast is to
2 allow for those trucks to make the wide turn here and
3 then make their way eastbound.

4 You'll notice there is a fence line here as
5 I'm trying to highlight it as best I can. That fence
6 line will actually define the perimeter of the
7 property, but within this fence line and just beyond
8 the cobblestones is an opportunity for some
9 landscaping along the side of the street where there
10 will be a grassed area there will also be some trees
11 and some shrubbery. We also have pedestrian crossing
12 zone here for this pedestrian landing for employees or
13 for patrons from New Yard LLC or even from within the
14 terminal itself to make the cross -- the safe crossing
15 onto the other side of Commercial Street where the
16 existing and New Yard building and modified sidewalk
17 configuration exists.

18 The next slide is going to be a zoomed in
19 version of this, so you can see it a little better. I
20 won't reiterate everything, but I think your handouts
21 also show this zoomed in version and you can exact --
22 you can see the sidewalks here, crosswalks, sidewalk,
23 you can see the striping, you can see the
24 configuration of the dimensions. Travel lanes are
25 typically 12 feet. In a turning scenario we can go as

1 low as 11 feet in width and still provide safe
2 movements. All bike lanes are 5 feet in width. And
3 what we have here now that we're zoomed in I can show
4 here on this southwest corner is a wide shoulder and
5 the purpose for this wide shoulder right along here is
6 for truck storage. Truck queuing. A lot of times
7 you'll see trucks that need to get into the downtown
8 area much like along here on Commercial Street and
9 rather than have random trucks just parking along
10 Commercial Street we're actually providing a 700 foot
11 long storage area for those trucks. And this is going
12 to allow them to have a safe place to -- whether it's
13 to rest or to wait for their call into their facility
14 later on, this shoulder is going to be on the order of
15 11 foot wide so that will be safe for not only them
16 but also for the bikers to pass as well as the
17 through-right and the left-turn lanes.

18 These right here are a few graphics that kind
19 of give you a little bit of a perspective on account
20 of a before and a proposed. You can see what it looks
21 like today, you know, obviously this is the Nova
22 Seafood corner here looking west and you can see, you
23 know, what we have here in terms of the roadway and
24 the pavement markings. This right here is what we're
25 proposing where you can see clearly delineated the

1 bike lanes. What you can't quite see from the graphic
2 but I think it's well shown in this proposed view is
3 how it delineated -- how well delineated the lane
4 markings are, but what you can't quite see is this
5 yellow line, this center line is actually moved over
6 to the south by 8 feet. It's going to provide greater
7 sight distance for people heading westbound to see the
8 cars that are here in queue heading west as well as
9 when they're at the stop light. What you'll also
10 notice here is there will be a light pole here with a
11 signal head with an actual signal head on this arm so
12 that people as you head westbound you'll actually see
13 that signal head immediately. You'll see it from down
14 here by the Irving station. You can see that far
15 ahead. This way here you don't have to round the
16 corner in order to see whether or not it's a red light
17 or not.

18 This right here is a view looking east now.
19 And, again, you can see the limited paint markings
20 here that are faded. This is in front of the Star
21 Match building, but you can see the clear delineation
22 of the lanes. You see a truck queuing, the truck
23 storage lane here. You see our solid barrier. This
24 solid barrier and you can see the Mi-Jack in the
25 background, that reach stacker device placing the

1 container on the train, this barrier is going to be
2 about 4 feet in height. It's going to be a 4 foot
3 high security fence on top of it. Again, that's all
4 part of the MTSA regulations for Homeland Security.
5 You'll see the truck queuing lane here. You'll see
6 the lights. These will have the shields on the back
7 side. And you'll see the green markings for the bike
8 lanes and again then the through-right and the
9 left-turning lane as well. And we're also
10 environmental, we're bringing in more birds, too.

11 So here is a plan view of that of a similar
12 graphic. This one here is just a little outdated and
13 I'll just mention why is because of the stop bars
14 being pulled back. The bike lane stop bar and the
15 travel lane stop bars are now further back here and
16 back here as well. As you can see, they're just
17 pulled back. They're even with one another, but other
18 than that this is pretty much the graphic that we've
19 been sharing with the city and others. And let me see
20 if there is anything else here. Here is one more now
21 looking just a little further to the east with the
22 gravel lot. Because there is going to be a gravel lot
23 there won't be stalls perfectly marked out there.
24 There is not going to be any paint lines, if you will.
25 It's meant to really, you know, expand on the storage

1 facility. You can see over here how the containers
2 are stored and, you know, this is a bit of an older
3 graphic, but if you take a look down the street you'll
4 see that there are a lot of chassis already out there
5 and what we're doing is we're separating the chassis
6 from here from this region onto the other side of the
7 bridge, which is another designation of security and
8 then these special chassis with those containers will
9 be prepared and ready to go on the train cars as
10 needed and called upon. There is a slight area here
11 of about 7 or 8 feet in width for greenery, you know,
12 some trees and some bushes that we're going to take
13 advantage of and we're going to try to do some
14 plantings along here. And you can see the light
15 components as well, these are, again, the 35 foot high
16 lights which are within the city standards. They're
17 shorter than the ones that are out there on the
18 existing site, so picture those about half in size.
19 And it looks like we're on the order of about 3 per
20 road of these lights, so as the lights are shorter you
21 can imagine we need a few more of them, but the
22 reality is we didn't have that many more and so it
23 seemed to be a win/win situation for us.

24 And that pretty much wraps up the
25 presentation. So we've had some -- we've had the

1 history of the site and how it's become developed, the
2 reasons we're developing it and we've shared with you
3 the technical side of the project as well and what we
4 like to do now is open the floor to any questions or
5 comments that you may have. If you have any questions
6 or comments please just if you want to stand or if
7 you're not comfortable with that just speak loudly for
8 us and if you could just state your name and where you
9 live as well and we'll have it on record. Does
10 anybody have any questions? Yes, in the back.

11 AUDIENCE MEMBER: Yeah, hi. My name is Sara
12 Miller, I live on 96 Salem perched up above the Star
13 Match factory.

14 MR. MORIN: Okay.

15 AUDIENCE MEMBER: (Sara Miller.) My yard
16 abuts the yellow part of the building, so when I look
17 down I see Mr. Sprague's building and the water and to
18 my left is the bridge. My question is on the loading
19 ramp, what is the height going to be of the
20 containers? Is this an operation that's going to take
21 place during the daylight hours? So my concerns are
22 noise, safety, height, that type of thing.

23 MR. HENSHAW: Well, I mean, I can certainly
24 speak to the operations. Our intent is to have
25 operations as much as possible in the daylight hours

1 because it's actually cheaper to operate in the
2 daylight than it is at night, but, again, that's going
3 to depend on rail operations as well and so some of
4 that is going to be dictated by the railroad, but it
5 is our intent to as much as possible operate during
6 daylight hours. And I don't know if you want to talk
7 about the height of the ramp.

8 MR. MORIN: Yeah, I certainly can. So this is
9 a chassis storage lot, so all of the containers that
10 are being moved as part of this operation are on the
11 flatbed trucks. There will not be any container
12 stacking on this side of the bridge, okay. Not like
13 you see on the east side of the bridge --

14 AUDIENCE MEMBER: (Sara Miller.) Right.

15 MR. MORIN: -- which is meant for stacking, an
16 efficient use of the site. Over here we're looking to
17 have the containers on chassis and there will not be
18 any stacking. So in terms of height, the highest
19 you'll see a container is when it's placed on a rail
20 car, which may be just slightly higher than when it's
21 on a flatbed truck, okay.

22 AUDIENCE MEMBER: (Sara Miller.) Okay.

23 MR. MORIN: The barrier that you saw in one of
24 these graphics here, this barrier here I mentioned is
25 a -- it's a solid barrier. It will be a concrete

1 barrier. We're giving it an esthetic facade, if you
2 will, to the best that we can with concrete to soften
3 its appearance. It will be about 4 feet in height and
4 the purpose for that is obviously with this truck
5 storage area and the operation of the Mi-Jack we want
6 to give the sense of a safe operation and so that's
7 the purpose of it. We also have a 4 foot high
8 security fence on top of that. So in total you'll see
9 about an 8 foot tall structure. It's only 4 feet plus
10 a 4 foot fence --

11 AUDIENCE MEMBER: (Sara Miller.) Right.

12 MR. MORIN: -- and that's what you'll see. So
13 you won't see the containers stacking. I think the
14 other question you had was about noise.

15 AUDIENCE MEMBER: (Sara Miller.) Right.

16 MR. MORIN: The noise, you know, this right
17 here is a train operation, of course, so you have
18 trains that operate down there now.

19 AUDIENCE MEMBER: (Sara Miller.) Yes.

20 MR. MORIN: And what we understand is that
21 there are some movements at night that do occur and
22 we've heard that from other neighborhood meetings that
23 we've had. My understanding is that Pan Am does a lot
24 of those movements and sometimes their preference may
25 be at night, while I think the Port Authorities and

1 Eimskip's preference would be to do those during the
2 day to try to maximize those movements. We can't lose
3 sight of the fact that there may still be some
4 movements at night. So as John indicated it's safer
5 to do it during the day and that's their preference,
6 but Pan Am being the operating switcher there may be
7 some times when it is performed at night, so we're
8 hoping to see improvements if that's a way to say
9 that. And that would be from the train operation
10 side. You also are aware that we have the
11 refrigerator units, which have motors that run as
12 well. We -- actually, the Port Authority ran a study
13 internally with its subconsultant and they did some
14 decibel readings standing right next to the actual
15 device when it was running and it was on the order of
16 85 to 90 decibels. Just to put that in perspective,
17 what I'm saying right now speaking with you is
18 probably on the order of 50 to 60 decibels and a
19 television set is on the order of let's say 70
20 decibels, so when somebody was standing right next to
21 it it was certainly a little more louder, but as they
22 moved away up to 120 feet away you could barely notice
23 sound. And, in fact, the sound that was overwhelming
24 was more the traffic on Commercial Street. So to put
25 it all in perspective the refrigerator units as

1 they're stored on our site are going to be actually
2 furthest away from Commercial Street as best we can
3 and let me show you where that is. Let me show you.
4 The refrigerator units are going to be right down
5 along here and so this right here is the bridge, you
6 can see the bridge here in gray. And this right here
7 is the maintenance building, it's a small blue
8 building that's right just to the west of the bridge.
9 And this right here, this row of 16 stalls is where
10 the refrigerator units will be. And so this distance
11 is on the order of about 350 feet, 400 feet or so.
12 And so it's actually going to be further away from
13 some of the refrigerator units that are over here
14 already. And we've actually had people from previous
15 neighborhood meetings that lived up on York Street
16 that have indicated they can't hear these
17 refrigerating units, so I hope that provides some
18 input on the noise level that you can expect. Yes.

19 AUDIENCE MEMBER: Yeah, my name is Lani Graham
20 and my house is on the corner of Summer and Clark
21 Street, so it's more or less right in back of this
22 plan and like the other speaker I had some concerns
23 about noise and not just in connection with this
24 operation once it gets going, but as you're developing
25 it. And just by way of experience I was there when

1 the Casco Bay Bridge was built and they were merciless
2 in terms of the noise. Absolutely merciless and it
3 was months of very difficult sleeping. So I'm kind of
4 wondering what the plans are in terms of the actual
5 building of it.

6 MR. MORIN: Sure. So you're talking more
7 about the construction sequence perhaps.

8 AUDIENCE MEMBER: (Lani Graham.) Yes, the
9 start of the work schedule and how that's going to go
10 and will some of that be at night and so forth.

11 MR. MORIN: Yup. Yup. The plan is the
12 project will advertise in June by the MaineDOT. We
13 expect construction to start towards the end of July,
14 sometime in August perhaps at the latest, and it will
15 go for about a year is the overall construction
16 schedule. Time frame for construction during the day
17 when the working operating hours will probably be 7
18 a.m. to 7 p.m. I know the Casco Bay Bridge had a lot
19 of heavy construction. There is not a whole lot of
20 heavy construction here. We're talking about a gravel
21 lot. We're talking about a concrete slab and we're
22 talking about railroad track, so we're not going to
23 have the steel beams being raised, we're not going to
24 have pile driving that probably kept you up or those
25 types of activities. I'm sure there was a lot and I

1 know the Casco Bay Bridge project was a lengthy
2 project as well, but we have materials and
3 installations here and construction activities that
4 don't tend to cause a whole lot of noise during
5 construction. Certainly placing gravels and
6 excavators and things of that nature are done during
7 the day. Concrete placements would also be done
8 during the day. So that will be a typical type of
9 construction sequence, let's say, 7 to 7 I think would
10 not be anything unreasonable. Yes.

11 AUDIENCE MEMBER: Carol McCracken from North
12 Street up on Munjoy Hill. I'm just curious, it sounds
13 like this will be going to the planning board then
14 pretty soon.

15 MR. MORIN: Yes. A site plan application has
16 been submitted.

17 AUDIENCE MEMBER: (Carol McCracken.) Do you
18 have a date yet?

19 MR. MORIN: The submission occurred back on
20 April 7 and we are anticipating public hearings in
21 June.

22 AUDIENCE MEMBER: (Carol McCracken.) June,
23 okay.

24 MR. MORIN: Yup. We're working through staff
25 meetings and workshops at this time.

1 AUDIENCE MEMBER: (Carol McCracken.) Yeah.

2 MR. MORIN: Yes, sir.

3 AUDIENCE MEMBER: Hi. Brian Harris. Two
4 things. One, we use Eimskip to import deck cargo from
5 Europe, so I'm thrilled they're here. It makes things
6 very handy for us. And two, I live up on Summer
7 Street, so I look down on this whole thing here and
8 it's changing now with Finn's place. My view is now
9 his, what he's doing down there. Are there any plans
10 in the future for construction of a building on this
11 piece of property?

12 MR. MORIN: On this property here?

13 AUDIENCE MEMBER: (Brian Harris.) No, on your
14 14 acres right there.

15 MR. MORIN: Over here.

16 AUDIENCE MEMBER: (Brian Harris.) Yeah

17 MR. MORIN: Not at this time.

18 AUDIENCE MEMBER: (Brian Harris.) What about
19 in the future?

20 MR. MORIN: The future, I'm not sure what's
21 going to happen in the future to be honest with you.
22 There has been obviously a lot of chatter perhaps out
23 there, but at this time I can tell you that we do not
24 have plans, the design team or the DOT has plans to
25 implement any type of building on this property.

1 AUDIENCE MEMBER: (Brian Harris.) Okay.

2 MR. MORIN: Yes. Go ahead.

3 AUDIENCE MEMBER: Going over to the Veteran's
4 Bridge intersection --

5 MR. MORIN: Yup.

6 AUDIENCE MEMBER: -- do you expect a large
7 increase in truck traffic particularly in that area?

8 MR. MORIN: Over in the Veteran's Bridge area
9 you said?

10 AUDIENCE MEMBER: Further away.

11 MR. MORIN: Further west here?

12 AUDIENCE MEMBER: To the west.

13 MR. MORIN: You know, that's a possibility. I
14 mean, just with this site being what it is, but the
15 reality is a lot of trucks already come from the west
16 as they actually -- as they are accessing the IMT
17 facility. Right now they're utilizing one of the
18 other access gates, as you see, the closest one here
19 on the western side, for example, okay. They're going
20 to now be utilizing this access way here, right, the
21 one that's proposed right by Beach Street.

22 AUDIENCE MEMBER: Yup. Yup.

23 MR. MORIN: And having spoken with the Port
24 Authority over the last week and gathering some of the
25 traffic data, it sounds like most of their trucks

1 actually come from the west. So as the trucks come
2 from the west their route is also to go back to the
3 west and utilize that same route, so I don't think
4 you're going to see a large influx or change in the
5 truck numbers that utilize Veteran's Bridge or that
6 end of the corridor.

7 AUDIENCE MEMBER: Okay.

8 MR. MORIN: Yes.

9 AUDIENCE MEMBER: (Lani Graham.) Is there
10 going to be a website where people could go and get
11 additional information? And sort of related to that,
12 I think it's a good idea the shaded lights, you know,
13 with the back shield and so on, but it's hard to
14 picture that without having sort of a simulation of it
15 and I don't know if that's a feasible thing that you
16 might undertake on a website, for example.

17 MR. MORIN: I'd have to -- that's something
18 that we hadn't really planned for. We hadn't -- and I
19 don't believe we had done that the first time a few
20 years ago when we did the original IMT design. One of
21 the things we look at as designers is what we call a
22 photometrics plan and so our electrical designer or
23 electrical engineer, Larry Bartlett, who has also
24 participated in writing the standards for the City of
25 Portland will actually look at the foot candles, which

1 is the measurement of light on the ground as a
2 relationship to the lights themselves. And that
3 photometrics is actually part of our design plan set
4 and if I understand correctly, Joel, when the DOT
5 advertises a project is that on a public website where
6 the contractors can download that?

7 MR. KITTREDGE: It is.

8 MR. MORIN: Okay. So that can become public
9 information, if you will, and that photometrics plan
10 is very similar to what I think you're requesting or
11 suggesting. It's a technical side of it. It simply
12 shows the values and foot candles and what you can see
13 from that is where the foot candles become zero. They
14 zero out and that tells you that light is not being
15 shed -- it shows you that the shield is working, that
16 the light is in the front and not in the back. And by
17 seeing the progression and then the value becomes zero
18 it tells you where the light stops. And the light
19 actually stops, because I saw the plans just the other
20 day I was reviewing it, it stops right along here,
21 right along the truck queuing lane, so it gives me a
22 sense that those shields are pretty effective. Okay.

23 MR. NEEDLEMAN: Greg, and the photometric plan
24 will be part of the Planning Board's package as well.

25 MR. MORIN: Oh, thank you. Yup. That's

1 correct. And, in fact, it has been submitted as part
2 of the site plan application. And is that site plan
3 application on a city website at this time, Bill?

4 MR. NEEDLEMAN: No, but if you contact the
5 Planning Office, which is on the fourth floor in City
6 Hall, the telephone number is 874-8719 and the -- you
7 could talk to the secretary who would be able to give
8 you that information or the planner who is working on
9 that who is Rick Noland and he can give that you
10 information.

11 AUDIENCE MEMBER: (Lani Graham.) Yeah, I
12 actually went up there and that plan is like three
13 encyclopedias and so it's kind of a challenge to find,
14 you know, what you need there and there weren't a lot
15 of people available to help out.

16 MR. NEEDLEMAN: I would recommend calling
17 ahead of time and setting up an appointment if you
18 want somebody to walk you through the plan and they
19 will do that and if they won't, I will.

20 AUDIENCE MEMBER: (Lani Graham.) All right.
21 I have one other question, if I can still ask. So you
22 mentioned, and I think it sounds exciting, the
23 agricultural products, the forest products and so
24 forth, what other things might be moved through there
25 by train or by ship? I mean, is there a list

1 somewhere where we would know exactly what's going to
2 go through there?

3 MR. HENSHAW: I would say there are two
4 answers to that question is, one, you don't know; but
5 two, you know, what we move primarily as a state are
6 those three things, fisheries, forest products and
7 agriculture. Those are our principle industries in
8 the state and so those are likely to be our principle
9 cargos. Interestingly, Iceland like any other island
10 has to import virtually everything they consume, so
11 they import tires, they import paint, they import
12 ketchup, French fries, everything you can possibly
13 imagine that they would need to consume. Now, it
14 either comes from Europe or comes from the U.S. and it
15 comes through the port from the U.S. And
16 interestingly, one of the things that -- one of the
17 major exports that we see coming through the terminal
18 is electric cars because electric power in Iceland is
19 virtually free and so they're encouraged to buy and
20 own electric cars there. So we see a lot of those
21 moving through the terminal, but also things like RVs
22 and even hearses, all kinds of different types of
23 household goods and those kind of things are all
24 moving through the terminal on a pretty regular basis.

25 AUDIENCE MEMBER: (Lani Graham.) Well, I

1 mean, chemicals, fertilizer, gas, oil, those kinds of
2 things, what about them?

3 MR. HENSHAW: I don't anticipate -- I mean,
4 you wouldn't move gas and oil via container generally
5 speaking, so I wouldn't envision anything like that.
6 We move currently some flammable materials through the
7 material but no hazardous materials. And so, for
8 instance, we're moving French grain alcohol that's
9 used in making vodka here in Maine through the
10 terminal, that's an example of flammable material, but
11 I can't imagine there would be any -- that it would
12 make sense to move oil and gas. I mean, primarily
13 they move in tankers, they don't move in containers.

14 AUDIENCE MEMBER: (Lani Graham.) Yeah, I
15 understand, but trains and tankers get together
16 sometimes.

17 MR. MORIN: Yes, in the back.

18 AUDIENCE MEMBER: My name is Karen Sarfaty and
19 I live on Salem Street. Do you have any way of
20 knowing how much back and forth and back and forth
21 with the trucks going to containers and bringing them
22 to the train? I mean, is that just constant every day
23 back and forth?

24 MR. MORIN: We're not envisioning that being
25 constant or every day. The train -- I mentioned this

1 right here is about 750 feet long and I mentioned that
2 there is probably about 16 containers that could go on
3 that one train, okay, and we're envisioning right now
4 I think it's right now one train per week, John, is
5 what we've talked about as a start, so if you can
6 imagine just 16 containers there. There may be some,
7 you know, there may be a little back and forth just in
8 the staging of getting the containers ready with the
9 chassis and the drop-off there, so you may see the
10 trucks going back and forth getting that staging area
11 ready, but the reality is the trucks when they finally
12 come over here and the Mi-Jack is operating it's got
13 maybe 16 or 18 containers it's loading for that one
14 train and that may be on a weekly basis, again, to
15 start. It kind of puts it in perspective what they're
16 anticipating.

17 AUDIENCE MEMBER: (Karen Sarfaty.) Okay.

18 MR. MORIN: Yes.

19 AUDIENCE MEMBER: (Lani Graham.) I seem to be
20 the troublemaker here.

21 MR. MORIN: Not at all.

22 AUDIENCE MEMBER: (Lani Graham.) I like to go
23 back to the refrigeration idea and at one point a
24 refrigerated truck was parked down in that sort of
25 gravelly area and it made a lot of noise. Now,

1 fortunately it moved after a day, but you were talking
2 that it probably wasn't going to be as loud the
3 refrigerating containers that you have. Is there
4 going to be -- you said there was some plan for
5 figuring out the decibels or something that would
6 be --

7 MR. MORIN: No, what I said was that there had
8 been a study that was conducted by the Port Authority
9 internally on the existing units that are out there on
10 the site now to get a sense for the decibel levels and
11 what they found was that the highest that you would
12 have for decibels was on the order of let's say 90
13 decibels. That's very relative. As you got further
14 away from that same unit after you were about 120 feet
15 the decibel level dropped to about 60 and that's
16 similar to a conversation like we're having in this
17 room here. As I mentioned like a television would be
18 on the order of maybe 65 to 70 and so at some point
19 you're actually -- you don't recognize the
20 refrigerator unit over the traffic that's already on
21 Commercial Street.

22 AUDIENCE MEMBER: (Lani Graham.) And they
23 don't add together?

24 MR. MORIN: Not that I'm aware of. Now, you
25 probably really were tuned in because that truck was

1 parked right on Commercial Street and I can certainly
2 understand whether there was the acoustics of that
3 area. Perhaps it was under the bridge and there may
4 have been some amplification, if you will.

5 AUDIENCE MEMBER: (Lani Graham.) It wasn't
6 under the bridge, but it was certainly very loud.

7 MR. MORIN: Yeah, and I'm not sure how the
8 trucks handled the refrigeration unit, whether it runs
9 it harder or any differently. I can only tell you
10 what was studied in the yard and our plan as part of
11 the project has been to place the refrigerator units
12 as far away from Commercial Street as possible to
13 negate their effect.

14 AUDIENCE MEMBER: (Lani Graham.) And it won't
15 start to spread out?

16 MR. MORIN: That's not my understanding
17 because we have -- we have the same case in the
18 existing yard now and, I mean, I think we've done
19 this -- I know the Port Authority worked that study
20 and felt comfortable with their findings.

21 MR. HENSHAW: And the majority of our
22 refrigerated containers are actually going to remain
23 in the existing IMT yard so, in fact, where our
24 permanent reefer plugs are are actually on the eastern
25 side of the terminal. We do stage some reefers on

1 chassis in what we call the west lot, but that's still
2 on this side of the bridge.

3 MR. MORIN: Any other questions? Yup.

4 AUDIENCE MEMBER: Nathan McDuffy, Scarborough,
5 Maine. I had a question about the cumulative, you
6 know, on the noise comment sort of it and you've got
7 the shipping lane, the New Yard, you've got aviation,
8 you've got the bridge, you've got the new IMT, the old
9 IMT, whatever, fish, you know, it's a hot spot kind of
10 a thing, I mean, just not to mention that the gas
11 company is there. It's kind of a, you know, does it
12 all mix in the sense that when it's all going full
13 speed or, you know, I know that -- or maybe you can
14 add, I mean, the terminal now goes busy and then it
15 drops out quite a bit.

16 MR. MORIN: Mmm Hmm. Yup.

17 AUDIENCE MEMBER: (Nathan McDuffy.) Is that
18 going to pick up its pace in your --

19 MR. HENSHAW: I'd say generally speaking, and
20 I can speak just to the terminal, you know, we're
21 busiest just before a ship and just after a ship and
22 that's when the most activity you're going to see
23 happens. We're currently having a ship every other
24 week. We'd like to increase that to every 10 days or
25 even every week, but, again, most of the activity in

1 the terminal itself happens just in say the two days
2 before or two days after a ship is in because people
3 want to get their cargo as quickly as possible and
4 what we found also is people want to send their cargo
5 in as late as possible, but anyway, so that's where
6 the principle activity is from the terminal's
7 perspective.

8 MR. MORIN: And as far as the cohesiveness of
9 the site we've been meeting very closely with the City
10 of Portland, Mr. Sprague with New Yard LLC and to, you
11 know, develop a plan that we feel works for everybody
12 and, you know, while we may not make everybody
13 absolutely happy, we're making a lot of people very,
14 you know, pretty happy. I would say we're trying to
15 really meet their needs the best that we can. It's
16 been quite the process over the last three or four
17 months. We started this back in -- actually back
18 in -- I think it was back almost last year, you know,
19 in terms of the track, what did that look like, what
20 would this potential site look like and we've been
21 working at it pretty diligently since January, so it
22 shows that we've come quite a ways. The shaded areas
23 that you see in the truck routes, you know, and then
24 incorporating the access way to New Yard, it's been a
25 really collaborative effort, you know, working with

1 Mr. Sprague and his engineer, working with the city,
2 the fire department and all of those players there's
3 been a lot of collaboration. We feel we have a
4 solution here for everyone. Yes, in the back.

5 AUDIENCE MEMBER: (Sara Miller.) How is this
6 being paid for and as a Portland tax payer how will I
7 be affected?

8 MR. MORIN: It's being paid for through the
9 state's transportation bond. As a Portland tax payer
10 there is no city taxes being put towards this project
11 otherwise. Bill, correct me if I'm wrong on that.

12 MR. NEEDLEMAN: No, there is no city monies
13 being put in and there will be a question whether
14 there will be a taxable value impact overall and we
15 don't have a calculation on that yet.

16 AUDIENCE MEMBER: (Lani Graham.) How many --
17 I think one of the positive things is there is going
18 to be employees, more employees, is that right, you're
19 going to be hiring people there will be more people
20 down there?

21 MR. MORIN: Certainly.

22 MR. HENSHAW: Yeah, I would say there are a
23 couple things there, one is that Eimskip still
24 operates out of Virginia Beach in Virginia and so they
25 have actually a majority of their U.S. employees

1 there. They're going to move them up here over time.
2 They're now leasing three offices from us in the
3 terminal operations building now. They're going to --
4 there is one other available, so we'll have four
5 offices there. They have a couple of warehouse
6 personnel. They are hiring sort of slowly but
7 steadily and they will be moving people up from
8 their Virginia Beach offices over time, so we'll see
9 that kind of increased employment with Eimskip
10 directly. And then there will be, we hope, additional
11 work for our long shoremen because right now they're
12 essentially a part-time labor force, you know, they
13 come in when the ship is in. There are a few
14 full-time people, but obviously we would need more
15 full-time people over time and we would need more
16 labor over time to operate the facility.

17 MR. MORIN: Yes, sir.

18 AUDIENCE MEMBER: Yeah, hi. My name is Bill
19 Bray. I'm here this evening representing Nova
20 Seafood. Mr. Ciocca is actually in Iceland as I'm
21 speaking right now and asked me to attend this evening
22 and just kind of give at least an overview of what
23 we've done as it relates to the latest plan for the
24 improvements the intersection, specifically the
25 signalization and access into the loading docks at

1 Nova Seafood. I sent an email to Joel and Steve
2 Landry. I believe I did it yesterday. I sent it
3 yesterday morning that kind of summarizes what I'm
4 going to speak about this evening, but I just wanted
5 to make sure they get on the record on behalf of Nova
6 Seafood. I don't know if it would help to go back to
7 the enlarged plan of the intersection, but it might
8 make more sense at least from the specifics of what
9 I'm going to talk about.

10 MR. MORIN: Perhaps this one here?

11 AUDIENCE MEMBER: (Bill Bray.) Yes, please,
12 that would work good. First of all, you know, we're
13 very appreciative at the adjustments that have been
14 made to the intersection from when we first saw it. I
15 mean, there has been clearly a huge effort to try to
16 accommodate access in and out of Nova Seafood, which
17 is certainly even under the best of circumstances is
18 difficult. So I don't, you know, I don't want to
19 portray that Nova Seafood is unhappy. There are just
20 some design features that we still need to account for
21 if it's going to work.

22 The first one, and probably most importantly,
23 we had prepared a plan and presented it to DOT, God,
24 it must be close to a month ago now that called for a
25 small traffic island right adjacent to the stop bar

1 for the westbound traffic on Commercial Street and the
2 intent of that was to provide the highest level of
3 design for that approach so that we can come as close
4 as guaranteeing that people will stop at that stop
5 bar. I have been a practicing traffic engineer for
6 almost 40 years now and actually worked in the City of
7 Portland for 15 as a traffic engineer and if you don't
8 provide definition for people to stop at a stop bar,
9 the stop just doesn't cut it. If you don't provide
10 some added definition people just will not stop and
11 what happens is they'll creep up to where the
12 crosswalk is that you've got crossing Commercial
13 Street and if they do that then they've obviously
14 blocked the access out of Nova Seafood. So, again,
15 that is certainly the most important thing. We had
16 proposed a small island with a traffic signal on it.
17 It would be a stop sign traffic signal post mounted
18 and on that it would also have a sign that would say
19 stop here on red. Again, providing additional
20 definition to the motorist that they need to stop at
21 that point. Steve Landry in an email that he had sent
22 to myself and Nova Seafood had indicated that there
23 would be a blank out, no turn on right -- no turn on
24 red sign for people heading west on Commercial Street.
25 Again, it's an absolute must that that happens because

1 if not people making a right turn would actually cut
2 across a truck coming out of the Nova Seafood driveway
3 when they had the red indication, so I would hope that
4 that would be something that certainly can be easily
5 accommodated.

6 Again, in a series of emails that I was copied
7 on I reviewed that it appears that the design for
8 access in and out of Nova Seafood's loading docks was
9 for a truck design of WB62. He frequently has WB67s
10 that come in and out of that facility, so I would
11 again urge the design to take that into consideration
12 and account for the added length of the 67 truck
13 vehicle.

14 The last feature is, and it's a little
15 difficult to totally describe, but if you take the
16 connection point of the two crosswalks on the Nova
17 side, the northern corner of the driveway, that corner
18 you have -- you're going to make it very difficult to
19 make a backing movement back into that driveway to
20 reach the loading dock. And what happens and what
21 will happen is that the truck driver is going to have
22 to come out into the center of the intersection even
23 further to get in at the right angle to get onto that
24 loading dock. Again, the original plan that we had
25 come up with was to push that back further so that in

1 fact the driver when he swings in would have the
2 ability to just back in versus making that turning
3 adjustment as is required now with that design.

4 So those are four design features that, yes, I
5 realize that they may sound small, but they're huge in
6 ensuring that the operation of that loading facility
7 is still viable. And I guess the only thing that we
8 would asked is that the plan needs to account for
9 these and we would request in a meeting or whatever is
10 necessary to sit down and go over these design
11 features so that when we build this that everybody
12 that's going to be impacted by it whether it's
13 adjacent properties or the motoring public are
14 accommodated with the safest of designs, so and I
15 guess we would urge you to do that like really soon
16 seeing you're going to be going for approval here
17 really soon, so. I guess that's -- I think that's
18 all. Hopefully you understand what I was trying to
19 describe, Craig.

20 MR. MORIN: Okay. Thank you for your
21 comments, Bill. We have reviewed that email. I know
22 it just came in the other day. I've seen it myself
23 and I know that the DOT, Steve Landry, is planning on
24 taking a closer look at those and we look forward to
25 working with you to find solutions.

1 AUDIENCE MEMBER: (Bill Bray.) Okay. Later
2 this week would be really good to meet if you can.

3 MR. MORIN: Yup. Joel, if you could pass that
4 on to Steve.

5 MR. KITTREDGE: We've talked.

6 MR. MORIN: Okay. Yup. Very good. Thank
7 you, Bill.

8 AUDIENCE MEMBER: (Bill Bray.) Thank you.

9 MR. MORIN: Does anybody have any other
10 comments or questions?

11 AUDIENCE MEMBER: (Nathan McDuffy.) I was
12 thinking of something -- Nathan again. If they came
13 down with a little bit of an S turn before that then
14 it would be much straighter coming in front of the
15 proposal, I mean, and then do it whether or not the
16 terminal expands or not and fix --

17 MR. MORIN: I'm sorry, what --

18 AUDIENCE MEMBER: (Nathan McDuffy.) The idea
19 is to come over this way before they turn and make the
20 turn.

21 MR. MORIN: The right of way is very tough in
22 that corner. We've already pushed the intersection.
23 We've already pushed the center line to the south by 8
24 feet. We've already widened the roadway as best we
25 can.

1 AUDIENCE MEMBER: (Nathan McDuffy.) So are
2 the train tracks going to continue up Commercial
3 Street?

4 MR. MORIN: No.

5 AUDIENCE MEMBER: (Nathan McDuffy.) So you've
6 got all that area beside the --

7 MR. MORIN: The trains stop right here, but we
8 need this space inside the fence line for the interior
9 movements of the trucks and the storage of that yard.

10 AUDIENCE MEMBER: (Nathan McDuffy.) Yup.
11 Yup.

12 MR. MORIN: So we've really taken a hard look
13 at this. As I mentioned, we're working with all of
14 the parties, the city, including Mr. Bray and Angelo
15 and Nova Seafood equally with Gray Bar and JB Brown on
16 the other side, too, we've had some meetings with
17 them, so, like I said, we're trying to find solutions
18 for everybody. It's all part of a collaborative
19 process.

20 Does anybody have any other questions or
21 comments?

22 MR. HENSHAW: I was just going to say thank
23 you all for coming.

24 MR. MORIN: Yeah, thank you all for coming.
25 We really appreciate it. Meeting adjourned.

(Meeting concluded at 7:34 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

C E R T I F I C A T E

I, Robin J. Dostie, a Court Reporter and
Notary Public within and for the State of Maine, do
hereby certify that the foregoing is a true and
accurate transcript of the proceedings as taken by me
by means of stenograph,

and I have signed:

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: May 5, 2014

Date:4/7/2014

Username:

Division:

Filename: 001_Title.dgn

INDEX OF SHEETS

SHEET NO. TITLE

GENERAL

G01 001 TITLE SHEET
G02 002 GENERAL NOTES
G03 003 GENERAL NOTES AND LEGEND

SITE PLANS

C01-C03 004-006 EXISTING CONDITIONS PLANS
C04 007 SHEET LAYOUT PLAN
C05-C07 008-010 SITE LAYOUT PLANS
C08 011 GRADING AND DRAINAGE PLAN
C09 012 UTILITY PLAN
C10 013 EROSION AND SEDIMENTATION NOTES
C11 014 EROSION AND SEDIMENTATION DETAILS
C12 015 SITE DETAILS
C13-C14 016-017 FENCING DETAILS
C15 018 WATER SYSTEM DETAILS
C16 019 SNOW STORAGE PLAN
C17 020 FIRE PROTECTION PLAN
C18-C19 021 LANDSCAPING PLANS
C20 022-023 LANDSCAPING DETAILS AND NOTES

ELECTRICAL PLANS

E01-E02 024-025 ELECTRICAL PLAN
E0A 026 PHOTOMETRIC PLAN: LOADING SLAB
EoB-EoC 027-028 PHOTOMETRIC PLAN: CONTAINER STORAGE CALC
EoD 029 PHOTOMETRIC PLAN: WATERFRONT

STRUCTURAL PLANS

S01-S02 030-031 INTERMODAL RAMP
HIGHWAY PLANS

H01 032 COMMERCIAL STREET TYPICAL SECTION
H02-H04 033-035 COMMERCIAL STREET PLAN
~~H05-H25 036-056 COMMERCIAL STREET CROSS SECTIONS~~
~~H26 057 COMMERCIAL STREET GEOMETRIC AND CURBING~~
H27-H31 058-062 COMMERCIAL STREET SIGNING PLANS

TRACK PLANS

R1-R2 063-064 TYPICAL SECTIONS
R3-R5 065-067 TRACK DETAILS
R6-R8 068-070 PLAN & PROFILE SHEETS
R9 071 LOADING TRACK PROFILE
~~R10-R25 072-087 CROSS SECTIONS~~

MARINE

M1 088 FENDER SYSTEM REPAIRS SHEET 1 OF 2
~~M2 089 FENDER SYSTEM REPAIRS SHEET 2 OF 2~~

BOUNDARY SURVEY PLANS

- X01-X03 BOUNDARY SURVEY

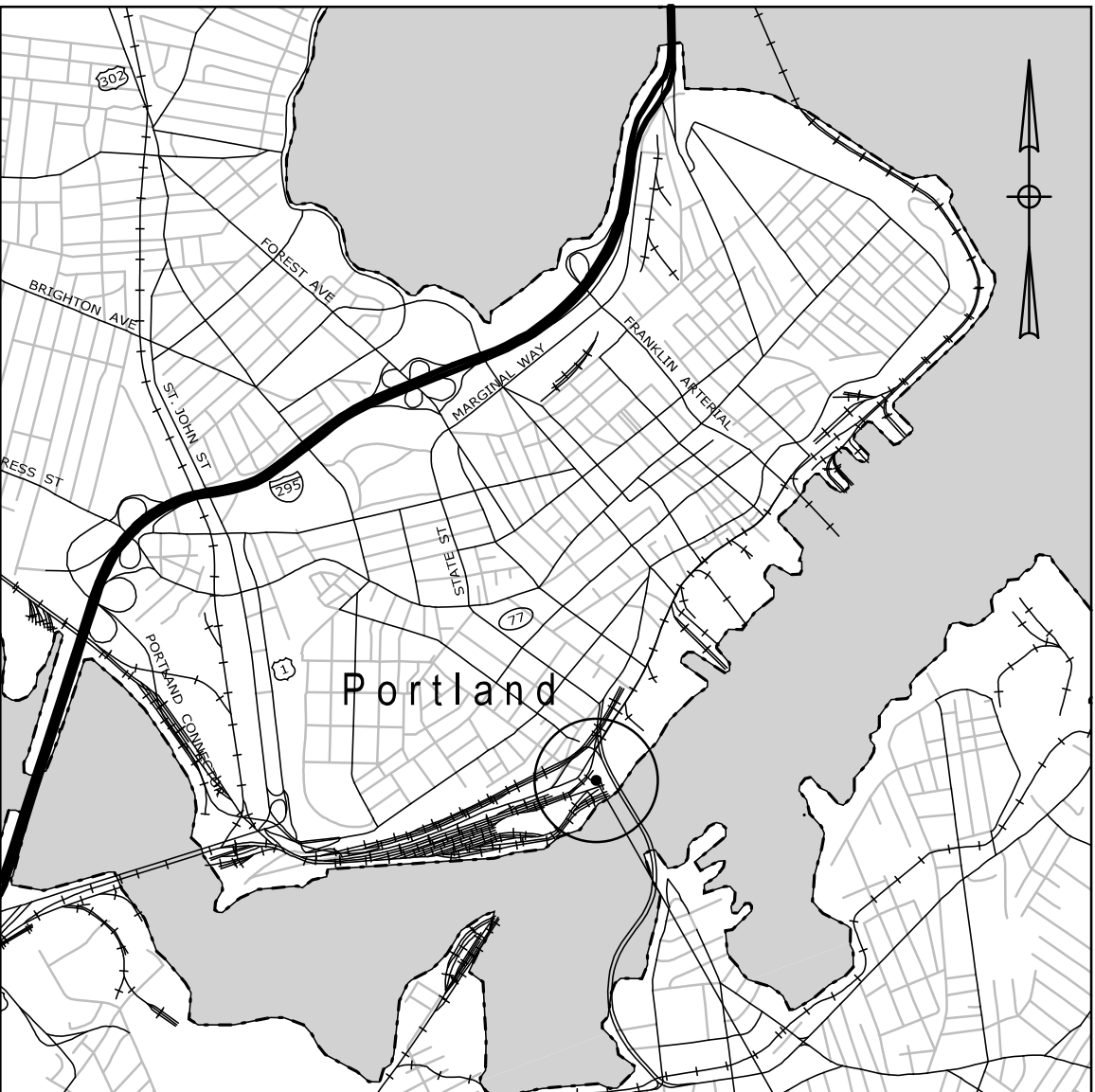
TRAFFIC DATA

Current (XXXX) AADT..... X

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



CITY OF PORTLAND
CUMBERLAND COUNTY
PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND
CONNECTING CORRIDOR CONNECTION
WIN: 022809.20



LOCATION MAP

SITE LOCATION



Scale in Miles

ABBREVIATED
DRAWING SET IN
SUPPORT OF SITE
PLAN APPLICATION
DRAWINGS CROSSED OUT NOT
PROVIDED HEREIN BUT MAY
BE PROVIDED UPON REQUEST

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

WIN 022809.20

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

TITLE SHEET

SHEET NUMBER

G1

1 OF -

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED		DATE
	COMMISSIONER:		
	CHIEF ENGINEER:		

PROJECT INFORMATION	PROGRAM	MULTIMODAL	SIGNATURE
		JOEL C. KITTREDE	
	PROJECT MANAGER	DESIGNER	P.E. NUMBER
	CRAG R. MORIN, P.E.	INTB CORPORATION	
PROJECT RESIDENT	DATE		
	PROJECT COMPLETION DATE		

Date:4/7/2014

Username:

Division:

Filename: 002_GenNotes.dgn

GENERAL NOTES:

1. THESE DRAWINGS FORM PART OF THE CONTRACT DOCUMENTS. REFER TO THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
2. ELEVATIONS AND SOUNDINGS ARE IN FEET BASED ON PROJECT DATUM, NGVD29.
3. CONTRACTOR SHALL MAINTAIN ADEQUATE SURVEY CONTROL AT ALL TIMES TO ESTABLISH AND MAINTAIN ALL LINES AND ELEVATIONS.
4. ALL DIMENSIONS, ELEVATIONS & CONDITIONS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT BEFORE ORDERING MATERIALS AND PROCEEDING WITH THE AFFECTED PART OF THE WORK.
5. ALL NORTH ARROWS SHOWN ARE GRID NORTH BASED ON NAD83 MAINE WEST. VERTICAL DATUM IS NGVD 1929.
6. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:
PORTLAND WATER DISTRICT
CITY OF PORTLAND, PUBLIC SERVICES ENGINEERING DEPT.
CENTRAL MAINE POWER CO.
FAIRPOINT COMMUNICATIONS
TIME WARNER CABLE
UNITIL
7. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.
8. THE EXACT SIZE & LOCATION OF ALL EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES PRESENT AND ALL CONSTRUCTION SHALL BE COORDINATED WITH THE RESIDENT.
9. EXISTING FEATURES WERE SURVEYED BY OWEN HASKELL, INC. BETWEEN OCTOBER 2010 AND NOVEMBER 2010 AND CAN ONLY BE CONSIDERED AS INDICATING THE CONDITIONS EXISTING AT THAT TIME. REVISED JANUARY, 2014.
10. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DETERMINE ERECTION PROCEDURES AND SEQUENCE TO INSURE THE SAFETY OF THE FACILITIES AND THEIR COMPONENTS DURING DEMOLITION AND ERECTION UNLESS OTHERWISE DIRECTED BY THE RESIDENT. THIS INCLUDES THE ADDITION OF NECESSARY SHORING, SHEETING, TEMPORARY BRACING, GUYS OR TIEDOWNS. SUCH MATERIAL SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER COMPLETION OF THE PROJECT.
11. METHODS OF DEMOLITION, CONSTRUCTION AND ERECTION ARE THE CONTRACTOR'S RESPONSIBILITY UNLESS OTHERWISE SPECIFIED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN ENVIRONMENTAL CONTROLS AS REQUIRED BY FEDERAL, STATE AND MUNICIPAL REGULATIONS AND PERMITS. ENVIRONMENTAL CONTROLS SHALL INCLUDE BUT NOT BE LIMITED TO NOISE, TURBIDITY, LIQUIDS AND DUST.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO STRUCTURES AND VESSELS OR INJURIES TO THE PUBLIC DURING THE CONSTRUCTION PHASE. THE CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY FACILITIES FOR THE PROTECTION OF THE WORK, WORKERS AND PUBLIC SAFETY.
13. ALL APPLICABLE FEDERAL, STATE AND MUNICIPAL REGULATIONS AND PERMITS SHALL BE FOLLOWED, INCLUDING THE FEDERAL DEPARTMENT OF LABOR, SAFETY, AND HEALTH, U.S. ARMY CORPS OF ENGINEERS, AND STATE/LOCAL WETLANDS CONTROL.
14. THE CONTRACTOR MAY BE CHARGED ANY ADDITIONAL COST OF REINSPECTION OR RETEST WHEN PRIOR REJECTION MAKES REINSPECTION OR RETEST NECESSARY.
15. THE PORTLAND INTERNATIONAL MARINE TERMINAL IS IN COMPLIANCE WITH MTSA 33 CFR PART 105. SPECIFIC DESIGN DETAILS AND CONSTRUCTION SEQUENCING ARE PROVIDED TO ENSURE COMPLIANCE IS MAINTAINED THROUGHOUT THE PROJECT. CONTRACTOR MAY PROPOSE VARIATIONS TO THE CONSTRUCTION PHASES SHOWN HEREIN UPON COMMENCEMENT OF CONSTRUCTION ACTIVITIES BUT SHALL NOT ASSUME THAT PROPOSED VARIATIONS WILL BE AUTHORIZED. ALL ACTIVITIES SHALL BE COORDINATED WITH THE PORT OPERATOR.
16. THE CONTRACTOR, ITS EMPLOYEES, AND SUBCONTRACTORS SHALL OBTAIN SECURITY PASSES INCLUDING TWIC CARDS AND CITY OF PORTLAND ID'S FOR THE DURATION OF THE PROJECT. NO PERSONNEL WILL BE PERMITTED OUTSIDE THE DESIGNATED PRIMARY CONSTRUCTION ZONE WITHOUT THE REQUIRED SECURITY PASS.
17. THE CONTRACTOR MAY BE REQUIRED TO RELOCATE TEMPORARY FENCING AND STAGING AREAS ALONG THE PIER IN THE EVENT THE OWNER REQUIRES ADDITIONAL SPACE FOR CRANE OPERATIONS. THE OWNER WILL PROVIDE THE CONTRACTOR WITH A VESSEL SCHEDULE WITH WEEKLY UPDATES.
18. THE CONTRACTOR SHALL MAINTAIN DUST CONTROL AT ALL TIMES DURING THE PROJECT. PERIODIC SWEEPING OF PAVEMENT SURFACES WITHIN THE CONSTRUCTION AREA AND ON COMMERCIAL STREET MAY BE REQUIRED DURING CONSTRUCTION AS DIRECTED BY THE RESIDENT AND REQUIRED BY MAINE DOT EROSION CONTROL SPECIFICATIONS.
19. ALL WORK ADJACENT TO OR WITHIN THE FORE RIVER REQUIRES ALL PERSONNEL TO WEAR NECESSARY FLOATATION EQUIPMENT AND/OR HARNESSSES. THE CONTRACTOR SHALL PROVIDE A WORK SAFETY PLAN TO THE RESIDENT FOR APPROVAL PRIOR TO WORK.
20. WHERE DRILLING AND ANCHORING OF REINFORCING STEEL IS SPECIFIED, THE CONTRACTOR SHALL USE A MATERIAL LISTED ON THE MAINE DEPARTMENT OF TRANSPORTATION PRE-QUALIFIED LIST OF CHEMICAL ANCHORING MATERIALS. THE DEPTH OF THE EMBEDMENT SHALL BE SUFFICIENT TO DEVELOP 125% OF THE YIELD STRENGTH OF THE BAR, BUT SHALL BE NO LESS THAN THE MINIMUM DEPTH OF EMBEDMENT SPECIFIED. WHERE MINIMUM DEPTHS HAVE NOT BEEN SPECIFIED, BAR LENGTHS HAVE BEEN DEVELOPED BASED ON AN ASSUMED EMBEDMENT DEPTH OF 9" FOR #5 BARS, AND 11" FOR #6 BARS. THE CONTRACTOR SHALL VERIFY THE REQUIRED DEPTH OF EMBEDMENT AND ADJUST THE REQUIRED BAR LENGTHS AS NECESSARY.
21. DRAWING PLAN VIEWS WITH SCALES ARE INTENDED FOR FULL SIZE 22X34-INCH DRAWINGS.

22. CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
23. CLEARING HAS BEEN ESTIMATED FOR THE PROJECT. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
24. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.
25. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY. ACTUAL TYPE AND LOCATION FOR EROSION CONTROL BLANKET AND RIPRAP SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT.
26. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND SHALL BE PAID FOR AS GRANULAR BORROW.
27. GRANULAR BORROW SHALL BE USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FT. ABOVE WATER LEVEL OR OLD GROUND AND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.
28. ESTIMATED STRUCTURAL EXCAVATION (DRAINAGE & MINOR STRUCTURES) REQUIRED IS _ CUBIC YARDS.
29. EXISTING INSLOPES STEEPER THAN 2:1 IN PROPOSED FILL AREAS SHALL BE BENCHED AS DIRECTED BY THE RESIDENT.
30. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATORS).
31. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
32. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED IN ACCORDANCE WITH STANDARD DETAILS UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
33. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT. ESTIMATED GRUBBING DEPTHS ARE 6 INCHES IN FIELD AREAS AND 12 INCHES IN WOODED AREAS.
34. LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREA UNLESS OTHERWISE NOTED ON THE PLANS. ACTUAL PLACEMENT OF THE LOAM USED SHALL BE AS DESIGNATED BY THE RESIDENT.
35. SEEDING METHOD NO.3 AND WETLAND SEEDING SHALL BE UTILIZED ON THE PROJECT.
36. MULCH SHALL BE APPLIED IN AREAS SEEDED.
37. LOAM SHALL BE PLACED TO A DEPTH OF 2" IN ALL AREAS OR AS DIRECTED BY THE RESIDENT.
38. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CFR PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
39. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
40. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN SHALL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
41. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS AND CROSS SECTIONS WERE COMPILED FROM FIELD SURVEY AND VARIOUS OTHER SOURCES. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.
42. EXISTING AND PROPOSED RIGHT OF WAY INFORMATION IS SHOWN ON THE PLANS.
43. TEMPORARY EROSION CONTROL MEASURES SHALL BE MAINTAINED AS SPECIFIED IN THE SOIL EROSION AND WATER POLLUTION CONTROL PLAN. PAYMENT WILL BE MADE UNDER ITEM 656.75.
44. EARTHWORK SUMMARY CALCULATIONS ASSUME NO LOAM SALVAGE, HOWEVER, IN ACCORDANCE WITH THE GENERAL CONDITIONS, DATED FEBRUARY 1, 2001, SECTION 104.3.13, THE DEPARTMENT WILL APPROVE THE CONTRACTOR TO PROCESS SUITABLE EXCAVATED MATERIAL AS SHOWN ON THE PLANS FOR REUSE AS LOAM ON THE PROJECT. PAYMENT SHALL BE MADE UNDER COMMON EXCAVATION AND LOAM. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROCESSING OR HANDLING OF THE MATERIAL. AS THIS WOULD BE A REDUCTION IN THE WASTE, THE CONTRACTOR WILL NOT BE REQUIRED TO REPLACE THE EXCAVATED MATERIAL SALVAGED FOR LOAM. THE CONTRACTOR MAY ELECT TO SALVAGE LOAM IN FILL BEYOND THE GRUBBING LIMITS SHOWN ON THE PLANS. EXCAVATION FOR SUCH SALVAGING LOAM IN FILL SHALL NOT BE PAID FOR. THE CONTRACTOR SHALL REPLACE SUCH EXCAVATED MATERIAL WITH OTHER APPROVED MATERIAL AND PROPERLY COMPACT IT AT NO COST TO THE DEPARTMENT.

45. MUCK EXCAVATION HAS BEEN ESTIMATED AS 24" IN WETLAND AREAS. CONTRACTOR SHALL REMOVE SOILS AND ORGANIC MATTER IN WETLAND AREAS NOT SUITABLE FOR EMBANKMENT FOUNDATION MATERIAL. WORK SHALL BE PAID FOR UNDER ITEM 203.20 COMMON EXCAVATION. CONTRACTOR SHALL COORDINATE ACTUAL DEPTHS AND LOCATIONS OF WORK WITH RESIDENT.
46. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF IN ACCEPTABLE WASTE AREAS AND REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
47. CONTRACTOR IS RESPONSIBLE TO ESTABLISH AND MAINTAIN THE CONSTRUCTION BASELINES IN THE FIELD. PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITY, THE CONSTRUCTION BASELINE SHALL BE ESTABLISHED AT 50 FEET INTERVALS. RESIDENT SHALL REVIEW THE BASELINE LAYOUT PRIOR TO BEGINNING WORK. PAYMENT FOR WORK, MATERIALS AND EQUIPMENT CONSIDERED INCIDENTAL TO ITEM 659.10, MOBILIZATION.
48. ALL PROPOSED DRAINAGE PIPES INCLUDING REINFORCED CONCRETE PIPES, UNDERDRAIN AND UNDERDRAIN OUTLETS SHALL MEET COOPER E80 LOADING REQUIREMENTS. CONTRACTOR SHALL PROVIDE THE RESIDENT WITH DOCUMENTATION THAT MATERIAL MEETS LOADING REQUIREMENTS.
49. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICAL SECTIONS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
50. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH LINED PIPES. FOR COMPARABLE CORRUGATED SIZES SEE THE DRAINAGE SUMMARY.
51. A 3 FOOT X 3 FOOT SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.
52. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
53. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.
54. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEM(S):

ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS.

ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT.

ALL DITCHING AT PIPE ENDS.

FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND/OR FILL MATERIAL INCLUDING GRANULAR BORROW USED UNDER PIPES (EXCAVATION IS ALSO INCIDENTAL).

GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL.

ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES.

FLOW LINES MAY BE CHANGED BY 1.5 FEET.

ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES AT CULVERT ENDS.

55. PROPOSED LOCATIONS FOR EROSION AND SEDIMENTATION CONTROL DEVICES HAVE BEEN DEVELOPED. THE CONTRACTOR SHALL REVIEW AND MODIFY THE LOCATIONS OF THESE DEVICES AS NEEDS WARRANT. THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ACCORDANCE WITH MAINE DEPARTMENT OF ENVIRONMENTAL BEST MANAGEMENT PRACTICES. PAYMENT FOR DEVELOPING, INSTALLING, AND MAINTAINING EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE PAID UNDER ITEM 656.75 "TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL".
56. RAILROAD VAL PLANS AND PROPERTY DOCUMENTS CAN BE MADE AVAILABLE UPON A REQUEST TO MAINE DOT.
57. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SAFE AND CLEAN VEHICULAR AND PEDESTRIAN ACCESS TO THE CANAL LANDING BOAT YARD FOR THE DURATION OF THE PROJECT. ALL PROVISIONS, INCLUDING SIGNAGE, FENCING, AND MAINTENANCE SHALL BE INCIDENTAL TO _____. VEHICULAR ACCESS SHALL ACCOMODATE A WB-67 AT ALL TIMES.
58. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3" HOT MIX ASPHALT AND 11" AGGREGATE SUBBASE COURSE GRAVEL.
59. THE CONTRACTOR'S CONSTRUCTION SEQUENCE SHALL CONSIDER THE PROPOSED POROUS CRUSHED STONE SURFACE IN THE CHASSIS STORAGE YARD. CONSTRUCTION OF THE CRUSHED STONE SURFACE SHOULD OCCUR LAST OR BE PROTECTED FOR THE DURATION OF THE PROJECT TO PROTECT FROM SEDIMENTS. IF DURING CONSTRUCTION OF THE PROJECT, SEDIMENTS AND GRANULAR MATERIALS CLOGG THE VOIDS WITHIN THE STONE, THE CONTRACTOR WILL REPLACE THE CRUSHED STONE SURFACE PER THE TYPICAL SECTION.

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	PROJECT NUMBER 022809.20		WIN 022809.20	
	GENERAL NOTES			
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	SHEET NUMBER G2 2 OF -			

TRACK NOTES:

1. ANY DAMAGE TO THE EXISTING TRACKS, ROADS, SLOPES OR DRAINAGE PIPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
2. STABILIZATION GEOTEXTILE MAY BE REQUIRED IN LOW WET AREAS TO IMPROVE RAIL EMBANKMENT STABILITY. ITEM 620.54, STABILIZATION GEOTEXTILE SHALL BE USED IN AREAS DETERMINED BY THE RESIDENT. SPECIFIC LOCATIONS ARE NOT SHOWN ON THE PLANS. COORDINATE WORK WITH RESIDENT.
3. THE CONTRACTOR SHALL COORDINATE AND SCHEDULE WORK ITEMS (WHICH MAY NECESSITATE THE CLOSURE OF THE EXISTING TRACK) WITH PAN AM RAILWAYS AND NGL SUPPLY LLC. IN ORDER TO MINIMIZE ANY DISRUPTION TO RAIL TRAFFIC AND OPERATIONS, ALL WORK ITEMS IMPACTING RAIL TRAFFIC AND OPERATIONS SHALL BE PERFORMED WITHIN ALLOWABLE WORK WINDOWS. A DETAILED SCHEDULE OF WORK TASKS SHALL BE SUBMITTED TO THE RESIDENT A MINIMUM OF THREE WEEKS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
4. THE CONTRACTOR SHALL REMOVE ALL TOPSOIL, ORGANIC MATTER AND DEBRIS ENCOUNTERED WITHIN THE FOOTPRINT OF THE EMBANKMENT. THE CONTRACTOR SHALL PROOF ROLL SUBGRADE CONSISTING OF GRANULAR SOILS USING A SELF-PROPELLED VIBRATORY ROLLER OR HEAVY HAND-GUIDED VIBRATORY COMPACTOR, UNTIL FIRM AS DETERMINED BY THE GEOTECHNICAL ENGINEER. ANY SOFT POCKETS REVEALED BY PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH GRANULAR BORROW TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER AT NO ADDITIONAL COST TO THE OWNER. WET OR SATURATED SUBGRADES OR SUBGRADES CONSISTING OF SILT/CLAY SOILS SHALL NOT BE PROOFROLLED. ALL EXCAVATIONS AND BACKFILLING SHALL BE PERFORMED IN-THE-DRY. DEWATERING, IF REQUIRED, SHALL BE CONDUCTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AS NEEDED TO ENSURE THAT THE SUBGRADE IS DRY AND STABLE PRIOR TO FILL PLACEMENT, AND THAT LIFTS OF ENGINEERED FILL ARE PLACED AND COMPACTED IN-THE-DRY.
5. CONTRACTOR SHALL PROVIDE A BALLASTED WALKWAY AT PROPOSED TURNOUTS. SEE TRACK DETAILS SHEET.
6. THE CONTRACTOR SHALL VERIFY ALL HORIZONTAL STATIONS AND OFFSETS AND ALL VERTICAL ELEVATIONS OF PROPOSED WORK PRIOR TO THE START OF CONSTRUCTION.
7. RAILROAD CIRCULAR CURVES AND SPIRALS ARE DEFINED BY THE CHORD DEFINITION OF CURVATURE AND SPECIFIED BY THEIR DEGREE OF CURVATURE.
8. EXISTING RAILROAD TRACKS WITHIN THE PROJECT RIGHT OF WAY SHALL BE REMOVED UNLESS OTHERWISE NOTED
9. RESEARCH PERFORMED BY THE MAINE DEPARTMENT OF TRANPORTATION'S ENVIRONMENTAL OFFICE (MAINEDOT'S-ENV) SUGGESTED THAT THE SUBSURFACE ENVIRONMENT AT THE PORTLAND INTERNATIONAL MARINE TERMINAL HAD BEEN ADVERSELY AFFECTED BY PAST ACTIVITIES. SUBSEQUENT ON-SITE WORK BY MAINEDOT-ENV CONFIRMED THE REPORTED CONCERNS. HOWEVER, THE ENVIRONMENTAL ISSUES WERE NOTED TO BE LARGELY AT DEPTH; IT APPEARS THAT THE MOST RECENT WORK PROPOSED FOR THE SITE WILL NOT ENCOUNTER THE IDENTIFIED ENVIRONMENTAL CONCERNS. IN LIGHT OF THE AVAILABLE ENVIRONMENTAL DATA, THE CONTRACOTR SHALL REMAIN ALERT FOR EVIDENCE OF CONTAMINATION. IF THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA AND IMMEDIATELY NOTIFY THE RESIDENT. THE RESIDENT SHALL CONTACT THE HYDROGEOLOGIST IN MAINEDOT'S ENVIRONMENTAL OFFICE AT 207-624-3100 AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT.
10. UTILITIES REMOVED FROM SERVICE MUST BE RECONNECTED AND OPERATIONAL WITHIN A TIMEFRAME ACCEPTED BY THE OWNER. CCTV AND SECURITY SYSTEMS MUST REMAIN ONLINE AT ALL TIMES. SCHEDULING OF ALL WORK SHALL BE COORDINATED WITH CENTRAL MAINE POWER CO., THE OWNER AND THE RESIDENT.

CODES

1. AASHTO, "LRFD BRIDGE SPECIFICATIONS", 5TH EDITION, 2010 W/ INTERIMS.
2. IBC, 2009 EDITION
3. AISC, "STEEL CONSTRUCTION MANUAL", 9TH EDITION
4. AWS, D1.1, "STRUCTURAL WELDING CODE - STEEL", CURRENT EDITION
5. AWS, D1.2, "STRUCTURAL WELDING CODE - ALUMINUM", CURRENT EDITION
6. AWS, D1.5, "BRIDGE WELDING CODE", CURRENT EDITION
7. ACI, 318-02, "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE"
8. ASCE 7-05 MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES.

CONSTRUCTION SEQUENCE NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE TERMINAL'S SECURITY PLAN AND ENSURE THAT THE FACILITY'S OPERATIONS AND SITE SECURITY ARE NOT COMPROMISED AT ANY TIME DURING THE PROJECT.

DEMOLITION NOTES:

1. TO THE MAXIMUM EXTENT PRACTICABLE, ALL CONSTRUCTION DEBRIS, INCLUDING ANY LIQUIDS OR SLURRIES THAT ARE PRODUCED AS PART OF THE DEMOLITION, SHALL BE CAPTURED AND DISPOSED OF PROPERLY. THE CONTRACTOR SHALL COMPLY WITH APPLICABLE PERMIT CONDITIONS AND ENVIRONMENTAL REGULATIONS LISTED IN THE SPECIFICATIONS.
2. THE EXISTING SECURITY SYSTEM AND CLOSED CIRCUIT TELEVISION SYSTEM SHALL REMAIN FULLY FUNCTIONAL DURING ALL PHASES OF CONSTRUCTION. WORK SHALL BE COORDINATED WITH GALAXY INTEGRATED TECHNOLOGIES AND THE RESIDENT.
3. MATERIALS SCHEDULED FOR REMOVAL AND DISPOSAL THAT MAY HAVE SALVAGEABLE VALUE TO THE CONTRACTOR INCLUDE THE FOLLOWING:
-FENCES, POSTS AND GATES;
-RAILROAD CROSS TIES
-RAILROAD TRACKS
-RAILROAD TURNOUTS

ABBREVIATIONS:

- BLDG BUILDING
- CIP CAST-IN-PLACE
- CLR CLEAR
- CMP CORRUGATED METAL PIPE
- CY CUBIC YARD
- DIA DIAMETER
- EA EACH
- EF EACH FACE
- EL ELEVATION IN FEET
- EW EACH WAY
- EXP. JT. EXPANSION JOINT
- FFE FIRST FLOOR ELEVATION
- FS FAR SIDE
- HDG HOT DIPPED GALVANIZED
- HSS HOLLOW STRUCTURAL SECTIONS
- ID INSIDE DIAMETER
- IMT INTERNATIONAL MARINE TERMINAL
- K (KIP) 1000 POUNDS
- LBS POUNDS
- LF LINEAR FEET
- MAX MAXIMUM
- MIL .001 INCHES
- MIN. MINIMUM
- NS NEAR SIDE
- NTS NOT TO SCALE
- OC ON CENTER
- PSF POUNDS PER SQUARE FOOT
- R RADIUS
- REF REFERENCE
- REQ'D REQUIRED
- SF SQUARE FEET
- SS STAINLESS STEEL
- STD STANDARD
- SWL SAFE WORKING LOAD
- TBM TEMPORARY BENCHMARK
- TEMP TEMPORARY
- TYP TYPICAL
- UON UNLESS OTHERWISE NOTED

PLAN LEGEND

TOWN, COUNTY, STATE _____
PROPERTY LINES _____
R/W LINES - EXISTING _____
R/W LINES - PROPOSED _____
BUILDINGS _____

TRAVELWAY - EXISTING _____
TRAVELWAY - PROPOSED _____
CULVERT - EXISTING _____
CULVERT - PROPOSED _____
DITCH LINE - EXISTING _____
DITCH LINE - PROPOSED _____
UNDERDRAIN - PROPOSED _____
EXISTING UTILITIES - WATER _____
EXISTING UTILITIES - SEWER _____
EXISTING UTILITIES - TELEPHONE _____
EXISTING UTILITIES - GAS _____
EXISTING UTILITIES - ELECTRIC _____

PROPOSED CLEARING LIMIT _____
PROPOSED SLOPELINE _____
CURBING - EXISTING _____
CURBING - PROPOSED _____
PAVEMENT SAWCUT _____

OUTLINE OF BODIES OF WATER _____
CATCH BASINS _____
MANHOLES _____
UTILITY POLES _____
FIRE HYDRANTS _____
TREES _____
WOODS _____
SHRUBS _____

EXISTING

PROPOSED

SHEET NUMBER

G3

3 OF -

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

GENERAL NOTES 2

PROJ. MANAGER	J. KITTEDGE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	CRM	MPC	03/14			
CHECKED-REVIEWED	-	-	-			
DESIGN-DETAILED	-	-	-			
DESIGN-DETAILED	-	-	-			
REVISIONS 1	-	-	-			
REVISIONS 2	-	-	-			
REVISIONS 3	-	-	-			
REVISIONS 4	-	-	-			
FIELD CHANGES	-	-	-			

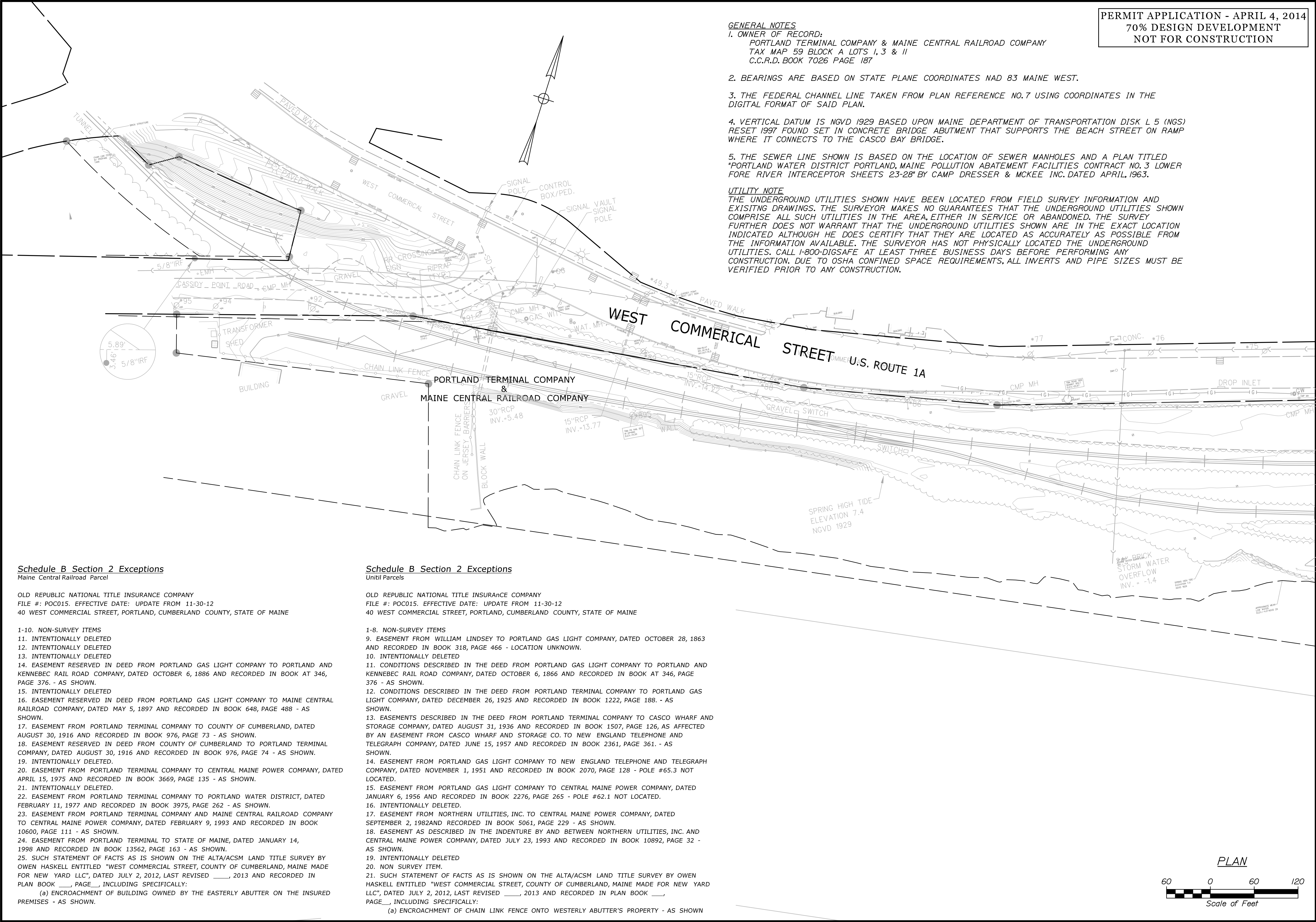
PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

Date:4/7/2014

Username:

Division:

Filename: 004_ExistSitePlan1.dgn



GENERAL NOTES
1. OWNER OF RECORD:
PORTLAND TERMINAL COMPANY & MAINE CENTRAL RAILROAD COMPANY
TAX MAP 59 BLOCK A LOTS 1, 3 & 11
C.C.R.D. BOOK 7026 PAGE 187

2. BEARINGS ARE BASED ON STATE PLANE COORDINATES NAD 83 MAINE WEST.

3. THE FEDERAL CHANNEL LINE TAKEN FROM PLAN REFERENCE NO.7 USING COORDINATES IN THE DIGITAL FORMAT OF SAID PLAN.

4. VERTICAL DATUM IS NGVD 1929 BASED UPON MAINE DEPARTMENT OF TRANSPORTATION DISK L 5 (NGS) RESET 1997 FOUND SET IN CONCRETE BRIDGE ABUTMENT THAT SUPPORTS THE BEACH STREET ON RAMP WHERE IT CONNECTS TO THE CASCO BAY BRIDGE.

5. THE SEWER LINE SHOWN IS BASED ON THE LOCATION OF SEWER MANHOLES AND A PLAN TITLED "PORTLAND WATER DISTRICT PORTLAND, MAINE POLLUTION ABATEMENT FACILITIES CONTRACT NO.3 LOWER FORE RIVER INTERCEPTOR SHEETS 23-28" BY CAMP DRESSER & MCKEE INC. DATED APRIL, 1963.

UTILITY NOTE
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

Schedule B Section 2 Exceptions
Maine Central Railroad Parcel

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE #: POC015. EFFECTIVE DATE: UPDATE FROM 11-30-12
40 WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE

1-10. NON-SURVEY ITEMS
11. INTENTIONALLY DELETED
12. INTENTIONALLY DELETED
13. INTENTIONALLY DELETED
14. EASEMENT RESERVED IN DEED FROM PORTLAND GAS LIGHT COMPANY TO PORTLAND AND KENNEBEC RAIL ROAD COMPANY, DATED OCTOBER 6, 1886 AND RECORDED IN BOOK AT 346, PAGE 376. - AS SHOWN.
15. INTENTIONALLY DELETED
16. EASEMENT RESERVED IN DEED FROM PORTLAND GAS LIGHT COMPANY TO MAINE CENTRAL RAILROAD COMPANY, DATED MAY 5, 1897 AND RECORDED IN BOOK 648, PAGE 488 - AS SHOWN.
17. EASEMENT FROM PORTLAND TERMINAL COMPANY TO COUNTY OF CUMBERLAND, DATED AUGUST 30, 1916 AND RECORDED IN BOOK 976, PAGE 73 - AS SHOWN.
18. EASEMENT RESERVED IN DEED FROM COUNTY OF CUMBERLAND TO PORTLAND TERMINAL COMPANY, DATED AUGUST 30, 1916 AND RECORDED IN BOOK 976, PAGE 74 - AS SHOWN.
19. INTENTIONALLY DELETED.
20. EASEMENT FROM PORTLAND TERMINAL COMPANY TO CENTRAL MAINE POWER COMPANY, DATED APRIL 15, 1975 AND RECORDED IN BOOK 3669, PAGE 135 - AS SHOWN.
21. INTENTIONALLY DELETED.
22. EASEMENT FROM PORTLAND TERMINAL COMPANY TO PORTLAND WATER DISTRICT, DATED FEBRUARY 11, 1977 AND RECORDED IN BOOK 3975, PAGE 262 - AS SHOWN.
23. EASEMENT FROM PORTLAND TERMINAL COMPANY AND MAINE CENTRAL RAILROAD COMPANY TO CENTRAL MAINE POWER COMPANY, DATED FEBRUARY 9, 1993 AND RECORDED IN BOOK 10600, PAGE 111 - AS SHOWN.
24. EASEMENT FROM PORTLAND TERMINAL TO STATE OF MAINE, DATED JANUARY 14, 1998 AND RECORDED IN BOOK 13562, PAGE 163 - AS SHOWN.
25. SUCH STATEMENT OF FACTS AS IS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY BY OWEN HASKELL ENTITLED "WEST COMMERCIAL STREET, COUNTY OF CUMBERLAND, MAINE MADE FOR NEW YARD LLC", DATED JULY 2, 2012, LAST REVISED ____, 2013 AND RECORDED IN PLAN BOOK ____, PAGE ____, INCLUDING SPECIFICALLY:
(a) ENCROACHMENT OF BUILDING OWNED BY THE EASTERLY ABUTTER ON THE INSURED PREMISES - AS SHOWN.

Schedule B Section 2 Exceptions
Unitil Parcels

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE #: POC015. EFFECTIVE DATE: UPDATE FROM 11-30-12
40 WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE

1-8. NON-SURVEY ITEMS
9. EASEMENT FROM WILLIAM LINDSEY TO PORTLAND GAS LIGHT COMPANY, DATED OCTOBER 28, 1863 AND RECORDED IN BOOK 318, PAGE 466 - LOCATION UNKNOWN.
10. INTENTIONALLY DELETED
11. CONDITIONS DESCRIBED IN THE DEED FROM PORTLAND GAS LIGHT COMPANY TO PORTLAND AND KENNEBEC RAIL ROAD COMPANY, DATED OCTOBER 6, 1866 AND RECORDED IN BOOK AT 346, PAGE 376 - AS SHOWN.
12. CONDITIONS DESCRIBED IN THE DEED FROM PORTLAND TERMINAL COMPANY TO PORTLAND GAS LIGHT COMPANY, DATED DECEMBER 26, 1925 AND RECORDED IN BOOK 1222, PAGE 188. - AS SHOWN.
13. EASEMENTS DESCRIBED IN THE DEED FROM PORTLAND TERMINAL COMPANY TO CASCO WHARF AND STORAGE COMPANY, DATED AUGUST 31, 1936 AND RECORDED IN BOOK 1507, PAGE 126, AS AFFECTED BY AN EASEMENT FROM CASCO WHARF AND STORAGE CO. TO NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, DATED JUNE 15, 1957 AND RECORDED IN BOOK 2361, PAGE 361. - AS SHOWN.
14. EASEMENT FROM PORTLAND GAS LIGHT COMPANY TO NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, DATED NOVEMBER 1, 1951 AND RECORDED IN BOOK 2070, PAGE 128 - POLE #65.3 NOT LOCATED.
15. EASEMENT FROM PORTLAND GAS LIGHT COMPANY TO CENTRAL MAINE POWER COMPANY, DATED JANUARY 6, 1956 AND RECORDED IN BOOK 2276, PAGE 265 - POLE #62.1 NOT LOCATED.
16. INTENTIONALLY DELETED.
17. EASEMENT FROM NORTHERN UTILITIES, INC. TO CENTRAL MAINE POWER COMPANY, DATED SEPTEMBER 2, 1982 AND RECORDED IN BOOK 5061, PAGE 229 - AS SHOWN.
18. EASEMENT AS DESCRIBED IN THE INDENTURE BY AND BETWEEN NORTHERN UTILITIES, INC. AND CENTRAL MAINE POWER COMPANY, DATED JULY 23, 1993 AND RECORDED IN BOOK 10892, PAGE 32 - AS SHOWN.
19. INTENTIONALLY DELETED
20. NON SURVEY ITEM.
21. SUCH STATEMENT OF FACTS AS IS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY BY OWEN HASKELL ENTITLED "WEST COMMERCIAL STREET, COUNTY OF CUMBERLAND, MAINE MADE FOR NEW YARD LLC", DATED JULY 2, 2012, LAST REVISED ____, 2013 AND RECORDED IN PLAN BOOK ____, PAGE ____, INCLUDING SPECIFICALLY:
(a) ENCROACHMENT OF CHAIN LINK FENCE ONTO WESTERLY ABUTTER'S PROPERTY - AS SHOWN

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

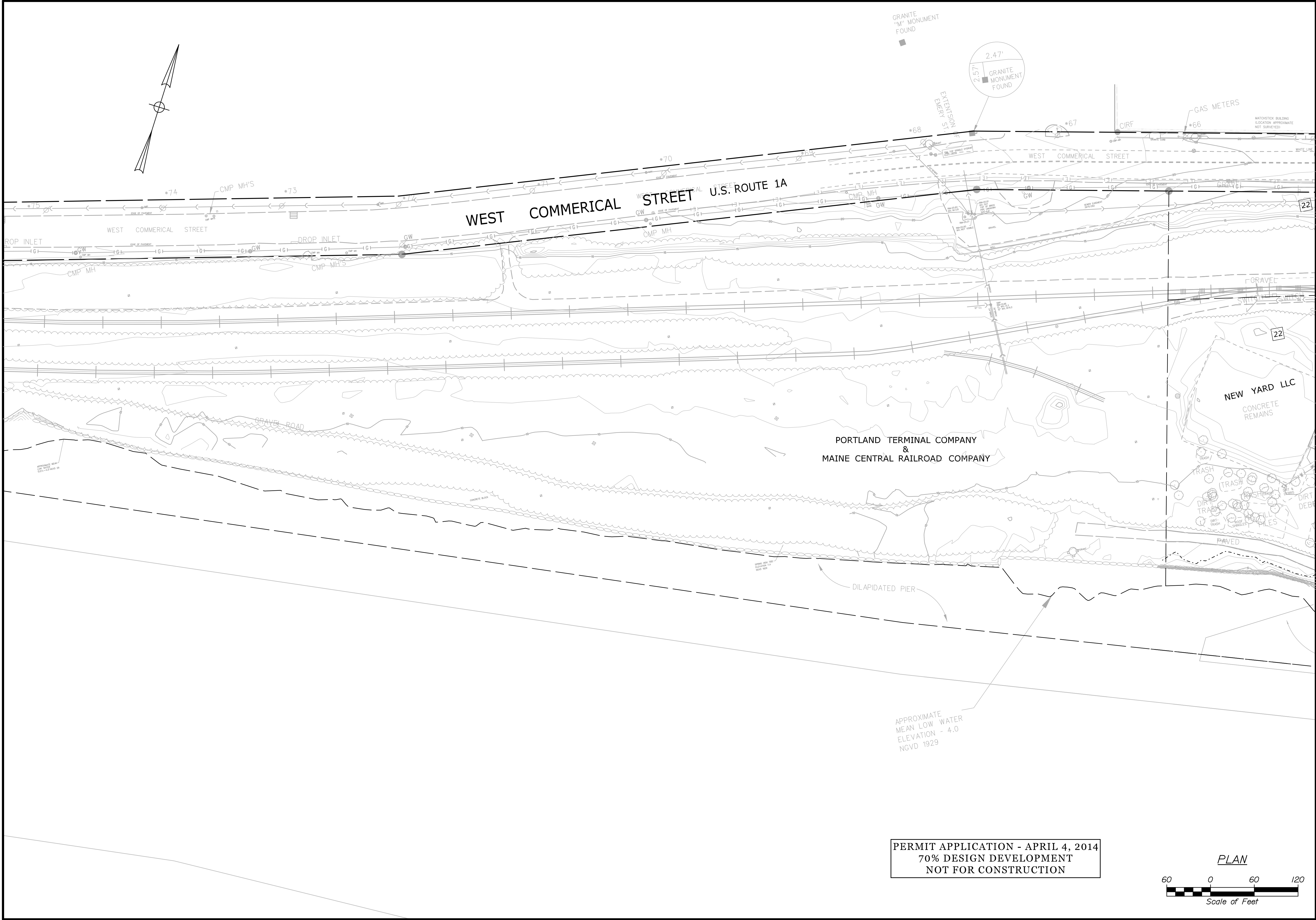
STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20				
	PROJ. MANAGER J. KITTEDGE	BY MPC	DATE 03/14	SIGNATURE
	DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	P.E. NUMBER	DATE
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY EXISTING CONDITIONS PLAN				
SHEET NUMBER C1 4 OF -				

Date:4/7/2014

Username:

Division:

Filename: 005_ExistSitePlan2.dgn



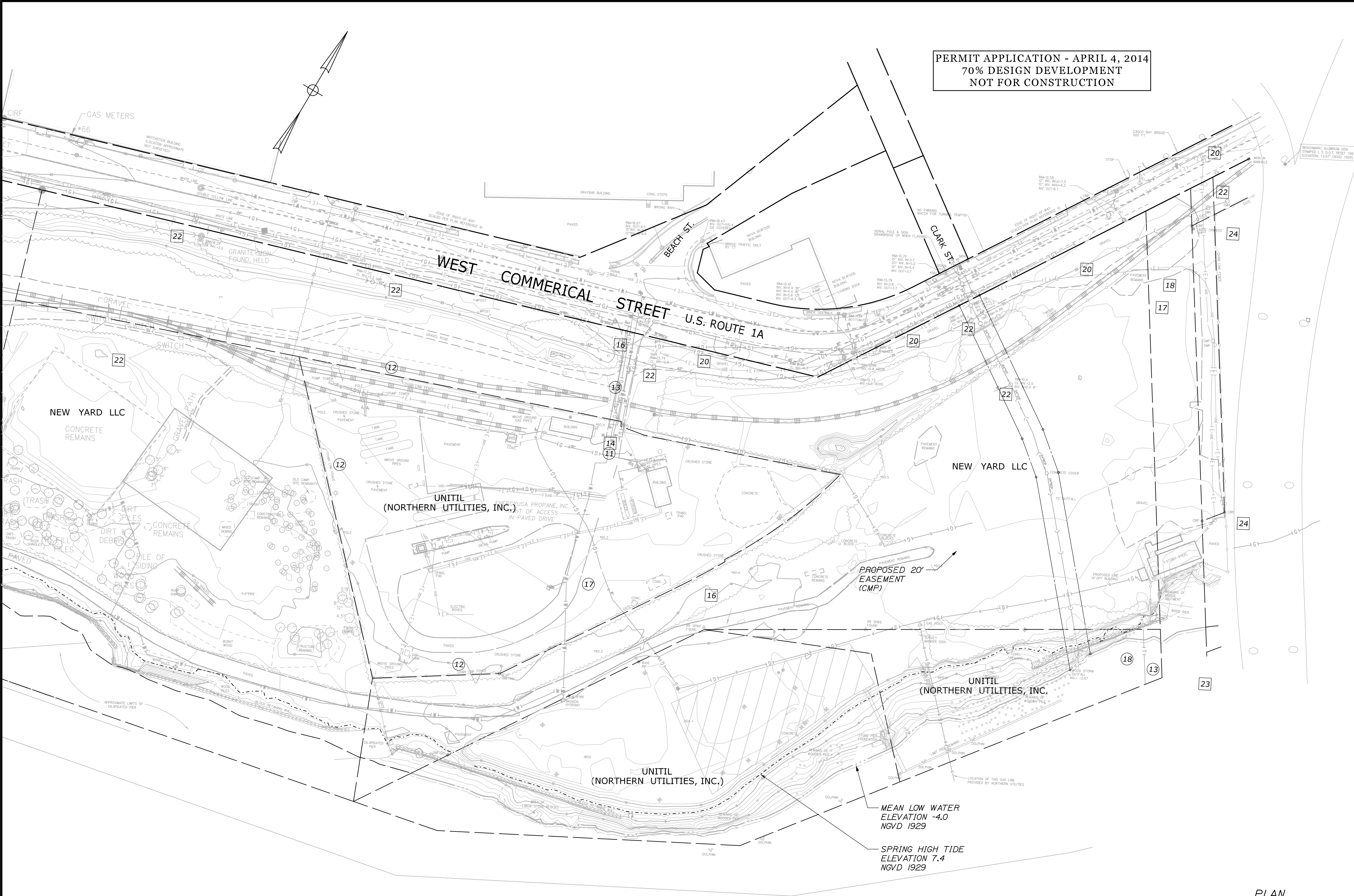
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		EXISTING CONDITIONS PLAN	
SHEET NUMBER		C2	
5 OF -			
PROJ. MANAGER	J. KITTREDEE	BY	RWH
DESIGN-DETAILED	RWH	CHECKED-REVIEWED	-
DESIGNS-DETAILED	-	DESIGNS-DETAILED	-
REVISIONS 1	-	REVISIONS 2	-
REVISIONS 3	-	REVISIONS 4	-
FIELD CHANGES	-	DATE	03/14
SIGNATURE		P.E. NUMBER	
DATE			

Date: 4/7/2014

Username:

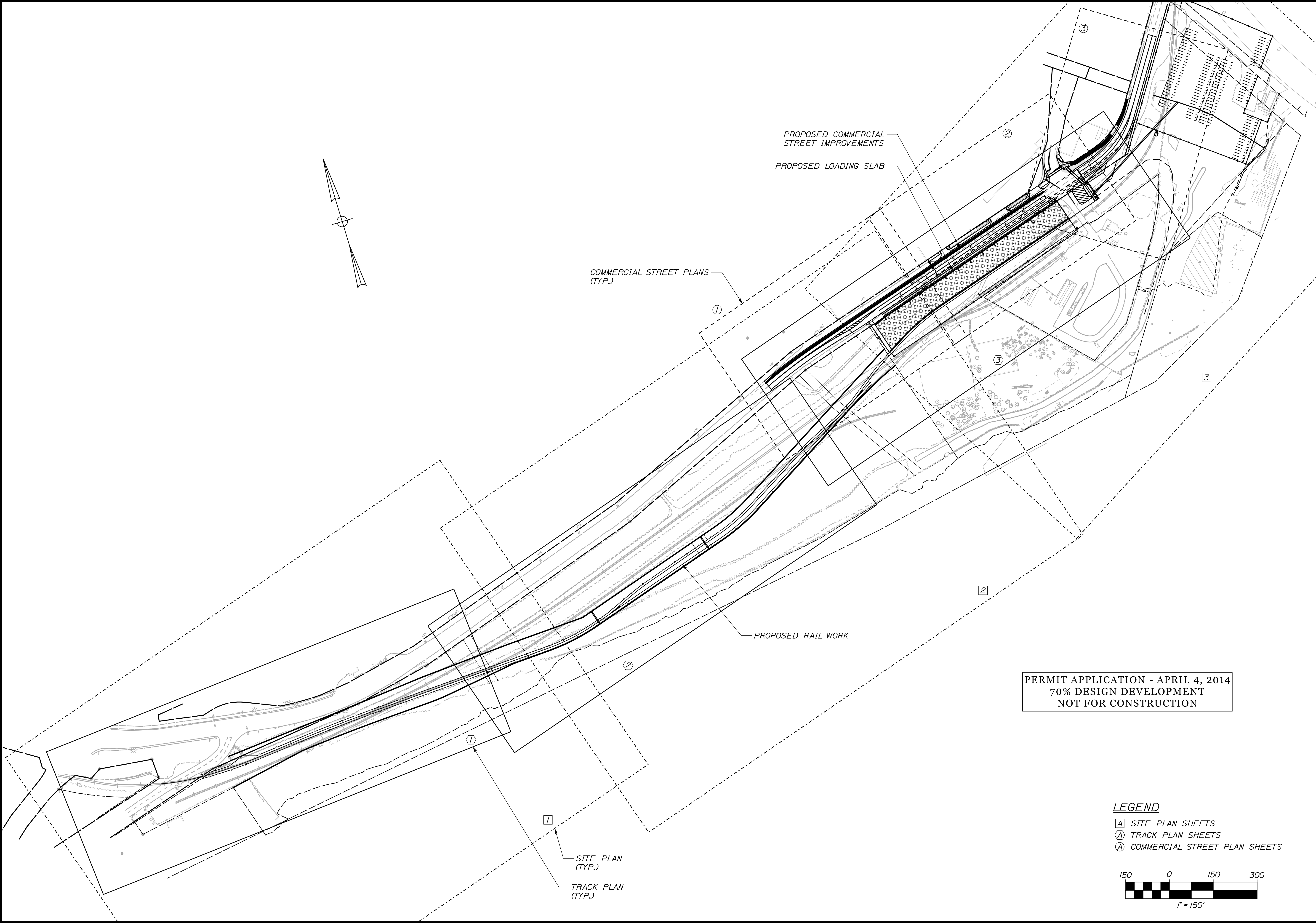
Division:

Filename: 006_ExistSitePlan3.dgn



PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	RWH	RWH	03/14
CHECKED-REVIEWED			
DESIGNS-DETAILED			
DESIGNS-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE	P.E. NUMBER	DATE



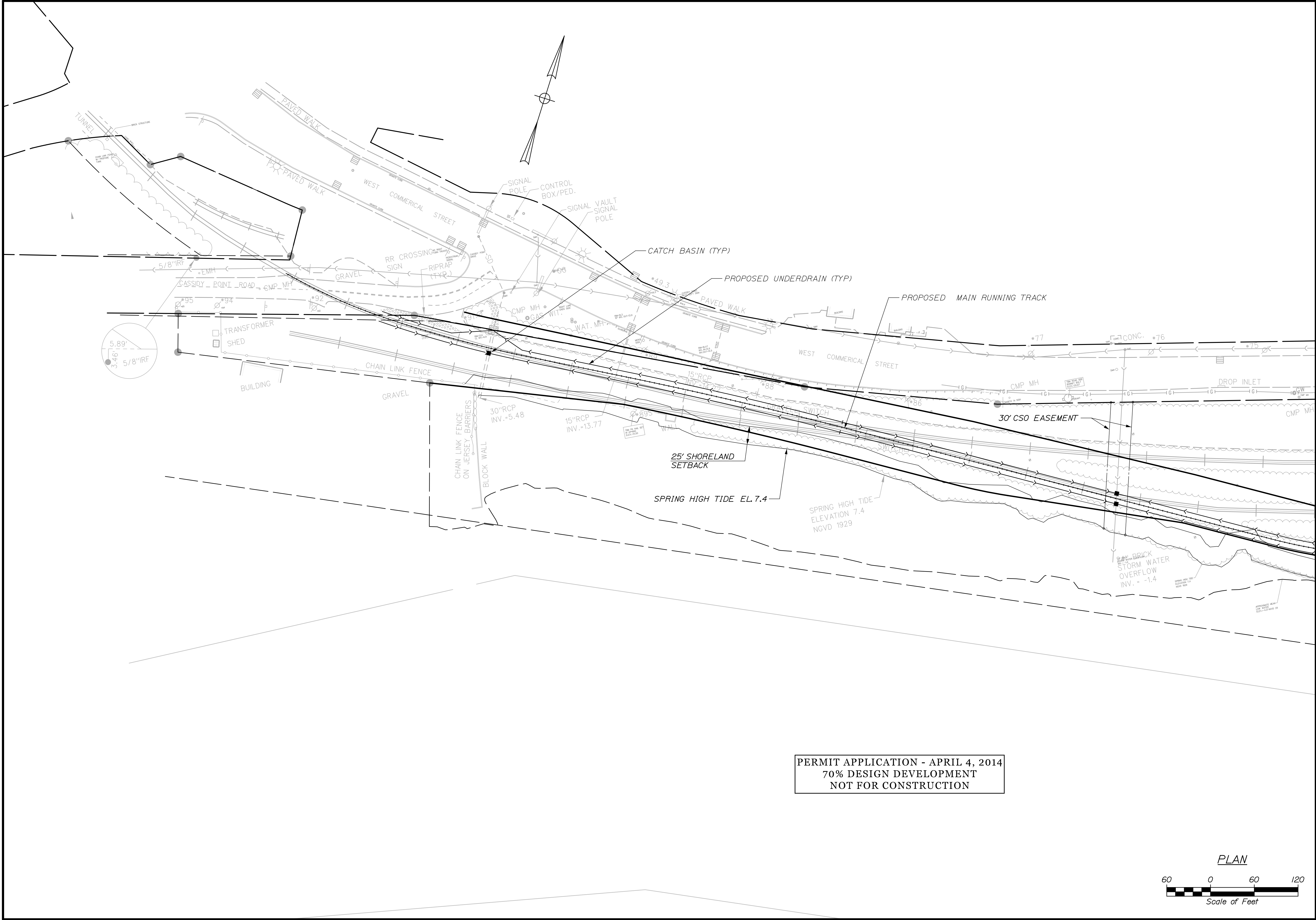
STATE OF MAINE		PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		PROJ. MANAGER	J. KITTEDGE	BY	DATE
DEPARTMENT OF TRANSPORTATION		PORTLAND CUMBERLAND COUNTY		CHECKED-REVIEWED	CRM	MPC	03/14
PROJECT NUMBER 022809.20		SHEET LAYOUT PLAN		DESIGN-DETAILED	-	-	SIGNATURE
WIN 022809.20				DESIGN-DETAILED2	-	-	P.E. NUMBER
				REVISIONS 1	-	-	DATE
				REVISIONS 2	-	-	
				REVISIONS 3	-	-	
				REVISIONS 4	-	-	
				FIELD CHANGES	-	-	

Date:4/7/2014

Username:

Division:

Filename: 008_SitePlan1.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND
CUMBERLAND COUNTY

SITE PLAN

SHEET NUMBER
C5
8 OF -

PROJ. MANAGER	J. KITTREDE	BY	DATE	SIGNATURE
DESIGN-DETAILED	RWH	RWH	03/14	
CHECKED-REVIEWED				
DESIGN-DETAILED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

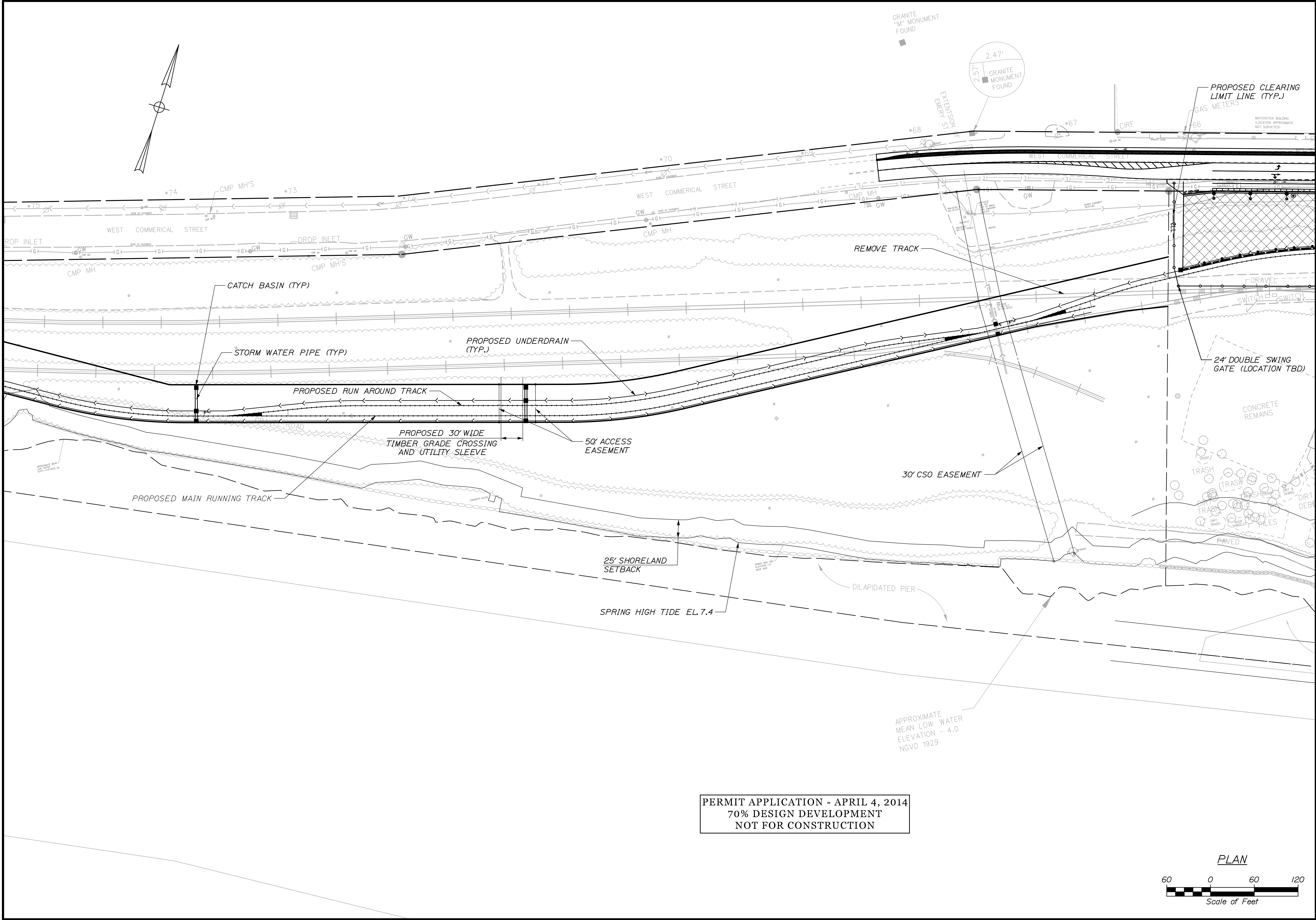
DATE

Date: 4/7/2014

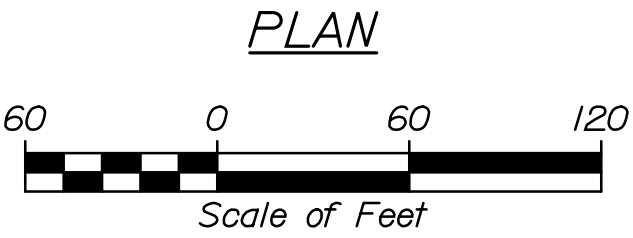
Username:

Division:

Filename: 009_SitePlan2.dgn



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
PROJECT NUMBER 022809.20	
WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	
SHEET NUMBER C6	
9 OF -	
DATE: 03/14	
BY: RWI	
J. KITTEDGE	
PROJ. MANAGER	
DESIGN-DETAILED	
CHECKED-REVIEWED	
DESIGN-DETAILED	
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	
SIGNATURE	
P.E. NUMBER	
DATE	

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER 022809.20

022809.20

022809.20

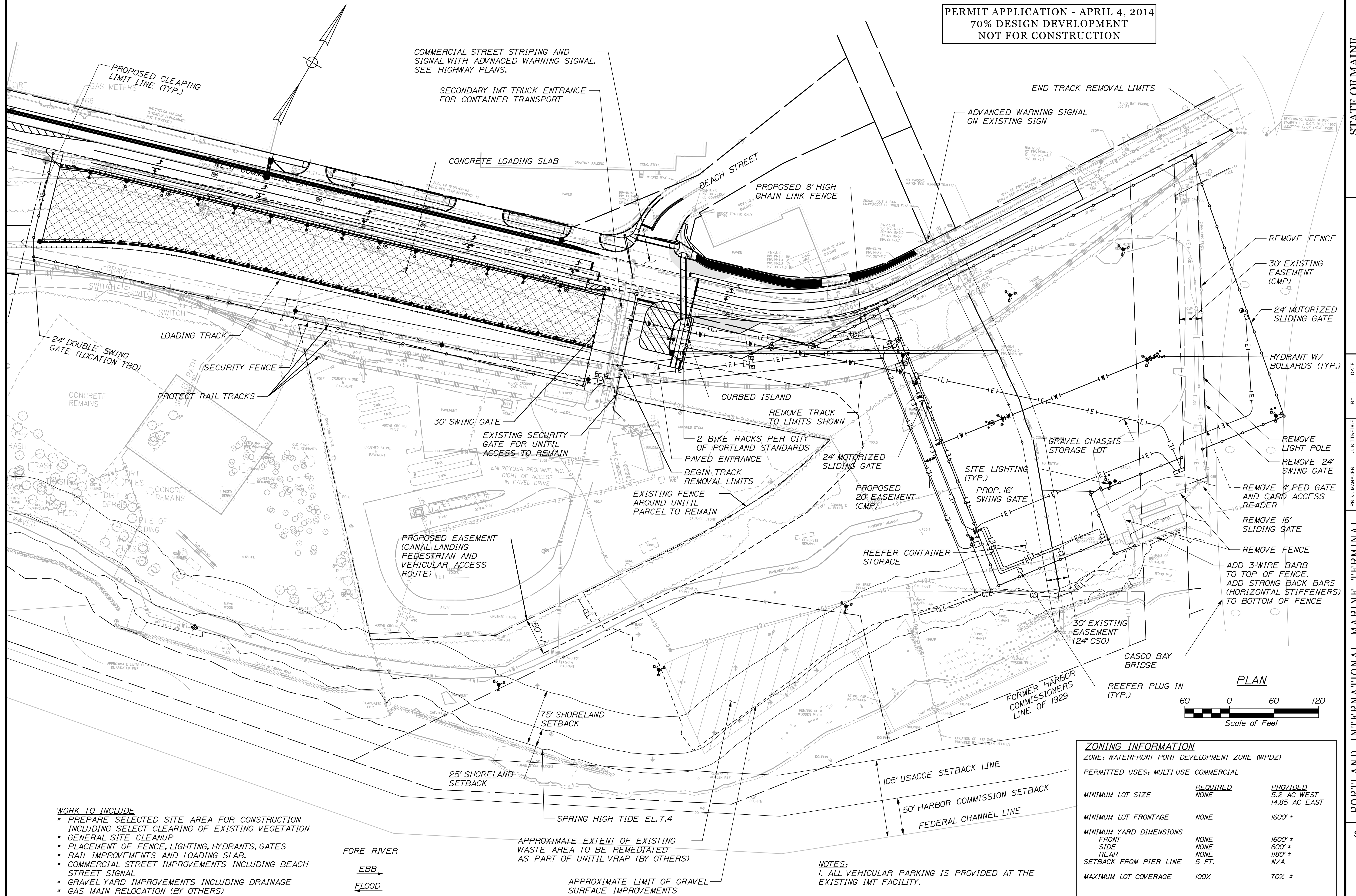
PORTLAND
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

SITE PLAN

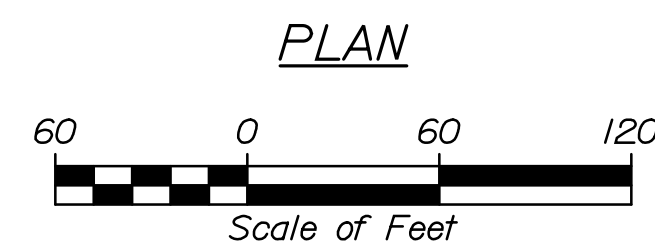
HEET NUMBER

C7

OF -



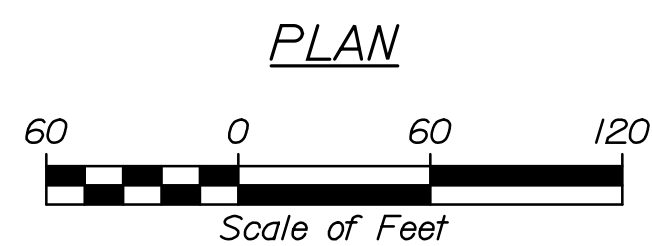
Filename: 011_SiteGradingPlan3.dgn



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

 C8	SHEET NUMBER	PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY				PROJ. MANAGER	J. KITTREDGE	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20
			CHECKED-REVIEWED	HME	MPC	03/14			SIGNATURE	
			DESIGN2-DETAILED2	-	-	-				
			DESIGN3-DETAILED3	-	-	-				
			REVISONS 1	-	-	-			P.E. NUMBER	
			REVISONS 2	-	-	-				
		REVISONS 3	-	-	-			DATE		
		REVISONS 4	-	-	-					
		FIELD CHANGES	-	-	-					

Filename: 012_SiteUtilityPlan3.dgn



NOTES:
1. UNTIL TO RELOCATE 10" GAS MAIN TO REGULATOR BUILDING PRIOR TO CONSTRUCTION OF LOADING RAMP.
2. CONTRACTOR TO PERFORM TEST PITS FOR UTILITIES.

Date:4/7/2014

Username:

Division:

Filename: 013_ErosSedNotes.dgn

EROSION CONTROL NOTES:

1. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE PROVIDED IN ACCORDANCE WITH THE LATEST "MAINE EROSION AND SEDIMENT CONTROL BMPS" BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.
2. THE CONTRACTOR SHALL ONLY DISTURB THE AREAS OF THE PROPOSED CONSTRUCTION AND GRADING. ANY DISTURBANCE OUTSIDE THESE LIMITS MUST BE APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL INSTALL ALL EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH THE EROSION CONTROL PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EMPLOYING EROSION CONTROL METHODS BEYOND THE CONTROLS SHOWN ON THE PLANS IN ORDER TO MEET THE ABOVE-REFERENCED DEP EROSION CONTROL STANDARDS.
4. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR RE-GRADING. ALL DISTURBED AREAS ON SITE NOT COVERED BY BUILDINGS OR DESIGNATED PARKING AREAS, DRIVEWAYS, OR SIDEWALKS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED/DESCRIBED IN THE MAINE DEP BMP STANDARDS.
5. PERMANENT SEEDING OR STABILIZATION SHALL BE PERFORMED IMMEDIATELY AFTER FINAL GRADING IS COMPLETED OR TEMPORARY MEASURES SHALL BE APPLIED SUCH AS MULCHING OR SEEDING UNTIL PERMANENT MEASURES ARE IN PLACE.
6. WITHIN 7 CALENDAR DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT, MULCH MUST BE SPREAD ON ANY EXPOSED SOILS.
7. THE CONTRACTOR SHALL STABILIZE ANY SOIL STOCKPILES WHICH WILL REMAIN UNUSED FOR MORE THAN 7 DAYS, OR PRIOR TO A STORM EVENT.
8. ALL EROSION CONTROL DEVICES MUST BE CHECKED WEEKLY AND AFTER EACH SIGNIFICANT RAINFALL TO MINIMIZE PONDING, DAMAGE, DETERIORATION OR UNDERMINING. ANY PROBLEMS SHALL BE REPAIRED IMMEDIATELY. TRAPPED SEDIMENT SHALL BE REMOVED WHEN IT HAS ACCUMULATED TO NO MORE THAN HALF THE ORIGINAL HEIGHT OF ANY BARRIER OR AS OTHERWISE SHOWN ON THE PLANS.
9. ALL TRAFFIC INTO AND OUT OF THE SITE SHALL BE OVER THE STABILIZED CONSTRUCTION EXIT.
10. LINEAR UTILITY CONSTRUCTION SHALL BE SEEDED AND MULCHED WITHIN 7 DAYS AFTER BACKFILL AND NO MORE THAN 500 FEET SHALL BE OPEN AT ANY ONE TIME. WHERE CONSISTENT WITH JOB SAFETY REQUIREMENTS, ALL EXCAVATED MATERIALS SHALL BE PLACED ON THE UPHILL SIDES OF ALL TRENCHES. ALL TEMPORARY EARTH BERMS SHALL BE SEEDED AND MULCHED WITH TEMPORARY VEGETATION WITHIN 7 DAYS AFTER GRADING.
11. SEDIMENT BARRIERS MUST BE MAINTAINED UNTIL DISTURBED AREAS ARE PERMANENTLY STABILIZED.
12. EROSION CONTROL DEVICES [CHECK DAM, EROSION CONTROL BLANKET, SEDIMENT BARRIER, STABILIZED CONSTRUCTION ENTRANCE] SHALL BE REMOVED WITHIN 30 DAYS OF FINAL STABILIZATION.
13. SEEDED AREAS SHALL BE FERTILIZED AND RESEEDED AS NECESSARY TO ENSURE VEGETATION IS ESTABLISHED.

SEEDING NOTES:

1. ALL FINAL SEEDING SHALL BE COMPLETED WITHIN SEVEN (7) DAYS FOLLOWING FINAL GRADING.
2. ALL AREAS SHALL BE MULCHED IMMEDIATELY AFTER SEEDING. THE CONTRACTOR SHALL MONITOR THE MULCH PERFORMANCE AND, IF MULCHING PROVES TO BE INEFFECTIVE, THEN NETTING AND MATTING SHALL BE USED IN ITS PLACE.
3. SEEDING SHALL BE PERFORMED BETWEEN APRIL 15TH AND OCTOBER 1ST (WITHOUT DORMANT SEEDING).
4. IF SEEDING IS APPROVED BY THE ENGINEER BEYOND THOSE DATES, DORMANT SEEDING SHALL BE APPLIED AT DOUBLE THE APPLICATION RATE. IN THIS CASE, ALL FERTILIZING, SEEDING AND MULCHING SHALL BE COMPLETED ON THE SAME DAY IMMEDIATELY AFTER THE LOAM IS SPREAD. FINAL GRADING SHALL BE LIMITED TO AREAS WHICH CAN BE COMPLETED AND SEEDED THE SAME DAY.
5. USE PERMANENT SEED MIXES AND RATES BETWEEN 5/15 AND 9/30.
6. USE TEMPORARY SEED MIXES FOR PERIODS LESS THAN 12 MONTHS. IF USING TEMPORARY SEED MIXES AND RATES BETWEEN 10/1 AND 5/14, RE-SEED WITH PERMANENT SEED MIX AFTER 5/15.

PERMANANT SEED (CONSERVATION MIX):			
CROWN VETCH	21.78	LBS/ACRE	
TALL FESCUE	32.67	LBS/ACRE	
CREEPING RED FESCUE	32.67	LBS/ACRE	
PERENNIAL RYGRASS	52.27	LBS/ACRE	
WHITE CLOVER	6.53	LBS/ACRE	
BIRDSFOOT TRIFOLI	3.92	LBS/ACRE	
REDTOP	2.61	LBS/ACRE	

TEMPORARY SEED:			
OATS	80.00	LBS/ACRE	4/01-5/14
ANNUAL RYEGRASS	40.00	LBS/ACRE	

SUDAN GRASS	40.00	LBS/ACRE	5/15-8/14
ANNUAL RYEGRASS	80.00	LBS/ACRE	5/15-9/14
WINTER RYE	112.00	LBS/ACRE	9/15-9/30
WINTER RYE (PROTECT WITH MULCH COVER)	112.00	LBS/ACRE	10/01-3/31

LIME AND FERTILIZER:
LIMING AND FERTILIZER RATES WILL BE BASED ON FIELD SOIL TESTING OF ON-SITE TOPSOILS BY A CERTIFIED LABORATORY. SUBMIT TEST RESULTS TO THE ENGINEER.

SEEDING NOTES (CONTINUED):

MULCH:	
STRAW OR HAY (ANCHORED)	70-90 LBS PROTECTED AREAS
STRAW OR HAY (ANCHORED)	185-275 LBS WINDY AREAS
SHREDDED OR CHOPPED	185-275 LBS
JUTE MESH	AS REQUIRED MODERATE TO HIGH VELOCITY AREAS & STEEP SLOPES
EXCELSIOR MAT	AS REQUIRED
MULCH ANCHORING:	
PEG AND TWINE	LIQUID ASPHALT
MULCH NETTING	WOOD CELLULOSE FIBER
ASPHALT EMULSION	CHEMICAL TACK

WINTER CONSTRUCTION NOTES:

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75 % MATURE VEGETATION COVER, OR RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDER TAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED, AND MULCHED. HAY AND STRAW MULCH RATES SHALL BE A MINIMUM OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES
STOCKPILES OF SOIL OR SUBSOIL WILL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS/1,000 S.F. (3 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOODWASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.
2. NATURAL RESOURCES PROTECTION
ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75 % MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) WILL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.
3. SEDIMENT BARRIERS
DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOODWASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.
4. MULCHING
ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW WILL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA WILL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FEET (3 TONS/ACRE) AND ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH.

BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER PEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL, TRACK OR WOOD CELLULOSE FIBER. WHEN GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH THEN COVER IS SUFFICIENT. AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORK DAY.

5. MULCHING ON SLOPES AND DITCHES
SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS./1,000 S.F. ON ALL SLOPES GREATER THAN 8 %. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3 % FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8 %. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES OF 8 %. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES. FOLLOWING THE TEMPORARY AND OR FINAL SEEDING AND MULCHING.
6. SEEDING
BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5LBS/1000 S.F. ALL AREAS SEEDED DURING THE WINTER WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS SUFFICIENTLY VEGETATED (LESS THAN 75 % CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

WINTER CONSTRUCTION NOTES (CONTINUED):

7. TRENCH DEWATERING AND TEMPORARY STREAM DIVERSION
WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSIONS WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.
8. INSPECTION AND MONITORING
MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTION. FOLLOWING THE TEMPORARY AND OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL IN THE SPRING INSPECT AND REPAIR ANY DAMAGES AND/ OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 85 TO 90 % OF AREAS VEGETATED WITH VIGOROUS GROWTH.

STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER:

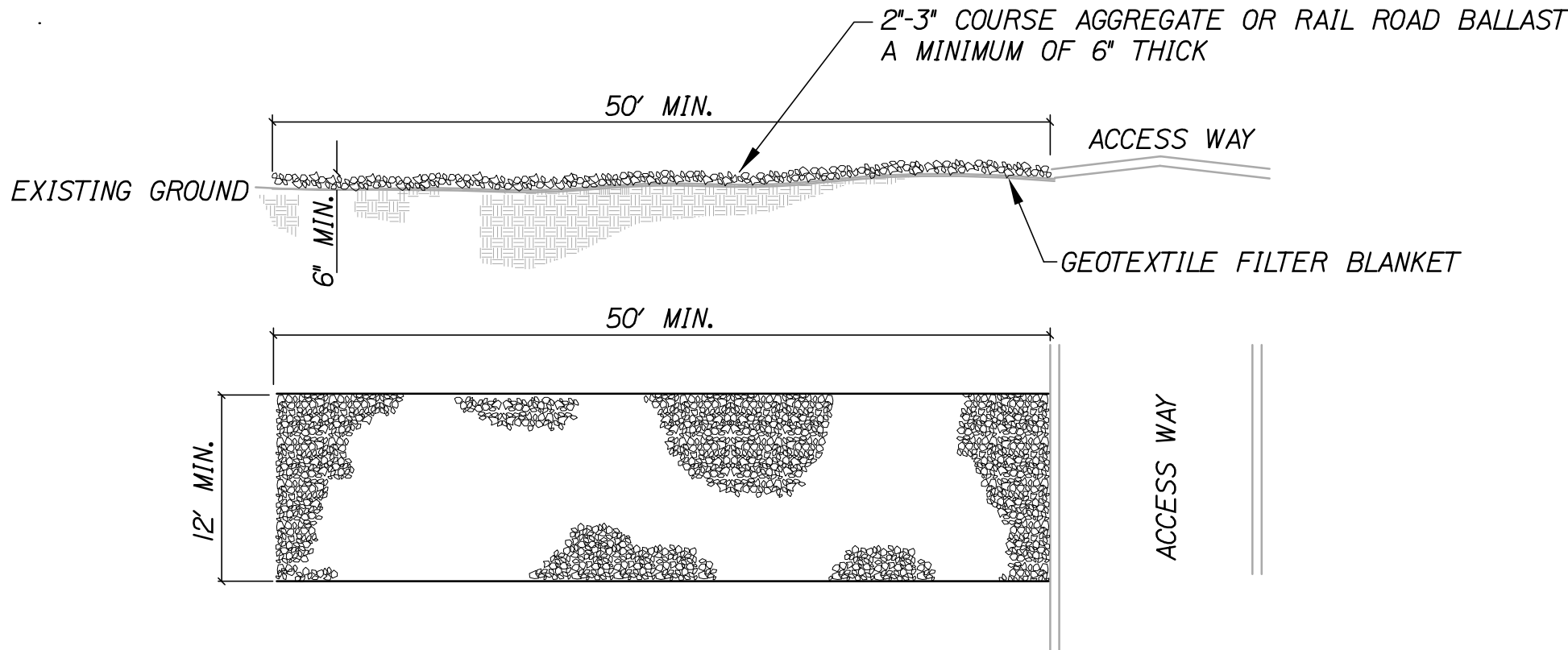
1. STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS
THE APPLICANT WILL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 15. THE APPLICANT WILL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 15. IF THE APPLICANT FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 15, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE DITCH FOR LATE FALL AND WINTER.

INSTALL A SOD LINING IN THE DITCH -- THE APPLICANT WILL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL, AND ANCHORING THE SOD WITH JUTE OR PLASTIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.
INSTALL A STONE LINING IN THE DITCH -- THE APPLICANT WILL LINE THE DITCH WITH STONE RIPRAP BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE APPLICANT WILL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.
2. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES
THE APPLICANT WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE APPLICANT WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. THE DEPARTMENT WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (10H:1V) TO BE A SLOPE. IF THE APPLICANT FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.
STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY OCTOBER 1 THE APPLICANT WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT WILL COVER THE SLOPE WITH A LAYER OF WOODWASTE COMPOST AS DESCRIBED IN ITEM III OF THIS CONDITION OR WITH STONE RIPRAP AS DESCRIBED IN ITEM IV OF THIS CONDITION.
STABILIZE THE SLOPE WITH SOD -- THE APPLICANT WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).
STABILIZE THE SLOPE WITH WOODWASTE COMPOST -- THE APPLICANT WILL PLACE A SIX-INCH LAYER OF WOODWASTE COMPOST ON THE SLOPE BY NOVEMBER 15. PRIOR TO PLACING THE WOODWASTE COMPOST, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT WILL NOT USE WOODWASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
STABILIZE THE SLOPE WITH STONE RIPRAP -- THE APPLICANT WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.
3. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS
BY SEPTEMBER 15 THE APPLICANT WILL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE APPLICANT FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.
STABILIZE THE SOIL WITH TEMPORARY VEGETATION -- BY OCTOBER 1 THE APPLICANT WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE APPLICANT WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM III OF THIS STANDARD.
STABILIZE THE SOIL WITH SOD -- THE APPLICANT WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
STABILIZE THE SOIL WITH MULCH -- BY NOVEMBER 15 THE APPLICANT WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

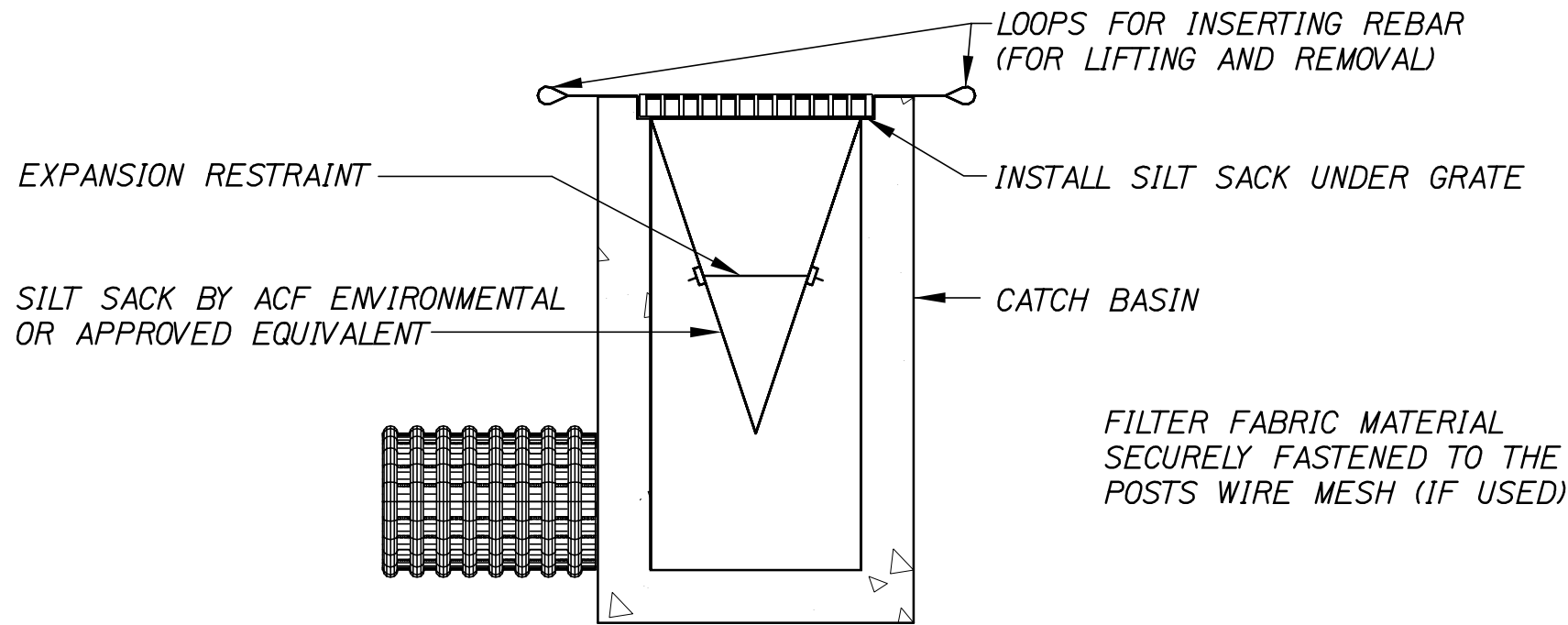
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	PROJECT NUMBER 022809.20	WIN 022809.20										
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY EROSION AND SEDIMENTATION CONTROL NOTES	PROJ. MANAGER	J. KIT REDDIE	BY	DATE								
	DESIGN-DETAILED	CHECKED-REVIEWED	MP	03/14	SIGNATURE							
	DESIGN-DETAILED	DESIGN-DETAILED			P.E. NUMBER							
	REVISIONS 1	REVISIONS 2			DATE							
	REVISIONS 3	REVISIONS 4										
	FIELD CHANGES											
	SHEET NUMBER											
	C10											
	13 OF -											

NOTES:

- THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE LOCATED WHERE TRAFFIC WILL ENTER OR LEAVE THE CONSTRUCTION SITE ONTO A PUBLIC STREET.
- FILTER FABRIC OR COMPACTED CRUSHER RUN STONE SHALL BE USED AS A BASE FOR THE CONSTRUCTION ENTRANCE.
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC STREETS OR EXISTING PAVEMENT. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS WARRANT AND REPAIR OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
- ANY SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC STREETS MUST BE REMOVED IMMEDIATELY.
- ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IN ORDER TO TRAP AND STABILIZE ANY SEDIMENT THAT RUNS OFF OF THE STABILIZED CONSTRUCTION ENTRANCE.
- WHEN APPROPRIATE, WHEELS MUST BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTERING A PUBLIC STREET.
- WHEN WASHING IS REQUIRED, IT SHALL BE DONE IN AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.



1 STABILIZED CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE



NOTES:

- INSTALL SILTSACK PER MANUFACTUREER'S RECOMENDATIONS.
- SILTSACKS SHALL BE CHECKED FOR SEDIMENT LEVEL AND OVERALL CONDITION IMMEDIATELY AFTER EVERY RAIN EVENT AND AT LEAST EVERY DAY DURING PROLONGED RAINFALL.
- SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT HAS ACCUMULATED TO 1/2 THE DESIGN DEPTH OF THE SILTSACK. REMOVED SEDIMENT SHALL BE DISPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT WILL NOT ERODE.
- SEDIMENT SHALL ONLY BE REMOVED BY REMOVING THE SILTSACKS FROM THE CATCH BASINS ACCORDING TO MANUFACTUREER RECOMENDATIONS.
- CARE SHALL BE TAKEN TO AVOID SPILLING SEDIMENT WHILE REMOVING THE SILTSACK.
- ANY DAMAGED SILTSACK SHALL BE REPLACED WITH A NEW SILTSACK.

2 INLET PROTECTION - SILTSACK
NOT TO SCALE

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20	PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY EROSION AND SEDIMENTATION CONTROL DETAILS	PROJ. MANAGER	J. KITTEDGE	BY	DATE
		DESIGN-DETAILED	CRM	MPC	03/14
		CHECKED-REVIEWED	-	-	-
		DESIGN2-DETAILED2	-	-	-
		DESIGN3-DETAILED3	-	-	-
PROJECT NUMBER 022809.20	WIN 022809.20	REVISIONS 1	-	-	-
		REVISIONS 2	-	-	-
		REVISIONS 3	-	-	-
		REVISIONS 4	-	-	-
		FIELD CHANGES	-	-	-

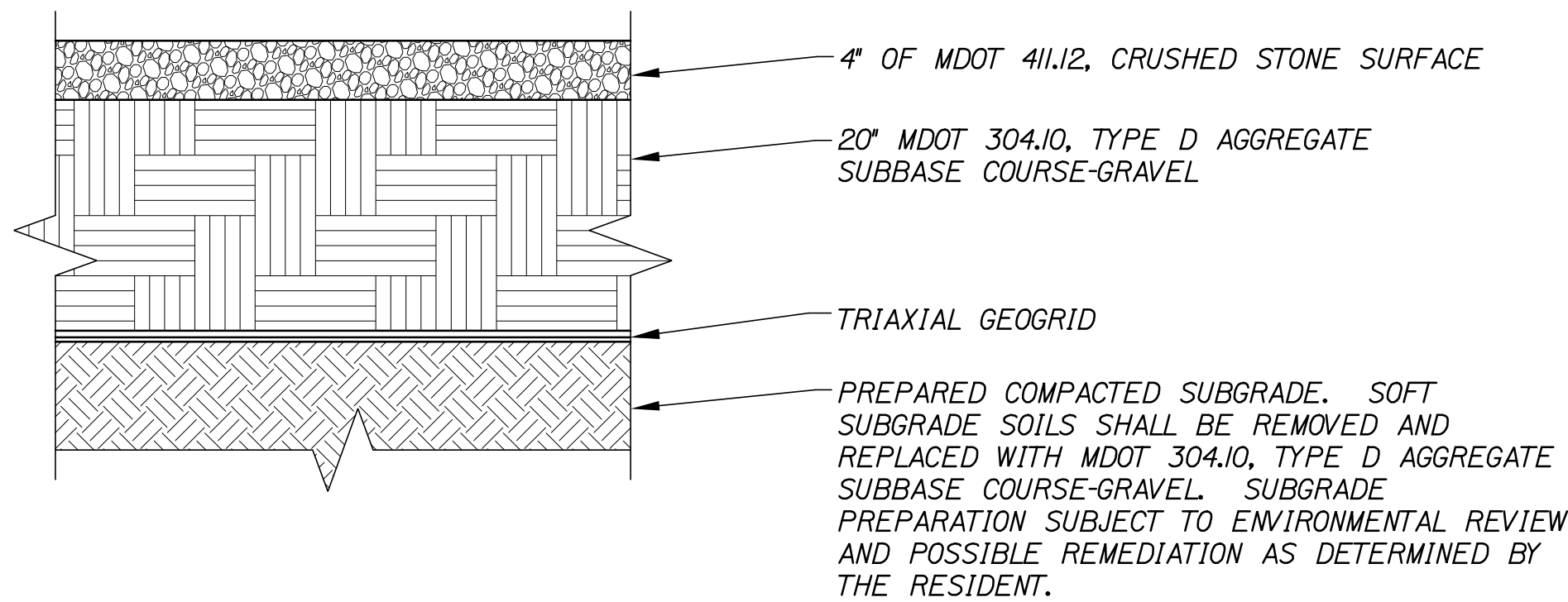
Date:4/7/2014

Username:

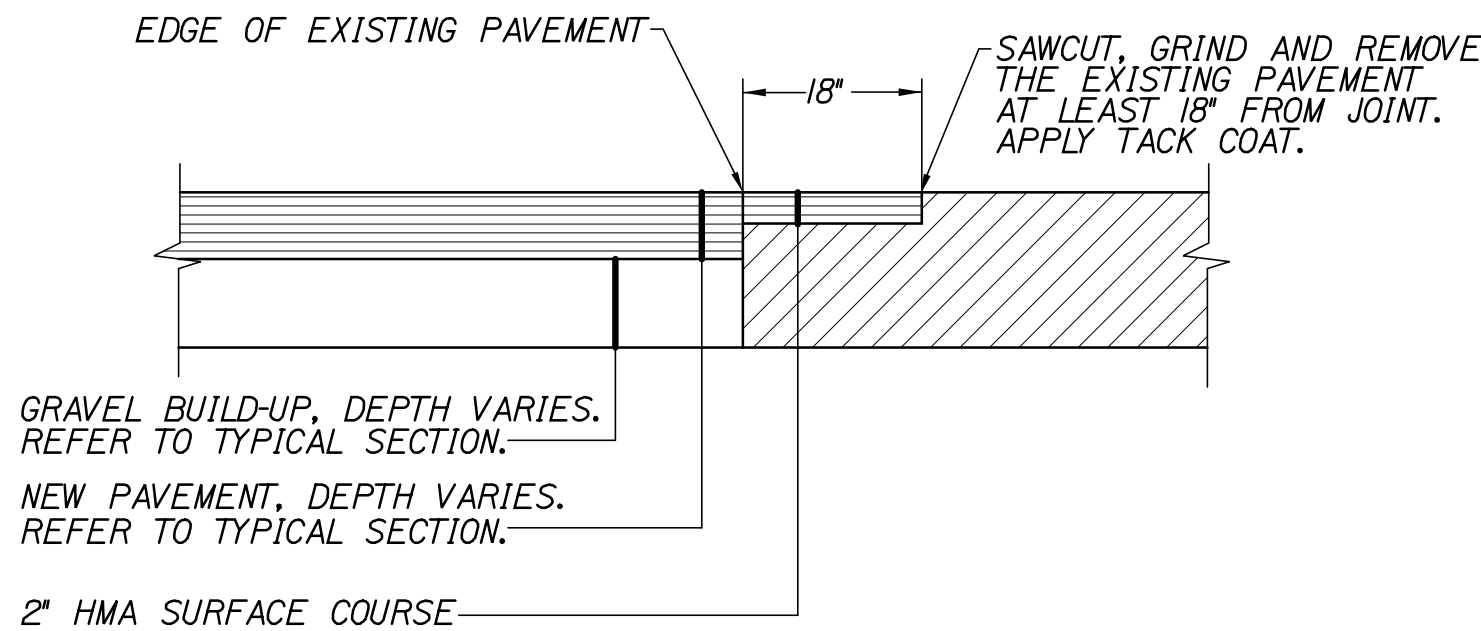
Division:

Filename: 015_SiteDets.dgn

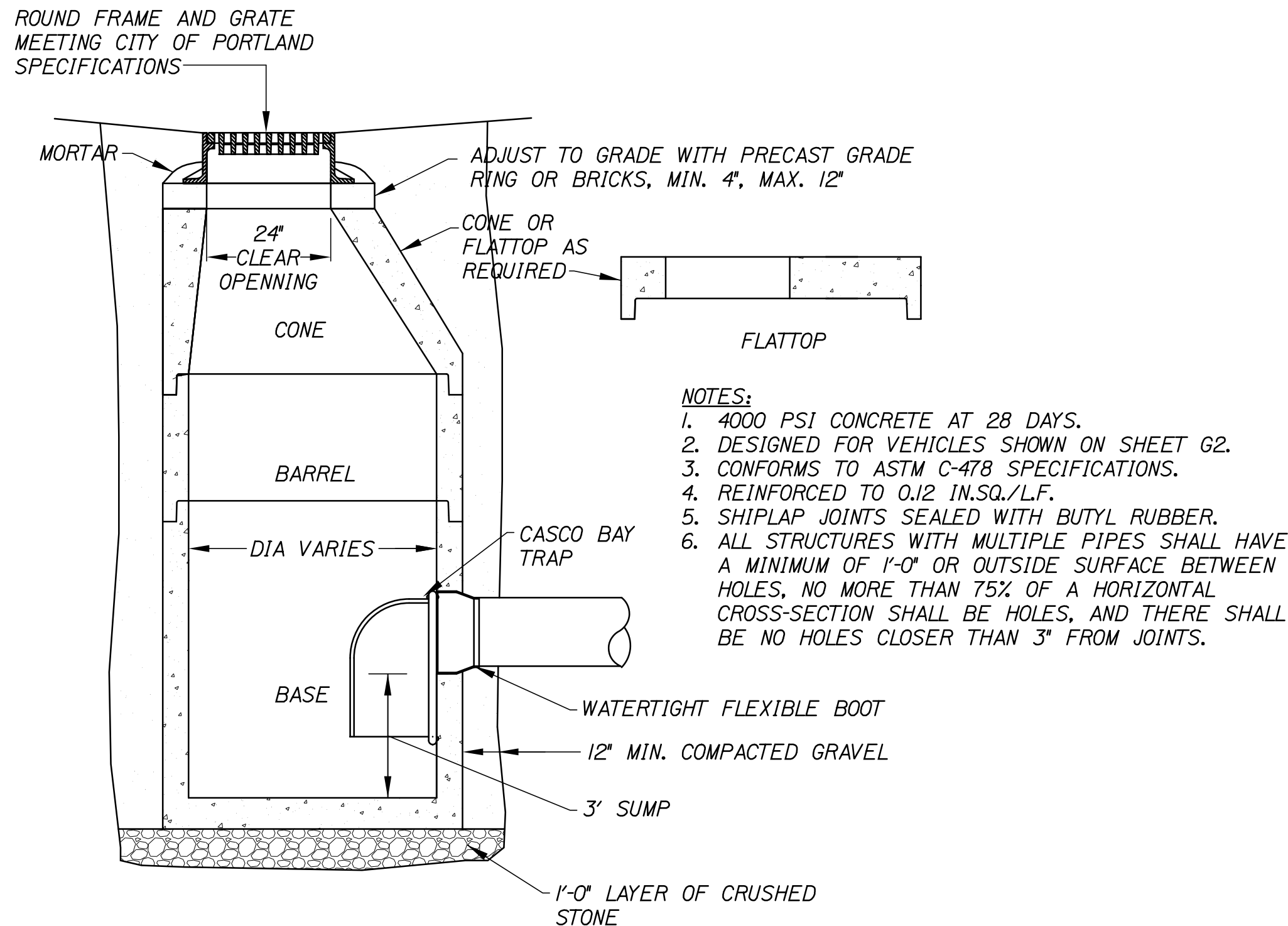
NOTE:
TYPE D AGGREGATE SUBBASE SHALL HAVE BETWEEN 4% AND 7% FINES (PERCENT PASSING #200 SIEVE) TO ACT AS A FILTER LAYER.



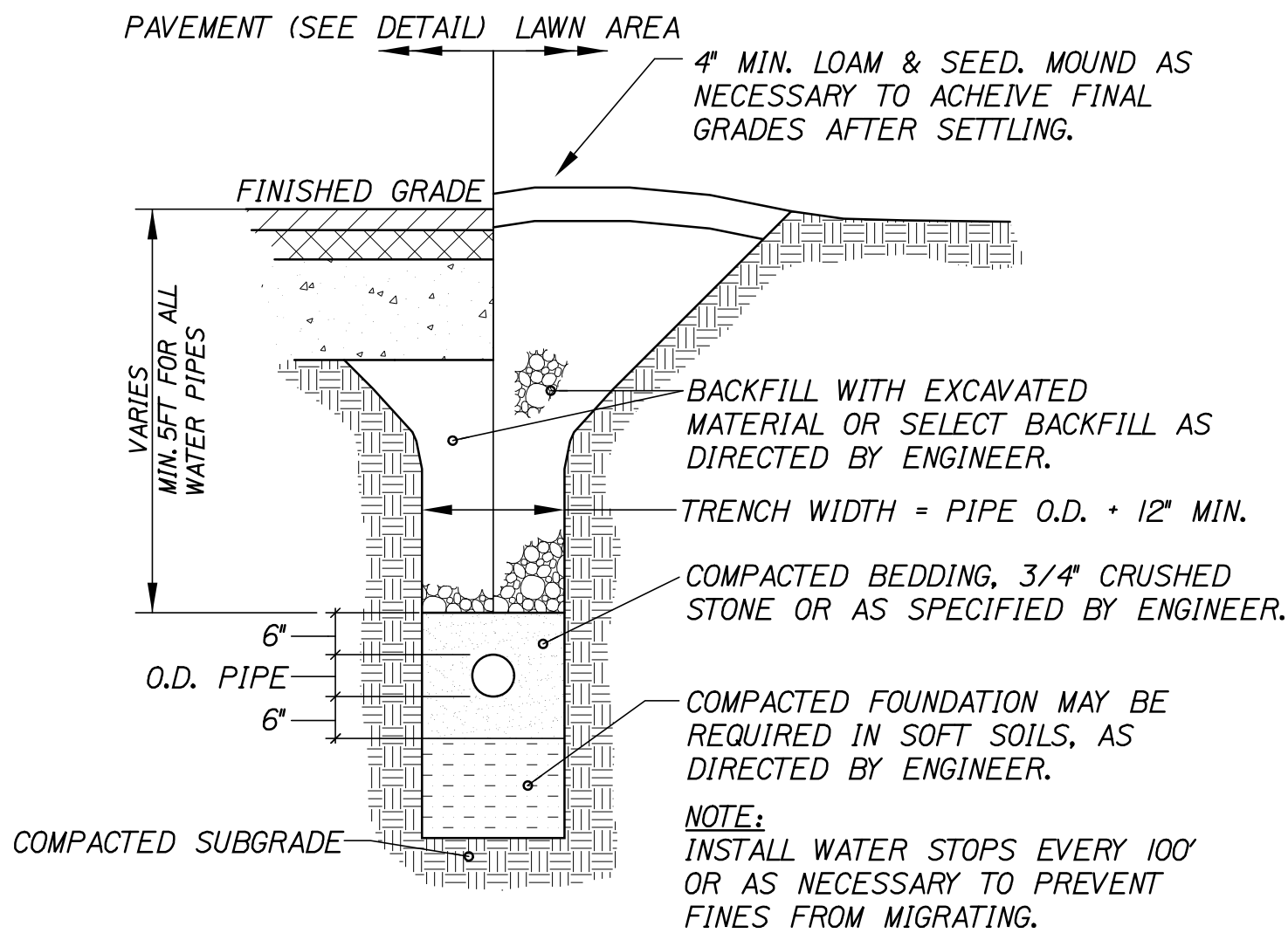
1 CHASSIS STORAGE YARD SURFACE DETAIL
NOT TO SCALE



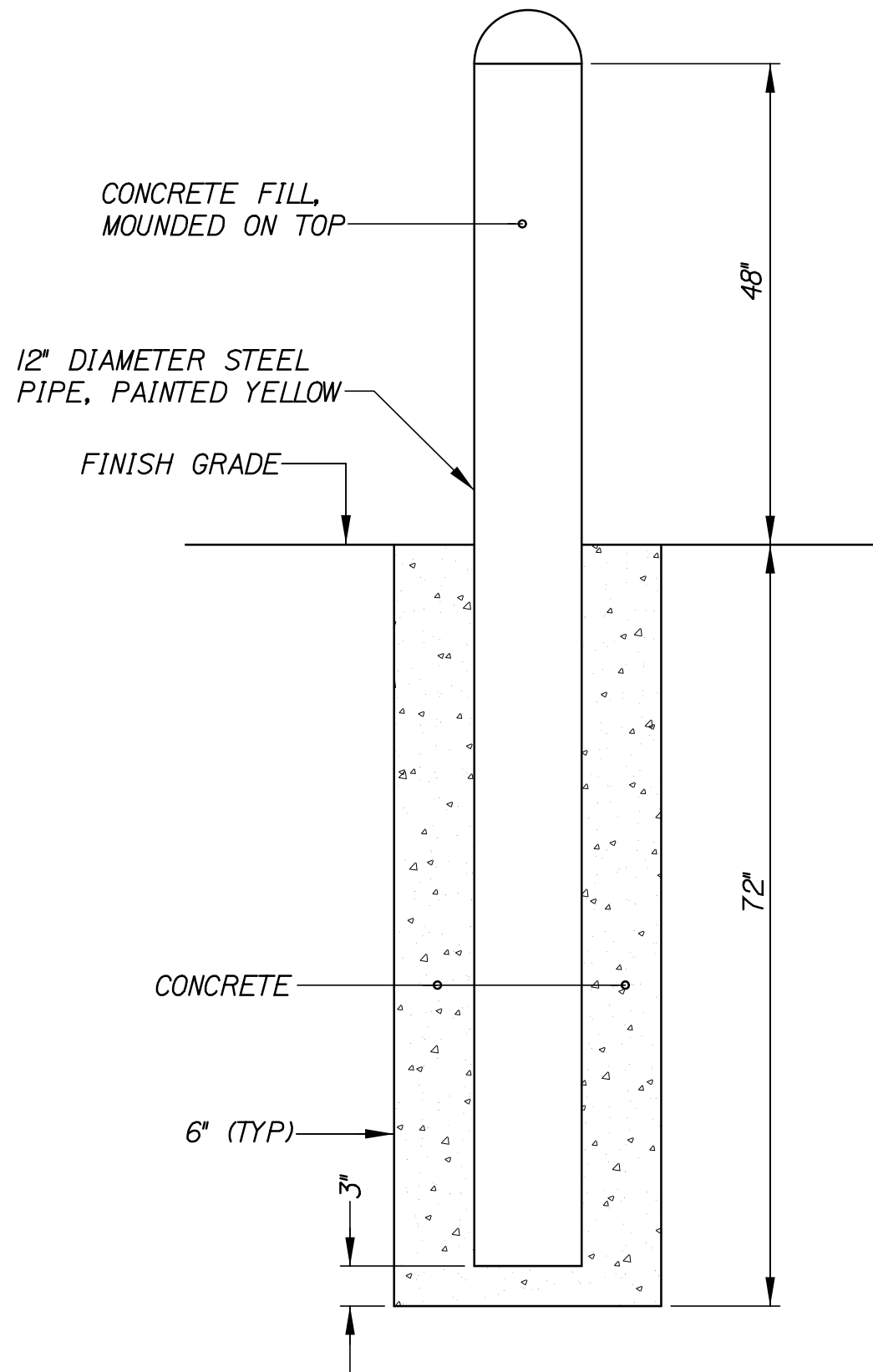
4 PAVEMENT BUTT-JOINT
NOT TO SCALE



5 CATCH BASIN (CB)
NOT TO SCALE

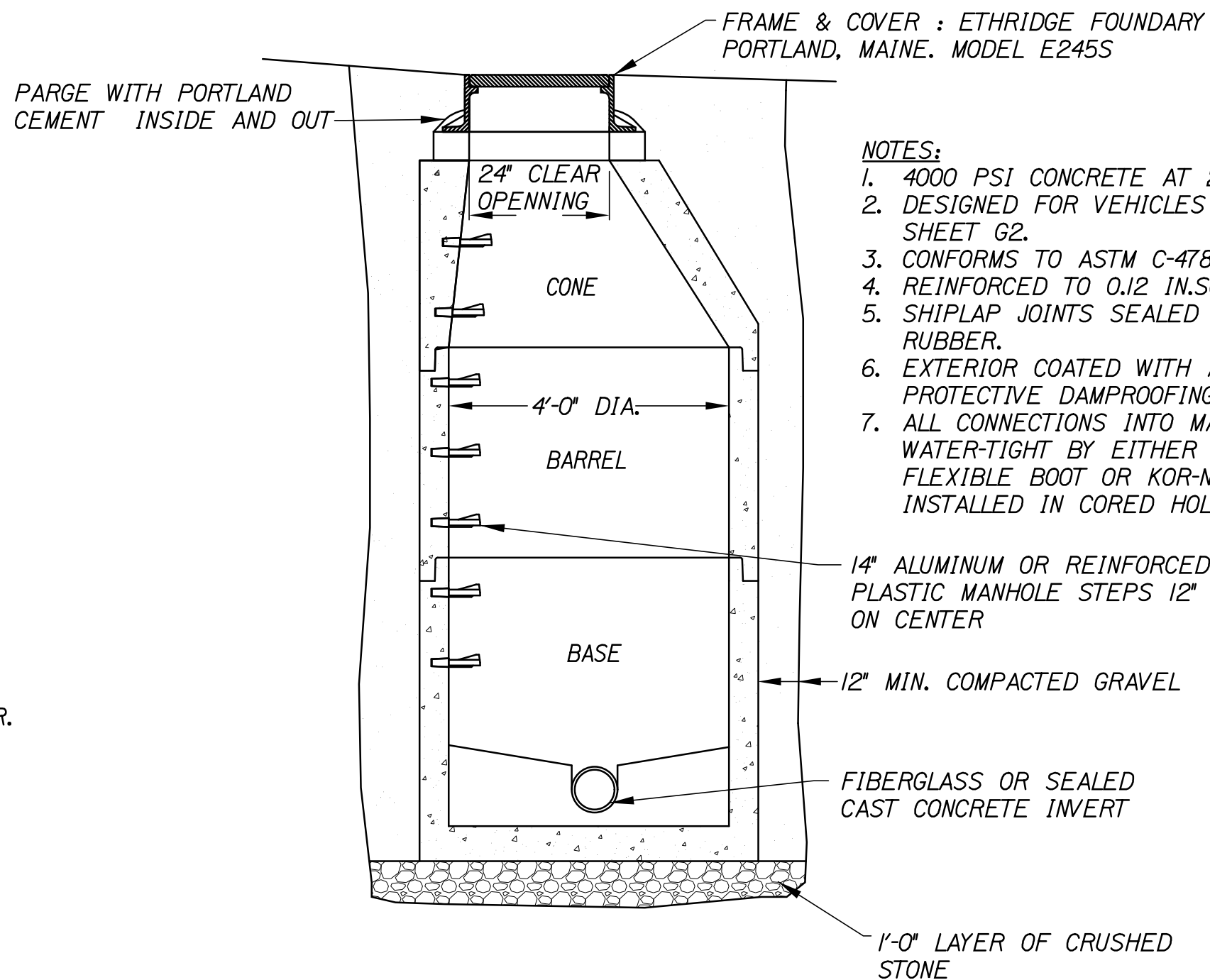


2 UTILITY TRENCH SECTION
NOT TO SCALE

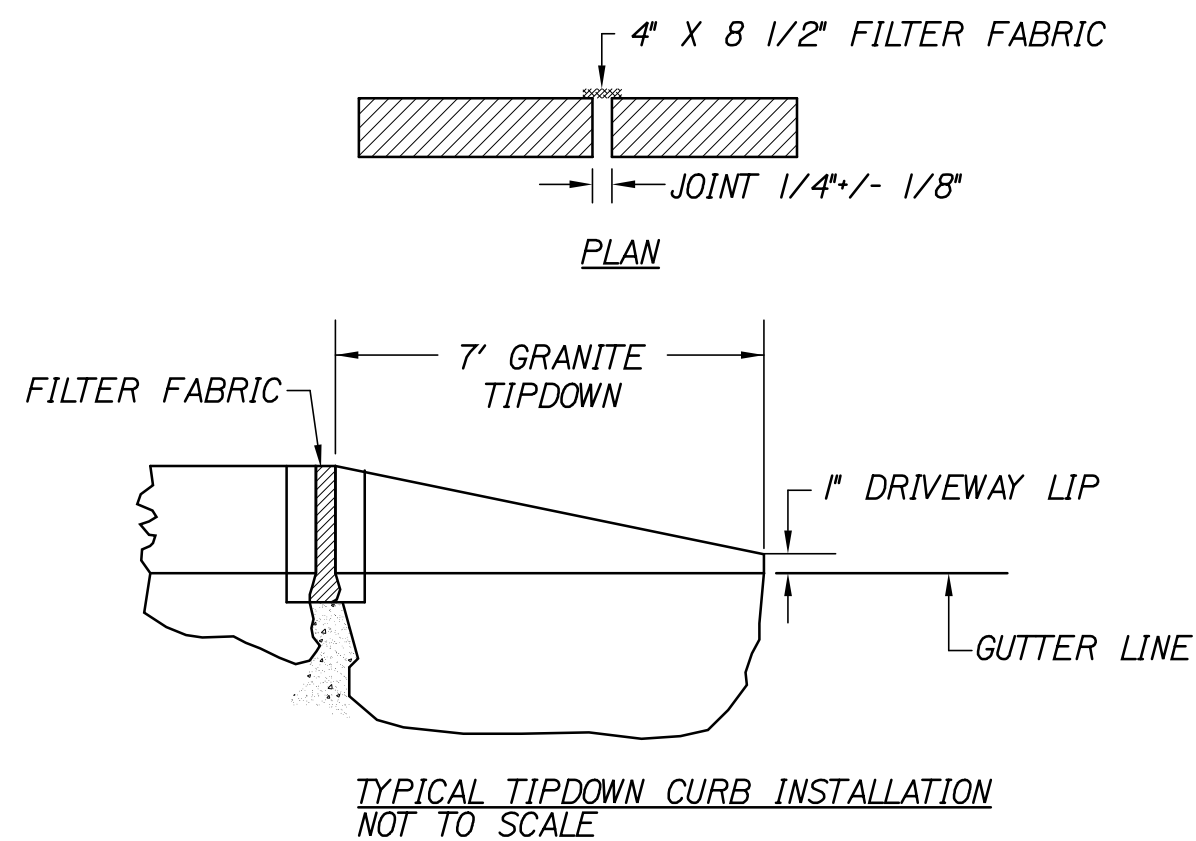


6 BOLLARD DETAIL
NOT TO SCALE

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



3 PRECAST MANHOLE (SMH)
NOT TO SCALE



7 INSTALLATION OF NEW GRANITE CURB
NOT TO SCALE

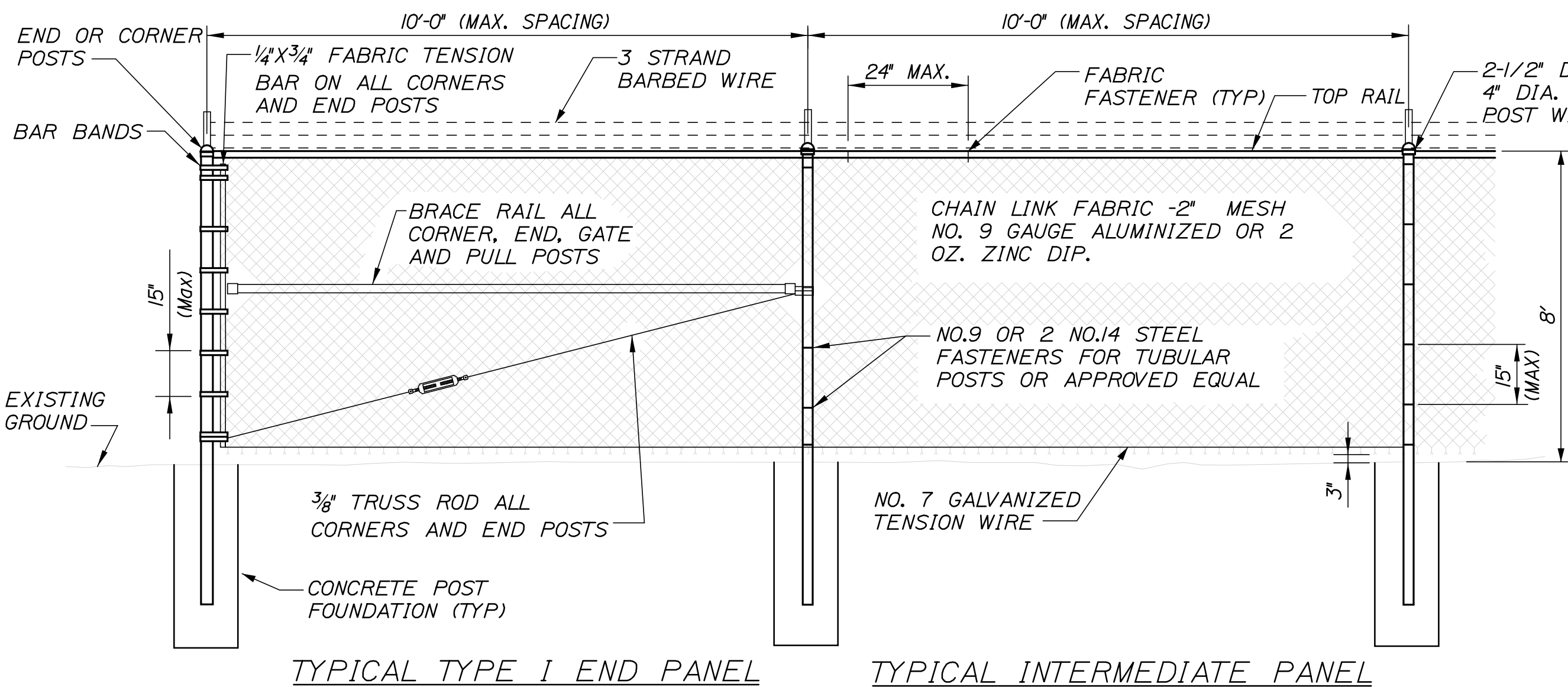
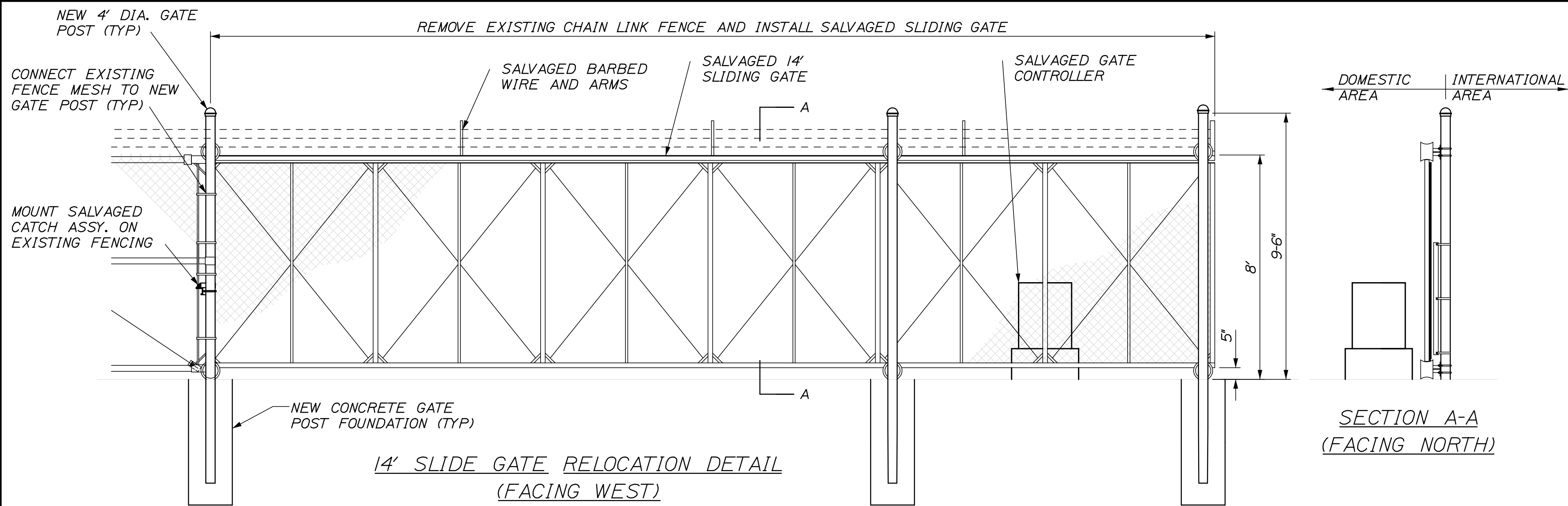
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		CUMBERLAND COUNTY		SITE DETAILS	
PORTLAND		PORTLAND		PORTLAND		PORTLAND	
SHEET NUMBER		C12		15 OF -			

Date:4/7/2014

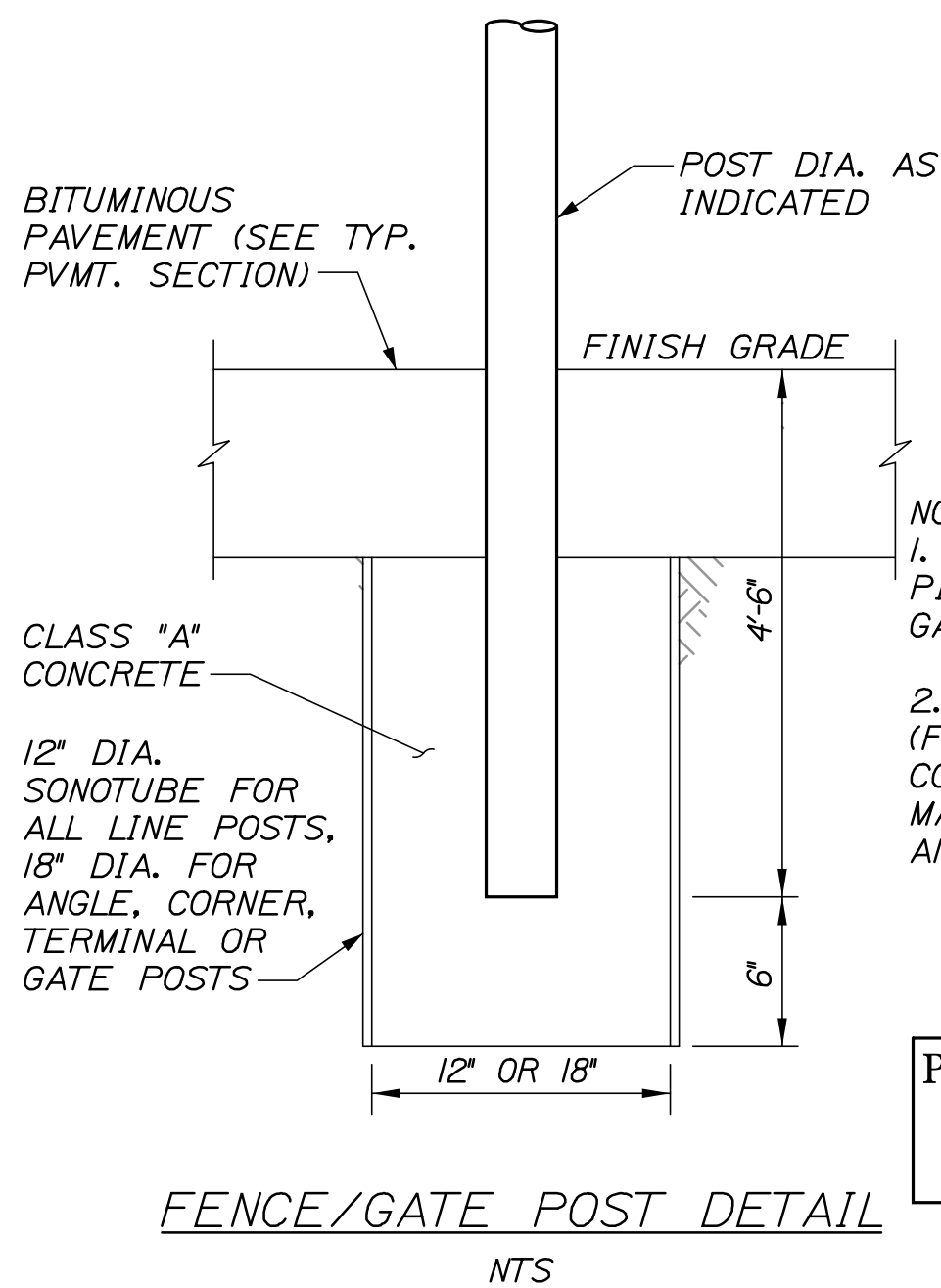
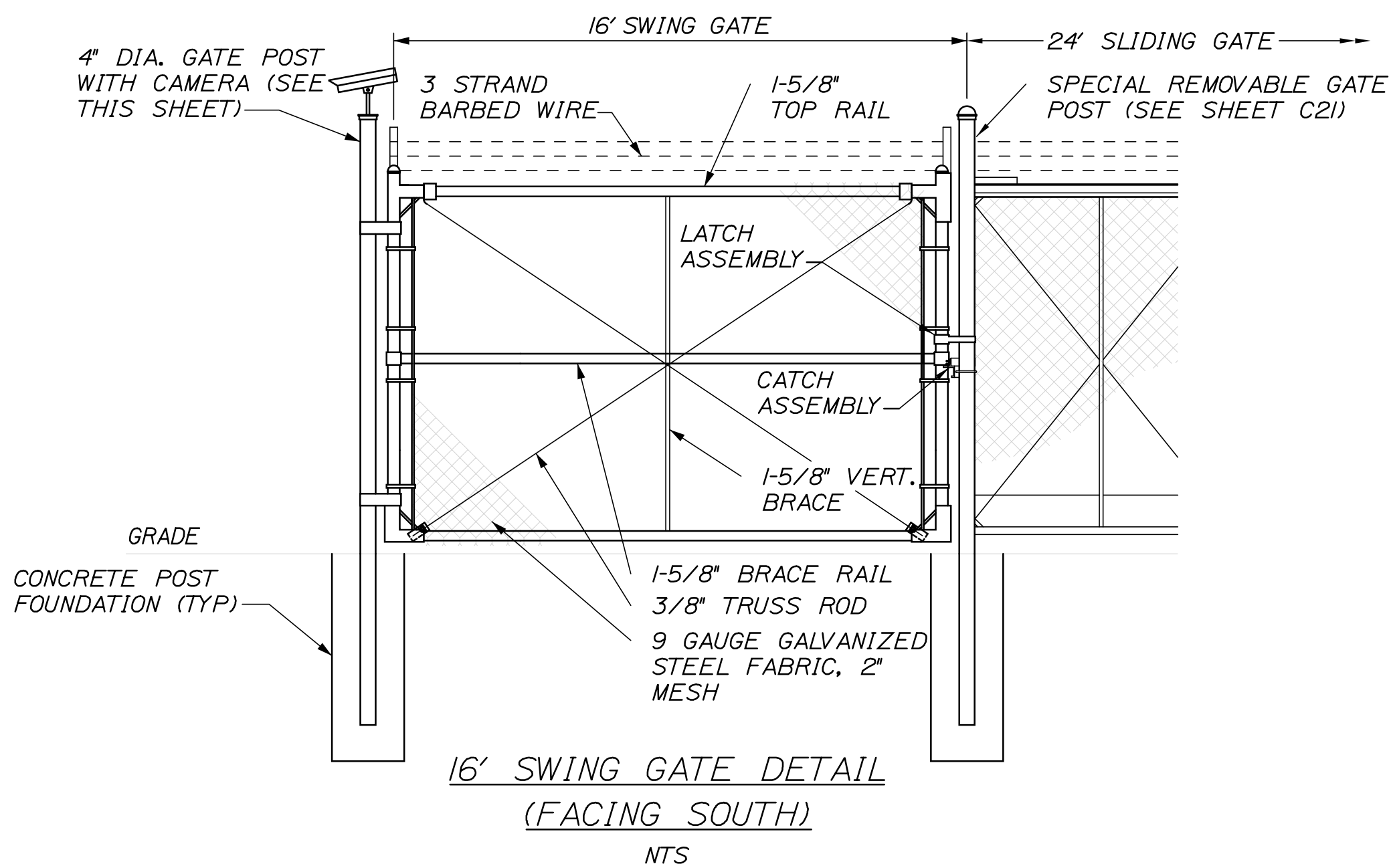
Username:

Division:

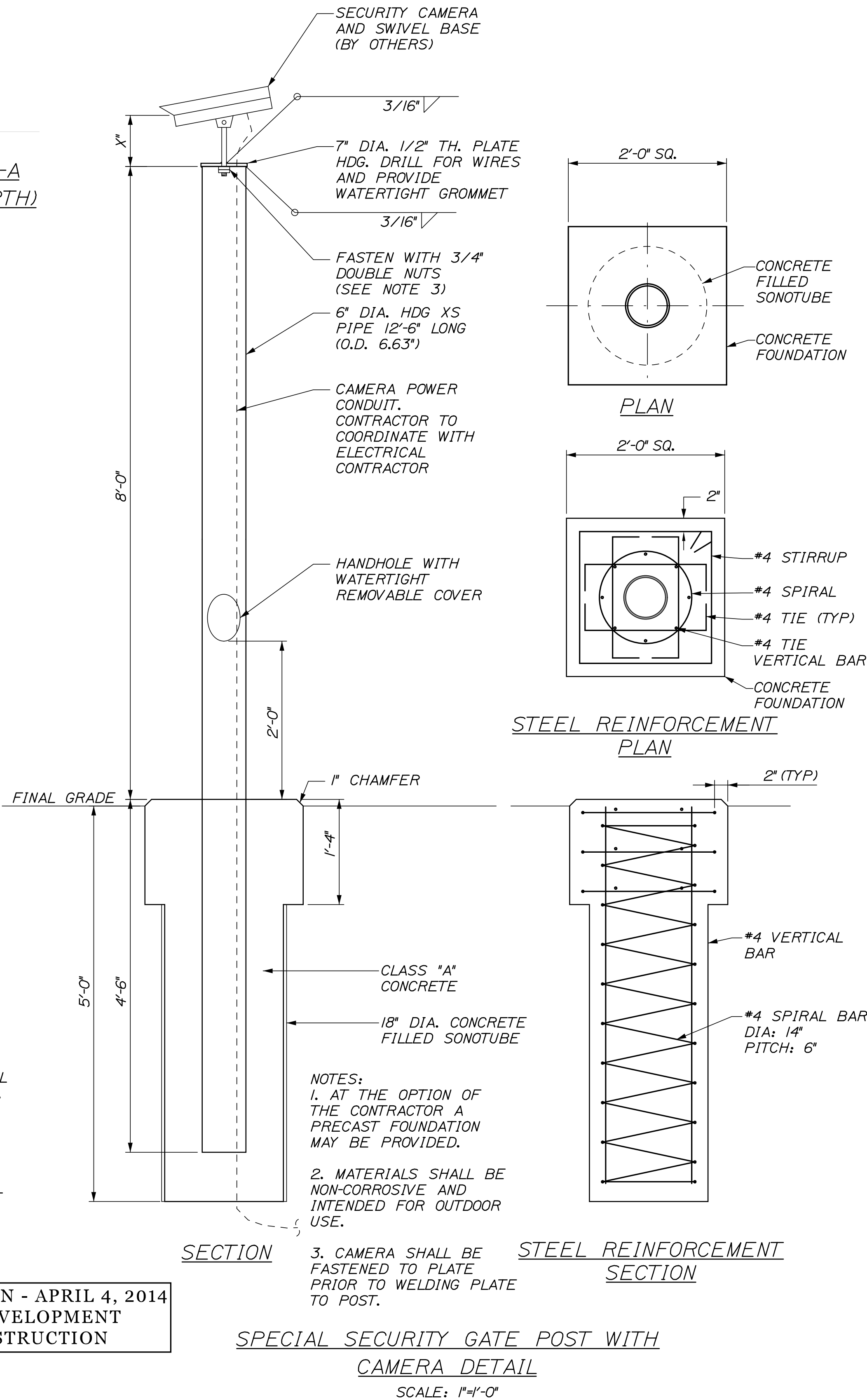
Filename: 016_FencingDet1.dgn



- NOTES:
1. TYPE 1 BRACING WILL BE USED AT CORNER AND END POSTS.
 2. CONCRETE FOR POST FOUNDATIONS SHALL BE CLASS "A".
 3. ALL POSTS SHALL BE SET IN CONCRETE.
 4. CHAIN LINK FENCE SHALL BE INSTALLED WITH BARBS DOWN.
 5. ALL COMPONENTS OF CHAIN LINK FENCE SHALL BE HDG STEEL IN ACCORDANCE WITH AASHTO M181.
 6. FASTEN STEEL FABRIC FROM EXISTING FENCE TO NEW POST WHERE REQUIRED.



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



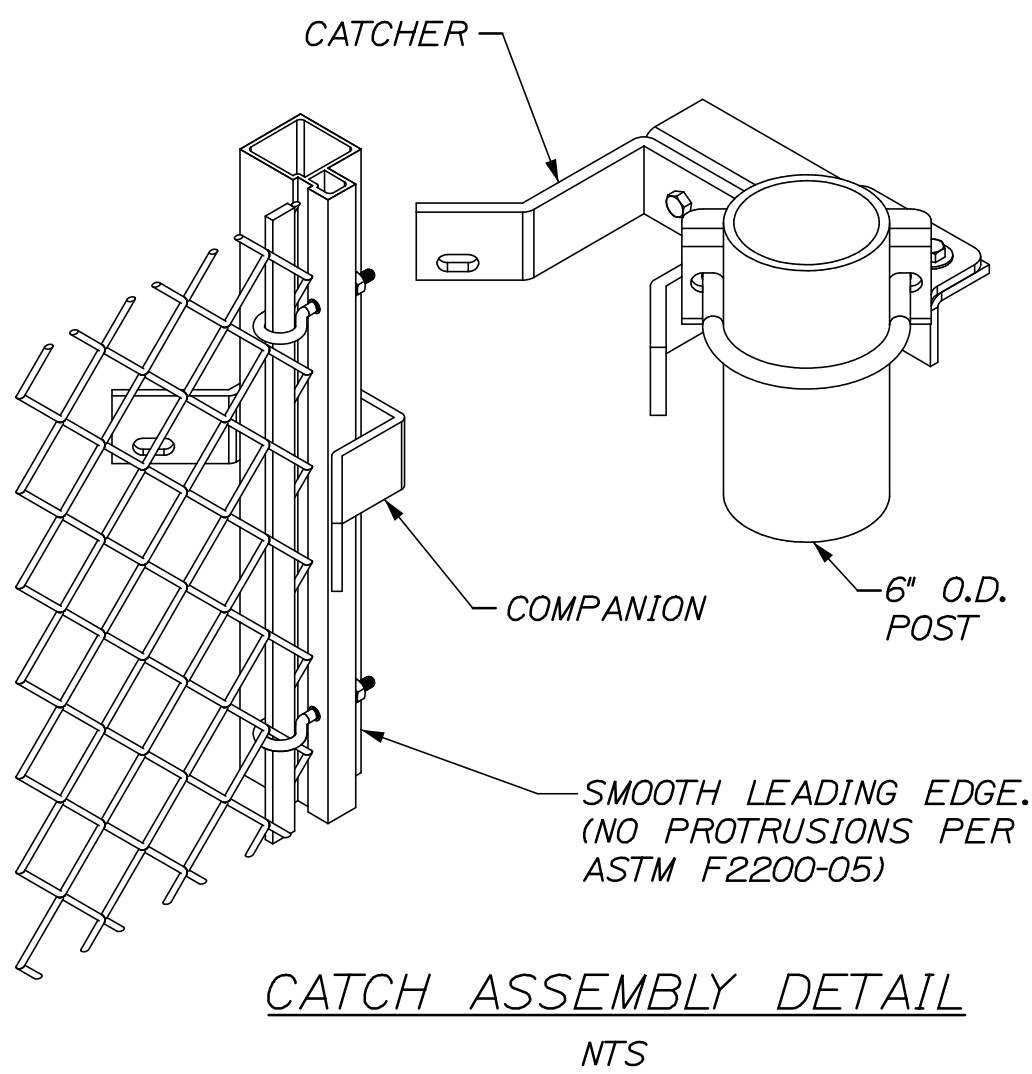
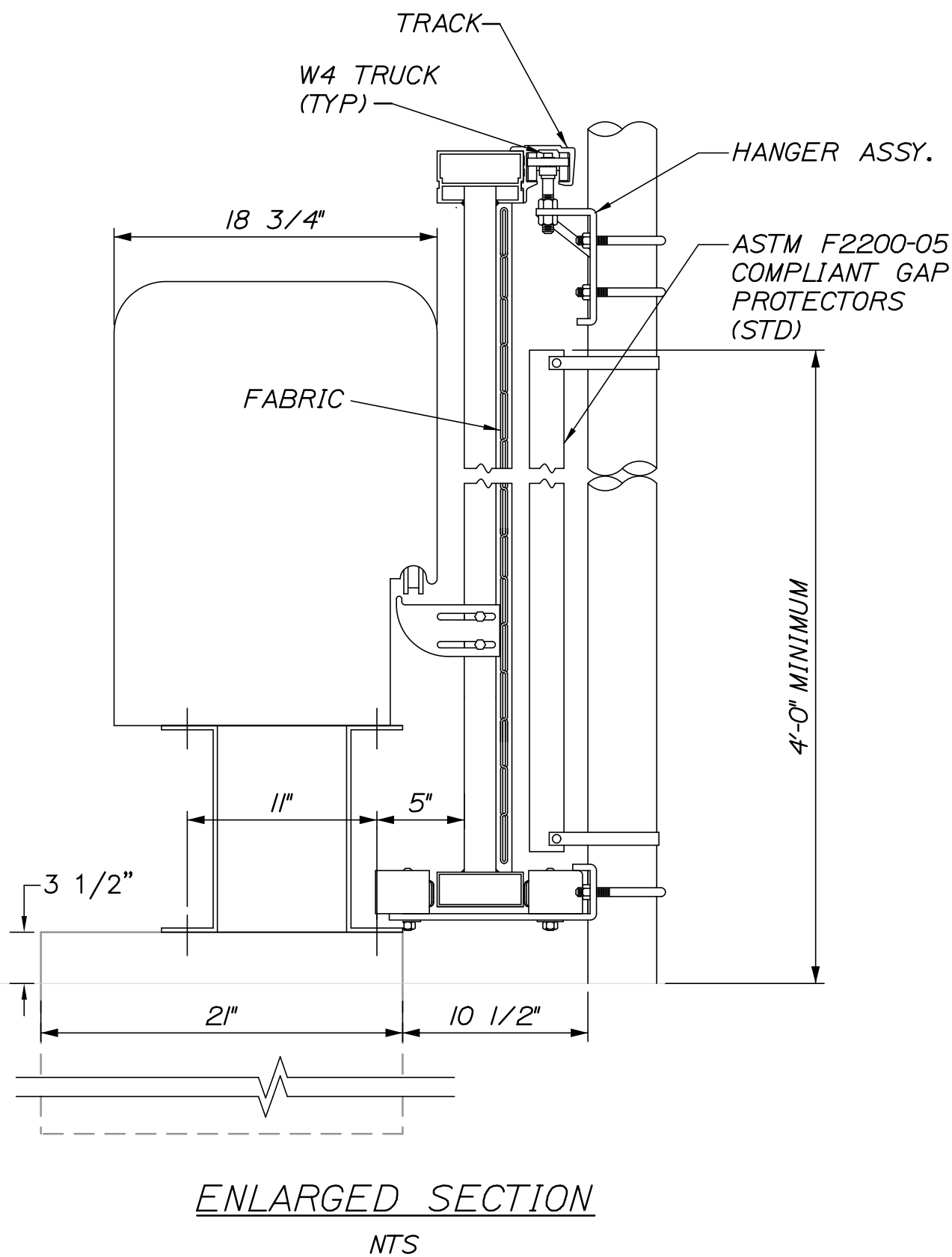
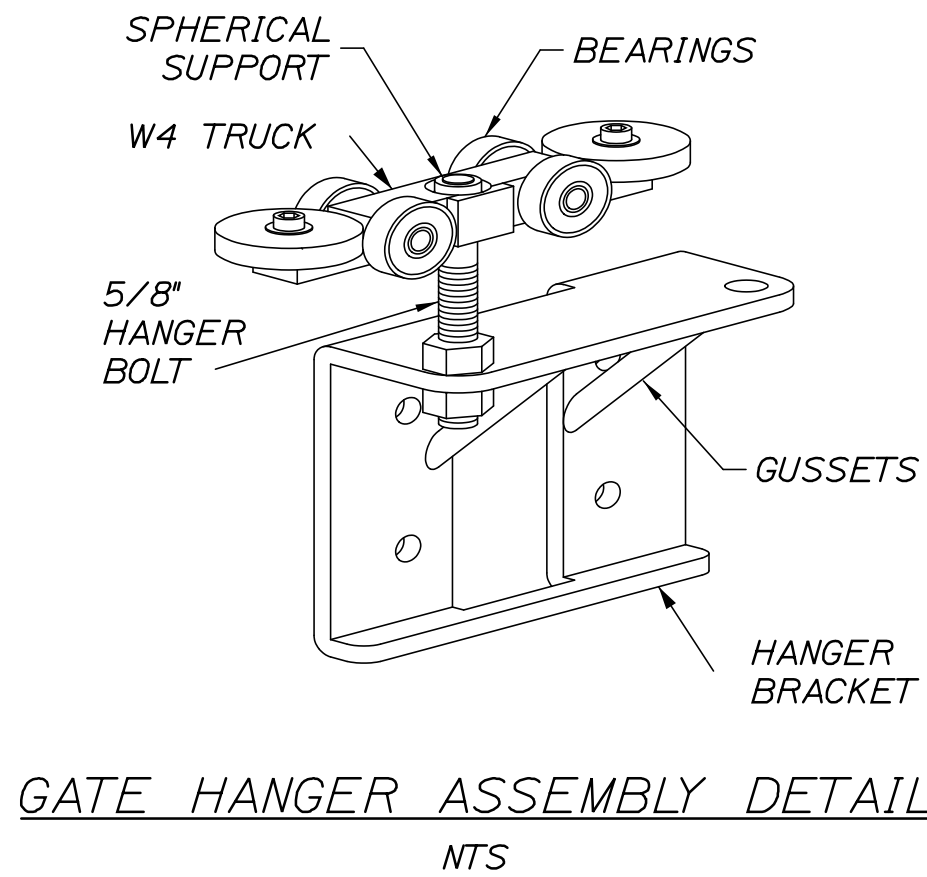
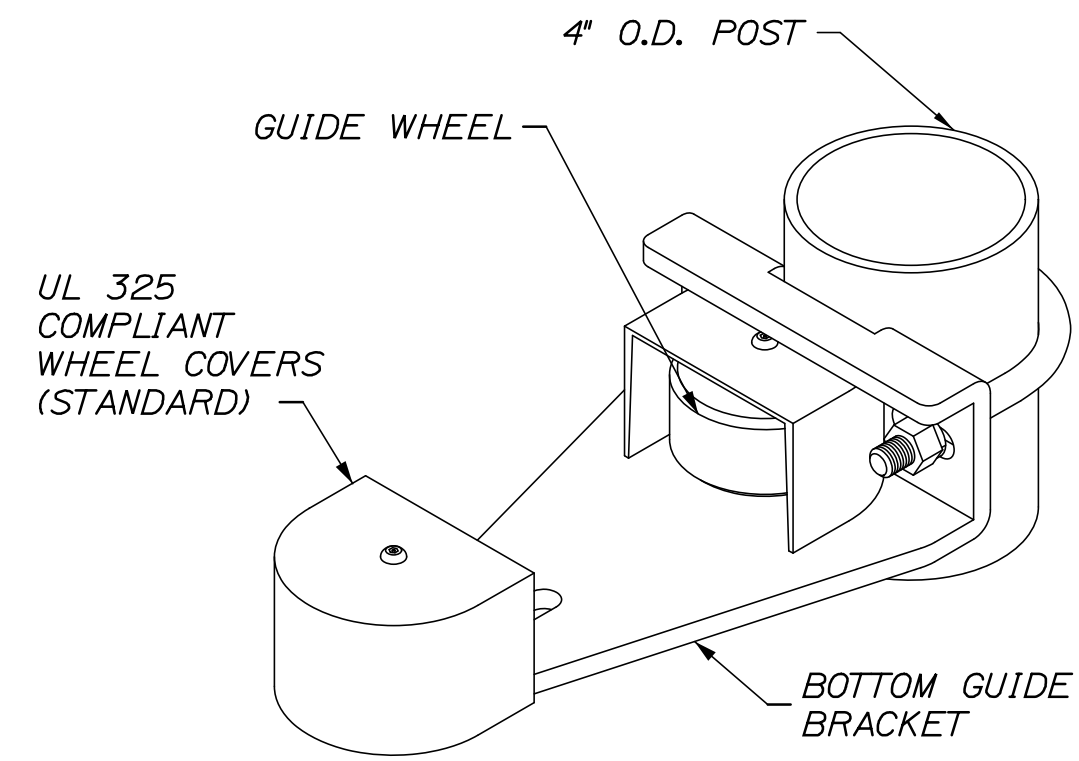
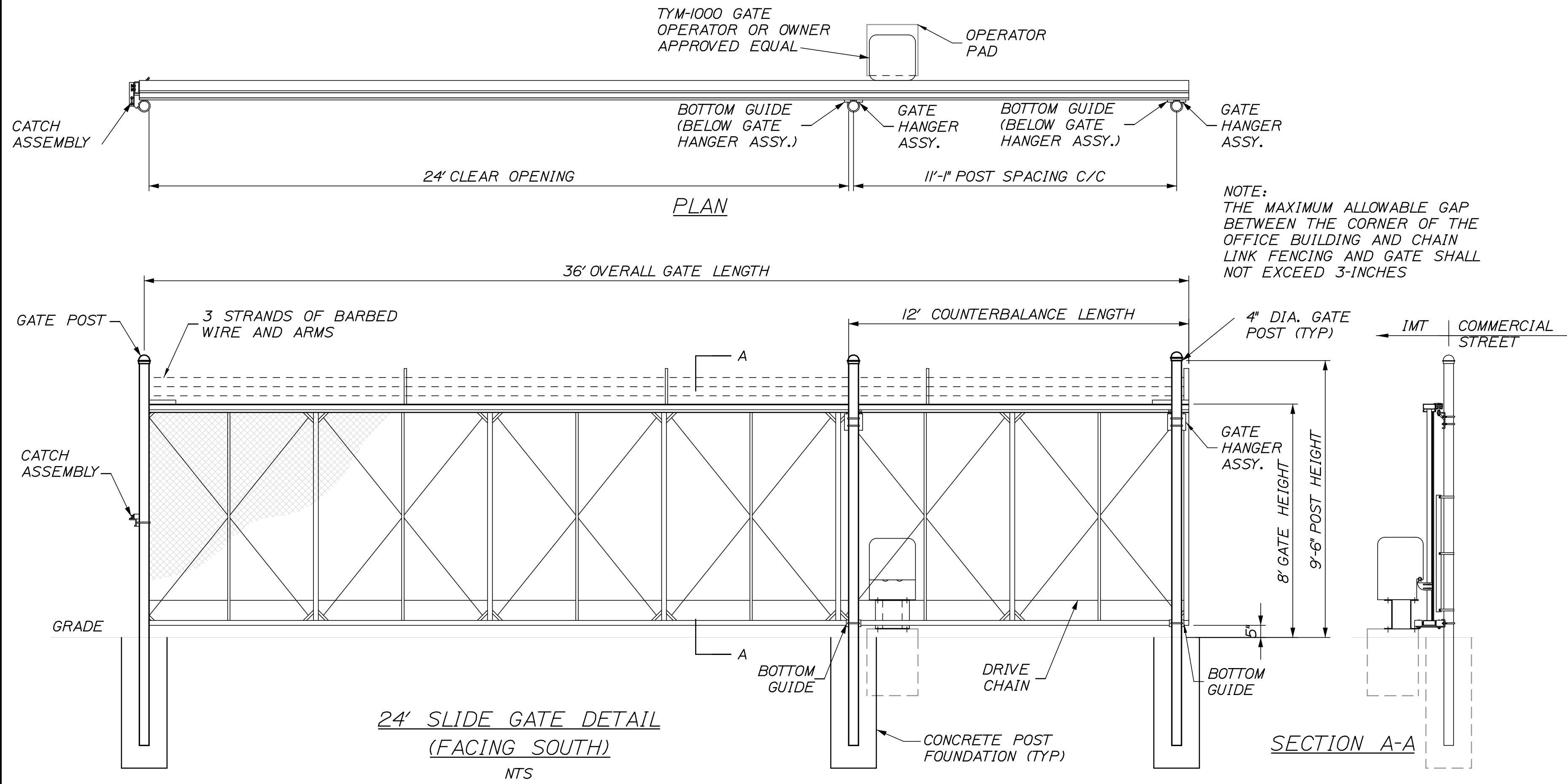
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN		022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		PORTLAND		CUMBERLAND COUNTY		FENCING DETAILS	
PROJ. MANAGER	J. KITTEDGE	BY	MPC	DATE	03/14	SIGNATURE	P.E. NUMBER	DATE	
DESIGN-DETAILED	CRM	CHECKED-REVIEWED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 4	REVISIONS 5	REVISIONS 6
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 7	REVISIONS 8	REVISIONS 9
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 10	REVISIONS 11	REVISIONS 12
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 13	REVISIONS 14	REVISIONS 15
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 16	REVISIONS 17	REVISIONS 18
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 19	REVISIONS 20	REVISIONS 21
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 22	REVISIONS 23	REVISIONS 24
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 25	REVISIONS 26	REVISIONS 27
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 28	REVISIONS 29	REVISIONS 30
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 31	REVISIONS 32	REVISIONS 33
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 34	REVISIONS 35	REVISIONS 36
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 37	REVISIONS 38	REVISIONS 39
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 40	REVISIONS 41	REVISIONS 42
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 43	REVISIONS 44	REVISIONS 45
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 46	REVISIONS 47	REVISIONS 48
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 49	REVISIONS 50	REVISIONS 51
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 52	REVISIONS 53	REVISIONS 54
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 55	REVISIONS 56	REVISIONS 57
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 58	REVISIONS 59	REVISIONS 60
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 61	REVISIONS 62	REVISIONS 63
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 64	REVISIONS 65	REVISIONS 66
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 67	REVISIONS 68	REVISIONS 69
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 70	REVISIONS 71	REVISIONS 72
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 73	REVISIONS 74	REVISIONS 75
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 76	REVISIONS 77	REVISIONS 78
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 79	REVISIONS 80	REVISIONS 81
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 82	REVISIONS 83	REVISIONS 84
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 85	REVISIONS 86	REVISIONS 87
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 88	REVISIONS 89	REVISIONS 90
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 91	REVISIONS 92	REVISIONS 93
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 94	REVISIONS 95	REVISIONS 96
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 97	REVISIONS 98	REVISIONS 99
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 100	REVISIONS 101	REVISIONS 102
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 103	REVISIONS 104	REVISIONS 105
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 106	REVISIONS 107	REVISIONS 108
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 109	REVISIONS 110	REVISIONS 111
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 112	REVISIONS 113	REVISIONS 114
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 115	REVISIONS 116	REVISIONS 117
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 118	REVISIONS 119	REVISIONS 120
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 121	REVISIONS 122	REVISIONS 123
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 124	REVISIONS 125	REVISIONS 126
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 127	REVISIONS 128	REVISIONS 129
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 130	REVISIONS 131	REVISIONS 132
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 133	REVISIONS 134	REVISIONS 135
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 136	REVISIONS 137	REVISIONS 138
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 139	REVISIONS 140	REVISIONS 141
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 142	REVISIONS 143	REVISIONS 144
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 145	REVISIONS 146	REVISIONS 147
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 148	REVISIONS 149	REVISIONS 150
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 151	REVISIONS 152	REVISIONS 153
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 154	REVISIONS 155	REVISIONS 156
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 157	REVISIONS 158	REVISIONS 159
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 160	REVISIONS 161	REVISIONS 162
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 163	REVISIONS 164	REVISIONS 165
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 166	REVISIONS 167	REVISIONS 168
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 169	REVISIONS 170	REVISIONS 171
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 172	REVISIONS 173	REVISIONS 174
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 175	REVISIONS 176	REVISIONS 177
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 178	REVISIONS 179	REVISIONS 180
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 181	REVISIONS 182	REVISIONS 183
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 184	REVISIONS 185	REVISIONS 186
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 187	REVISIONS 188	REVISIONS 189
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 190	REVISIONS 191	REVISIONS 192
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 193	REVISIONS 194	REVISIONS 195
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 196	REVISIONS 197	REVISIONS 198
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 199	REVISIONS 200	REVISIONS 201
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 202	REVISIONS 203	REVISIONS 204
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 205	REVISIONS 206	REVISIONS 207
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 208	REVISIONS 209	REVISIONS 210
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 211	REVISIONS 212	REVISIONS 213
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 214	REVISIONS 215	REVISIONS 216
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 217	REVISIONS 218	REVISIONS 219
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 220	REVISIONS 221	REVISIONS 222
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 223	REVISIONS 224	REVISIONS 225
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 226	REVISIONS 227	REVISIONS 228
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 229	REVISIONS 230	REVISIONS 231
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 232	REVISIONS 233	REVISIONS 234
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 235	REVISIONS 236	REVISIONS 237
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 238	REVISIONS 239	REVISIONS 240
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 241	REVISIONS 242	REVISIONS 243
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 244	REVISIONS 245	REVISIONS 246
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 247	REVISIONS 248	REVISIONS 249
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 250	REVISIONS 251	REVISIONS 252
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 253	REVISIONS 254	REVISIONS 255
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 256	REVISIONS 257	REVISIONS 258
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 259	REVISIONS 260	REVISIONS 261
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 262	REVISIONS 263	REVISIONS 264
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 265	REVISIONS 266	REVISIONS 267
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 268	REVISIONS 269	REVISIONS 270
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 271	REVISIONS 272	REVISIONS 273
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 274	REVISIONS 275	REVISIONS 276
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 277	REVISIONS 278	REVISIONS 279
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 280	REVISIONS 281	REVISIONS 282
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 283	REVISIONS 284	REVISIONS 285
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 286	REVISIONS 287	REVISIONS 288
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 289	REVISIONS 290	REVISIONS 291
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 292	REVISIONS 293	REVISIONS 294
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 295	REVISIONS 296	REVISIONS 297
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 298	REVISIONS 299	REVISIONS 300
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 301	REVISIONS 302	REVISIONS 303
DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	-	DESIGN-DETAILED	REVISIONS 304	REVISIONS 305	REVISIONS

Date:4/7/2014

Username:

Division:

Filename: 017_FencingDets2.dgn



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PROJ. MANAGER	J. KITTEDGE	BY	DATE
DESIGN-DETAILED	CRM	MPC	03/14
CHECKED-REVIEWED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
FENCING DETAILS

SHEET NUMBER
C14
17 OF -

Date:4/7/2014

Username:

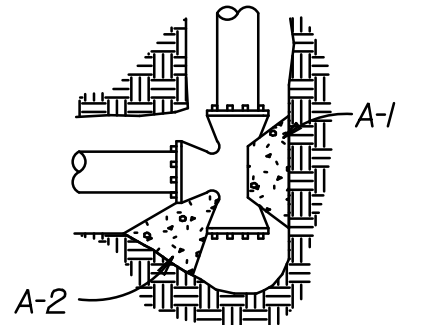
Division:

Filename: 018_WaterSystemDets.dgn

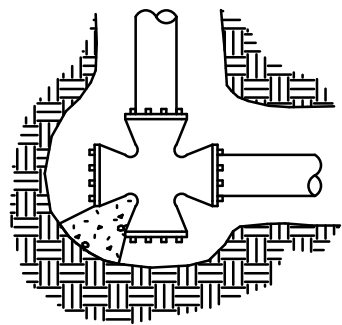
(HORIZONTAL) BEARING AREA OF THRUST BLOCKS IN SQUARE FEET									(VERTICAL) VOLUME OF THRUST BLOCK IN CUBIC YARDS			
FITTING SIZE	TEE, WYE, DEAD END AND HYDRANT	STRADDLE BLOCK	90D BEND PLUGGED CROSS	TEE PLUGGED ON RUN		45D BEND	22-1/2D BEND	11-1/4D BEND	90D BEND	45D BEND	22-1/2D BEND	11-1/4D BEND
				A-1	A-2							
4	1.0	1.6	1.4	1.9	1.4	1.0	---	---	---	---	---	---
6	2.1	3.7	3.0	4.3	3.0	1.6	1.0	---	1.3	---	---	---
8	3.8	6.5	5.3	7.6	5.4	2.9	1.5	1.0	2.3	1.1	---	---
10	5.9	10.2	8.4	11.8	8.4	4.6	2.4	1.2	3.7	1.8	---	---
12	8.5	14.7	12.0	17.0	12.0	6.6	3.4	1.7	5.5	2.8	1.2	---
14	11.5	---	16.3	23.0	16.3	8.9	4.6	2.3	7.6	3.9	1.7	---
16	15.0	26.1	21.3	30.0	21.3	11.6	6.0	3.0	9.9	5.1	2.3	0.9
18	19.0	---	27.0	38.0	27.0	14.6	7.6	3.8	---	---	---	---
20	23.5	40.8	33.3	47.0	33.3	18.1	9.4	4.7	---	---	---	---
24	34.0	58.8	48.0	68.0	48.0	26.2	13.6	6.8	---	---	---	---

NOTES:

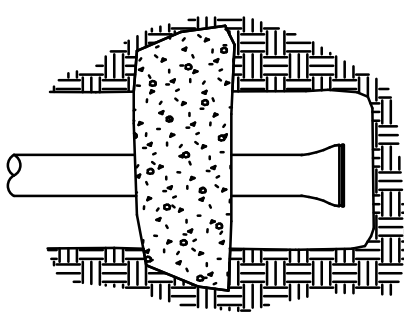
1. ABOVE BEARING AREAS BASED ON TEST PRESSURE OF 150 PSI AND AN ALLOWABLE SOIL BEARING STRESS OF 2000 POUNDS PER SQUARE FOOT. TO COMPUTE BEARING AREAS FOR DIFFERENT TEST PRESSURES AND SOIL BEARING STRESSES, USE THE FOLLOWING EQUATION:
BEARING AREA = (TEST PRESSURE / 150) x (2000 / SOIL BEARING STRESS) x (TABLE VALUE)
2. ABOVE VOLUMES BASED ON TEST PRESSURE OF 150 PSI AND THE WEIGHT OF CONCRETE = 4050 POUNDS PER CUBIC YARD. TO COMPUTE FOR DIFFERENT TEST PRESSURES, USE THE FOLLOWING EQUATION:
VOLUME = (TEST PRESSURE / 150) x (TABLE VALUE)



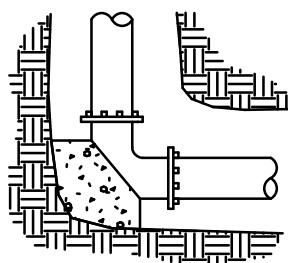
TEE



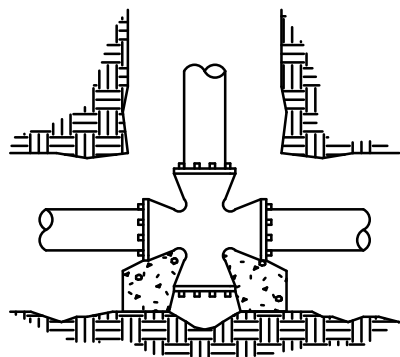
CROSS



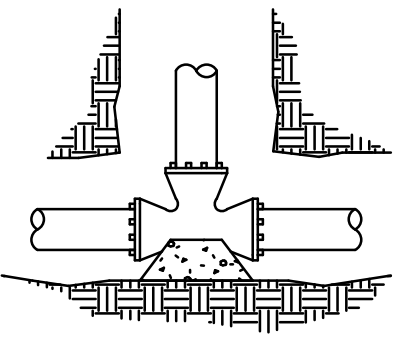
STRADDLE BLOCK



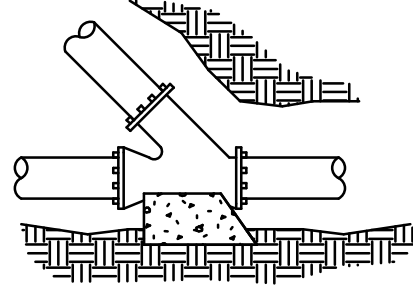
BEND



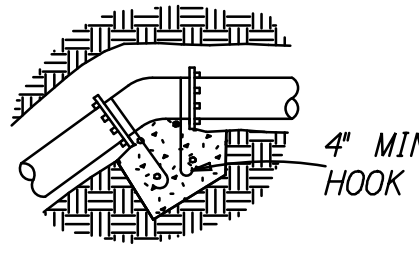
CROSS



TEE



WYE



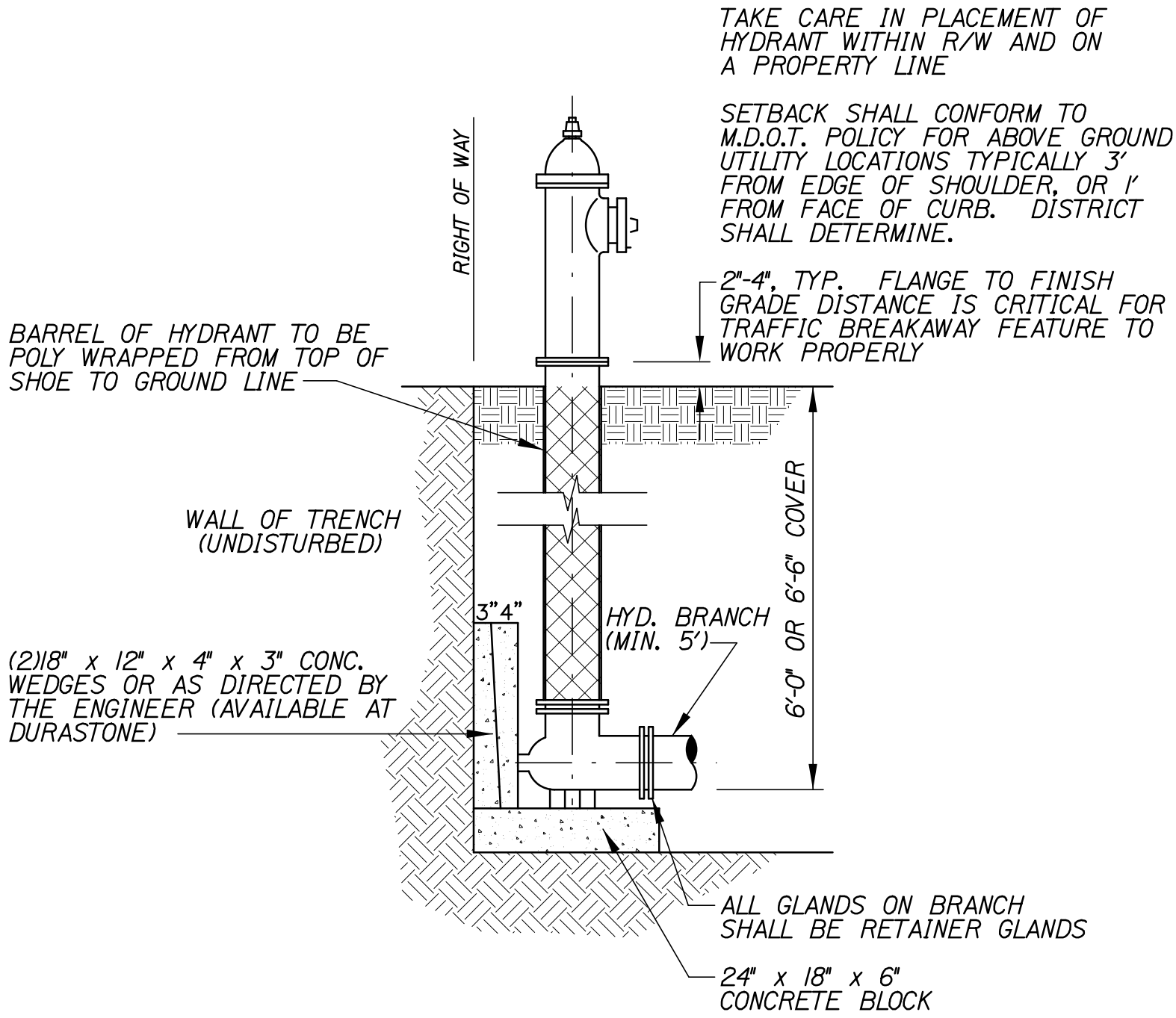
VERTICAL BEND

RODS FOR VERTICAL BENDS		
FITTING SIZE	ROD SIZE	EMBEDMENT
12" AND LESS	*6	30"
14"-16"	*8	36"

NOTES:

1. CONCRETE BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.
2. ALL CONCRETE TO BE CLASS 2400 MINIMUM.
3. INSTALL ISOLATION MATERIAL BETWEEN PIPE AND/OR FITTINGS BEFORE POURING CONCRETE BLOCKING.
4. CONCRETE SHALL BE KEPT CLEAR OF ALL JOINTS AND ACCESSORIES.
5. TIE RODS SHALL BE DEFORMED GALVANIZED COLD ROLLED STEEL, 40000 PSI TENSILE STRENGTH.

1 THRUST BLOCKING
NOT TO SCALE



2 FIRE HYDRANT
NOT TO SCALE

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

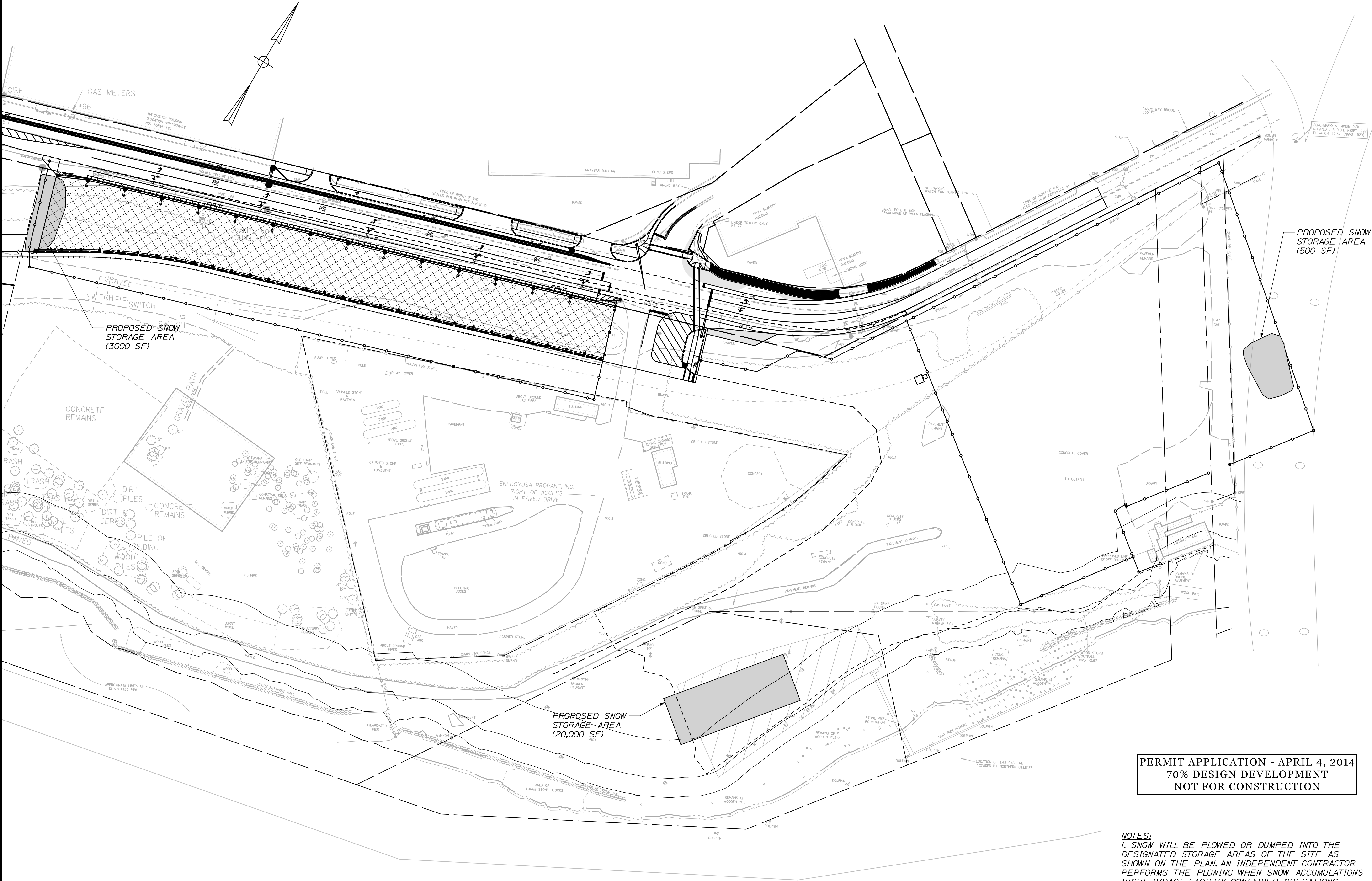
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		PORTLAND CUMBERLAND COUNTY		WATER SYSTEM DETAILS	
SHEET NUMBER		C15		18 OF -			

Date: 4/7/2014

Username:

Division:

Filename: 019_SnowStorage.dgn



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

NOTES:
1. SNOW WILL BE PLOWED OR DUMPED INTO THE DESIGNATED STORAGE AREAS OF THE SITE AS SHOWN ON THE PLAN. AN INDEPENDENT CONTRACTOR PERFORMS THE PLOWING WHEN SNOW ACCUMULATIONS MIGHT IMPACT FACILITY CONTAINER OPERATIONS. LIGHT SNOW FALLS ARE GENERALLY NOT PLOWED SINCE THESE TEND TO MELT WITHIN A FEW DAYS, GIVEN THE SITE'S OPEN TERRAIN.

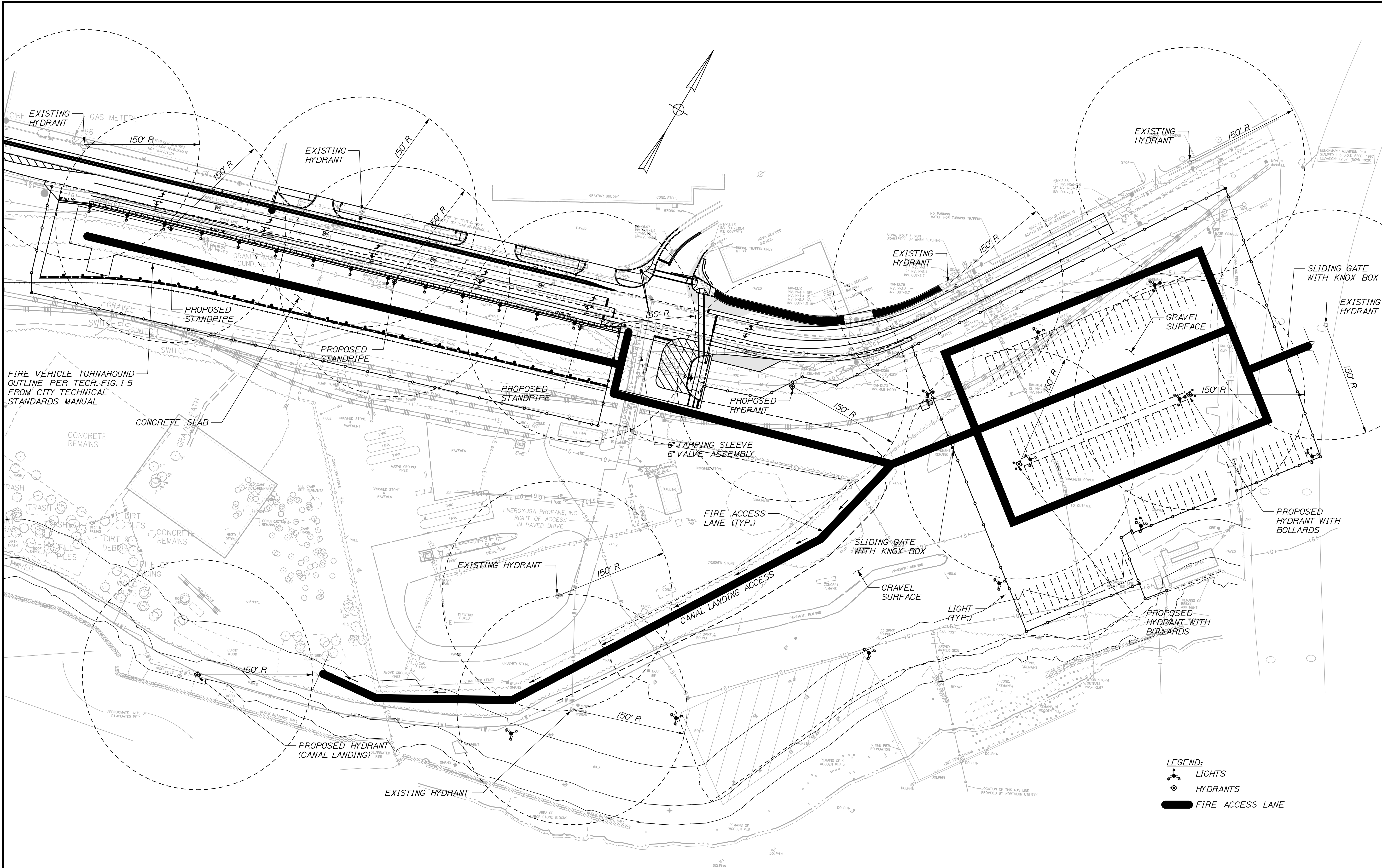
PROJ. MANAGER	J. KITTEDGE	BY	DATE	SIGNATURE
DESIGN-DETAILED	RWH	RWH	03/14	
DESIGN-DETAILED				
DESIGN-DETAILED				
REVISIONS 1				P.E. NUMBER
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				DATE
FIELD CHANGES				

Date: 4/7/2014

Username:

Division:

Filename: 020_FireProtection.dgn



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



FIRE SAFETY COMPLIANCE NOTES:
I. CODE REQUIREMENTS ASSOCIATED WITH THE SITE ACCESS THAT NEW YARD INTENDS TO COMPLY WITH INCLUDE:
A. IF THE SITE IS TO BE "GATED", A KNOX BOX (OR EQUIVALENT) WILL BE REQUIRED TO SUPPORT FD ACCESS.
B. ALL ACCESS ROADS WILL BE COMPLIANT WITH NFPA 1 (NATIONAL FIRE CODE) AND MUNICIPAL ORDINANCES.

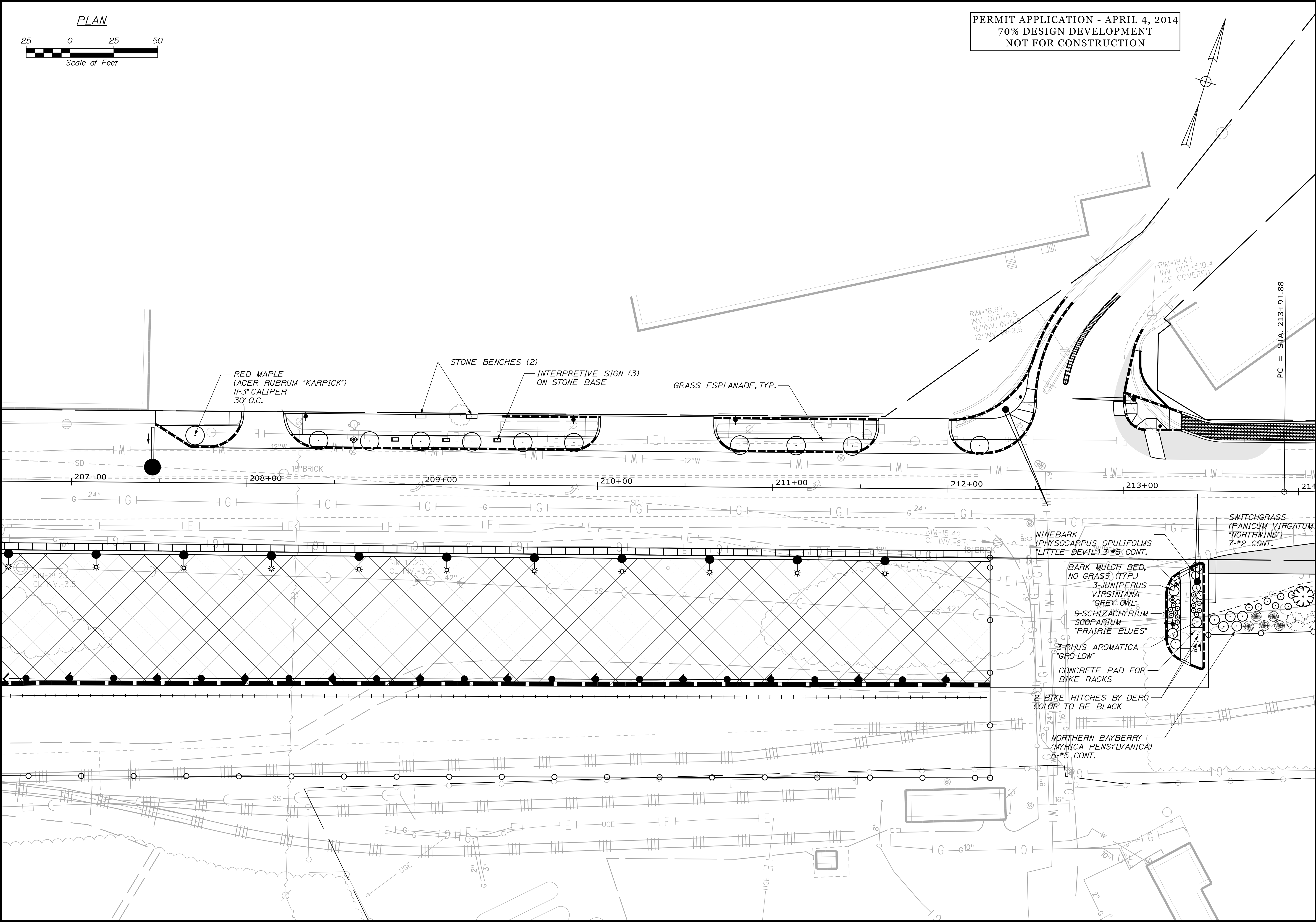
PROJ. MANAGER	J. KITREDE	BY	DATE
DESIGN-DETAILED	RWH	RWH	03/14
CHECKED-REVIEWED			
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Username:

Date:4/7/2014

Division:

Filename: 021_Landscape1.dgn



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	PROJECT NUMBER 022809.20	WIN 022809.20

PROJ. MANAGER	DATE	BY	J. KITTEDOE	DATE	03/14
DESIGN-DETAILED	PC	RWH	-	SIGNATURE	-
CHECKED-REVIEWED	-	-	-	P.E. NUMBER	-
DESIGN-DETAILED	-	-	-	DATE	-
DESIGN-DETAILED	-	-	-	-	-
REVISIONS 1	-	-	-	-	-
REVISIONS 2	-	-	-	-	-
REVISIONS 3	-	-	-	-	-
REVISIONS 4	-	-	-	-	-
FIELD CHANGES	-	-	-	-	-

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

LANDSCAPING PLAN

SHEET NUMBER

C18

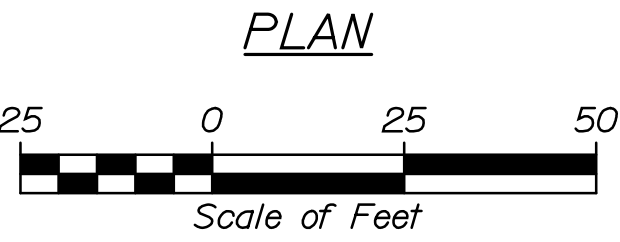
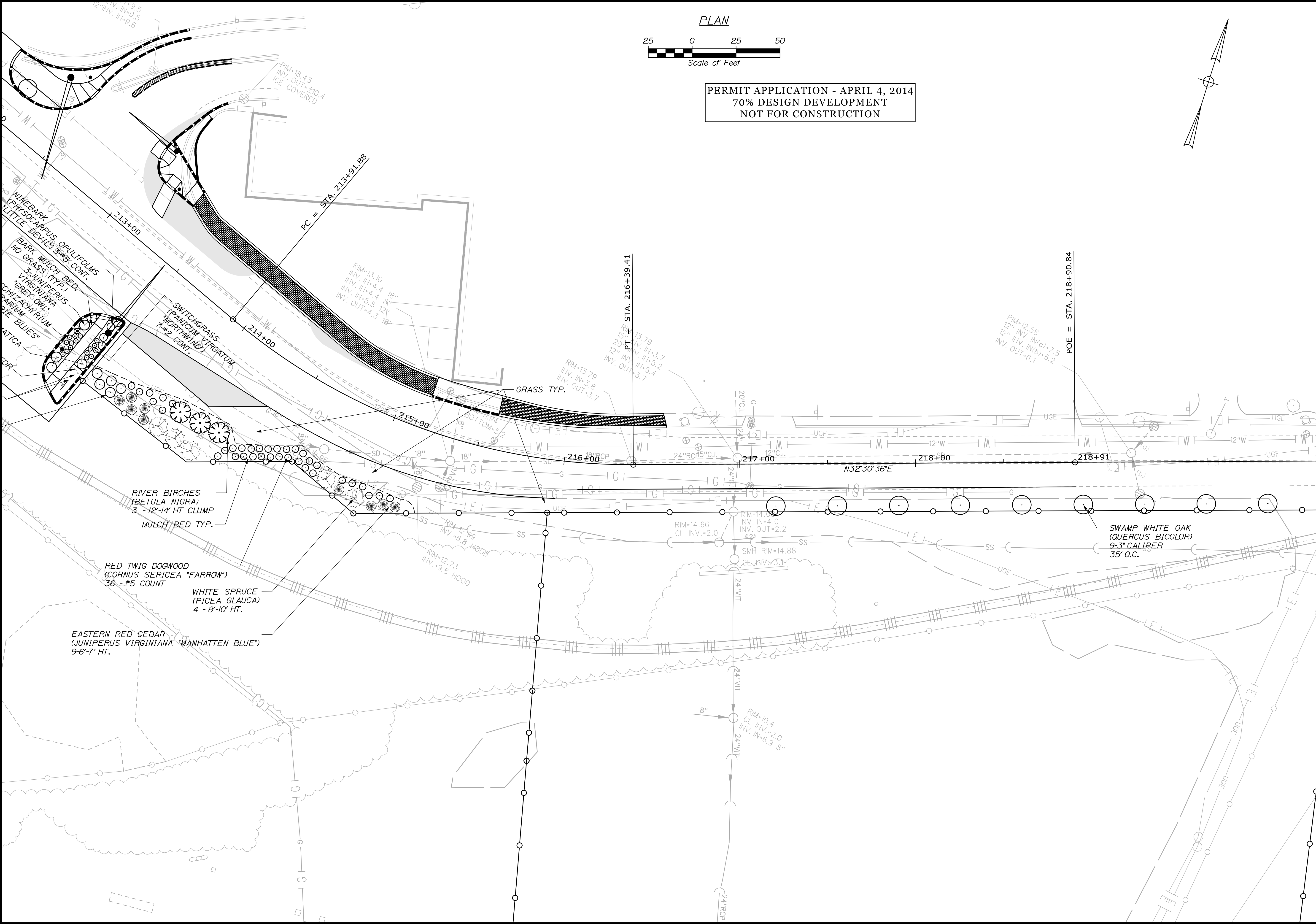
21 OF -

Date: 4/7/2014

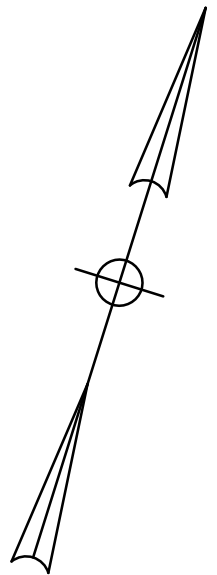
Username:

Division:

Filename: 022_Landscape2.dgn



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
PROJECT NUMBER 022809.20	
WIN	022809.20

PROJ. MANAGER	J. KITREDE	BY	DATE
DESIGN-DETAILED	PC	RWH	03/14
CHECKED-REVIEWED	-	-	-
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	
LANDSCAPING PLAN	

SHEET NUMBER
C19
22 OF -

NOT TO SCALE

NOT TO SCALE

SHEET NUMBER

C20

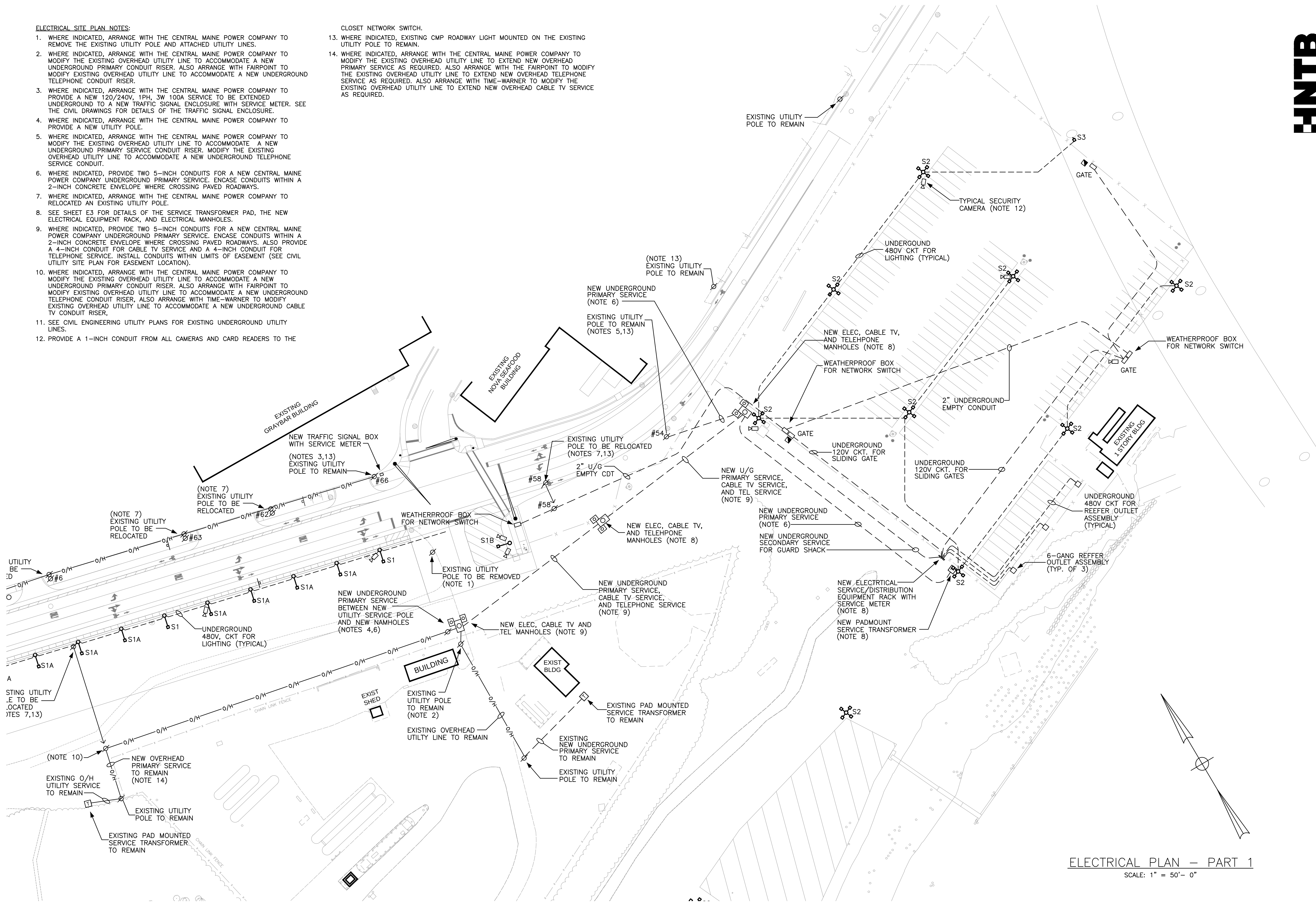
23 OF -

ELECTRICAL SITE PLAN NOTES:

- WHERE INDICATED, ARRANGE WITH THE CENTRAL MAINE POWER COMPANY TO REMOVE THE EXISTING UTILITY POLE AND ATTACHED UTILITY LINES.
- WHERE INDICATED, ARRANGE WITH THE CENTRAL MAINE POWER COMPANY TO MODIFY THE EXISTING OVERHEAD UTILITY LINE TO ACCOMMODATE A NEW UNDERGROUND PRIMARY CONDUIT RISER. ALSO ARRANGE WITH FAIRPOINT TO MODIFY EXISTING OVERHEAD UTILITY LINE TO ACCOMMODATE A NEW UNDERGROUND TELEPHONE CONDUIT RISER.
- WHERE INDICATED, ARRANGE WITH THE CENTRAL MAINE POWER COMPANY TO PROVIDE A NEW 120/240V, 1PH, 3W 100A SERVICE TO BE EXTENDED UNDERGROUND TO A NEW TRAFFIC SIGNAL ENCLOSURE WITH SERVICE METER. SEE THE CIVIL DRAWINGS FOR DETAILS OF THE TRAFFIC SIGNAL ENCLOSURE.
- WHERE INDICATED, ARRANGE WITH THE CENTRAL MAINE POWER COMPANY TO PROVIDE A NEW UTILITY POLE.
- WHERE INDICATED, ARRANGE WITH THE CENTRAL MAINE POWER COMPANY TO MODIFY THE EXISTING OVERHEAD UTILITY LINE TO ACCOMMODATE A NEW UNDERGROUND PRIMARY SERVICE CONDUIT RISER. MODIFY THE EXISTING OVERHEAD UTILITY LINE TO ACCOMMODATE A NEW UNDERGROUND TELEPHONE SERVICE CONDUIT.
- WHERE INDICATED, PROVIDE TWO 5-INCH CONDUITS FOR A NEW CENTRAL MAINE POWER COMPANY UNDERGROUND PRIMARY SERVICE. ENCASE CONDUITS WITHIN A 2-INCH CONCRETE ENVELOPE WHERE CROSSING PAVED ROADWAYS.
- WHERE INDICATED, ARRANGE WITH THE CENTRAL MAINE POWER COMPANY TO RELOCATED AN EXISTING UTILITY POLE.
- SEE SHEET E3 FOR DETAILS OF THE SERVICE TRANSFORMER PAD, THE NEW ELECTRICAL EQUIPMENT RACK, AND ELECTRICAL MANHOLES.
- WHERE INDICATED, PROVIDE TWO 5-INCH CONDUITS FOR A NEW CENTRAL MAINE POWER COMPANY UNDERGROUND PRIMARY SERVICE. ENCASE CONDUITS WITHIN A 2-INCH CONCRETE ENVELOPE WHERE CROSSING PAVED ROADWAYS. ALSO PROVIDE A 4-INCH CONDUIT FOR CABLE TV SERVICE AND A 4-INCH CONDUIT FOR TELEPHONE SERVICE. INSTALL CONDUITS WITHIN LIMITS OF EASEMENT (SEE CIVIL UTILITY SITE PLAN FOR EASEMENT LOCATION).
- WHERE INDICATED, ARRANGE WITH THE CENTRAL MAINE POWER COMPANY TO MODIFY THE EXISTING OVERHEAD UTILITY LINE TO ACCOMMODATE A NEW UNDERGROUND PRIMARY CONDUIT RISER. ALSO ARRANGE WITH FAIRPOINT TO MODIFY EXISTING OVERHEAD UTILITY LINE TO ACCOMMODATE A NEW UNDERGROUND TELEPHONE CONDUIT RISER. ALSO ARRANGE WITH TIME-WARNER TO MODIFY EXISTING OVERHEAD UTILITY LINE TO ACCOMMODATE A NEW UNDERGROUND CABLE TV CONDUIT RISER.
- SEE CIVIL ENGINEERING UTILITY PLANS FOR EXISTING UNDERGROUND UTILITY LINES.
- PROVIDE A 1-INCH CONDUIT FROM ALL CAMERAS AND CARD READERS TO THE

CLOSET NETWORK SWITCH.

- WHERE INDICATED, EXISTING CMP ROADWAY LIGHT MOUNTED ON THE EXISTING UTILITY POLE TO REMAIN.
- WHERE INDICATED, ARRANGE WITH THE CENTRAL MAINE POWER COMPANY TO MODIFY THE EXISTING OVERHEAD UTILITY LINE TO EXTEND NEW OVERHEAD PRIMARY SERVICE AS REQUIRED. ALSO ARRANGE WITH THE FAIRPOINT TO MODIFY THE EXISTING OVERHEAD UTILITY LINE TO EXTEND NEW OVERHEAD TELEPHONE SERVICE AS REQUIRED. ALSO ARRANGE WITH TIME-WARNER TO MODIFY THE EXISTING OVERHEAD UTILITY LINE TO EXTEND NEW OVERHEAD CABLE TV SERVICE AS REQUIRED.

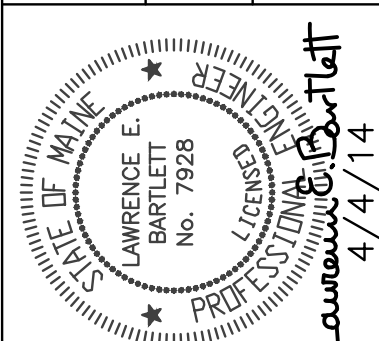


ELECTRICAL PLAN - PART 1
SCALE: 1" = 50'- 0"

PRELIMINARY - NOT FOR CONSTRUCTION

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
62506-DS-001
WIN



SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	CRAIG R. MORIN	DATE	BY
DESIGN-DETAILED	LEB	2/26/14	LEB
CHECKED-REVIEWED	LEB	-	-
DESIGN-DETAILED	LEB	-	-
DESIGN-DETAILED	LEB	-	-
REVISIONS	1	City Site Plan Review	04/04/14
REVISIONS	2	-	-
REVISIONS	3	-	-
REVISIONS	4	-	-
FIELD CHANGES	-	-	-

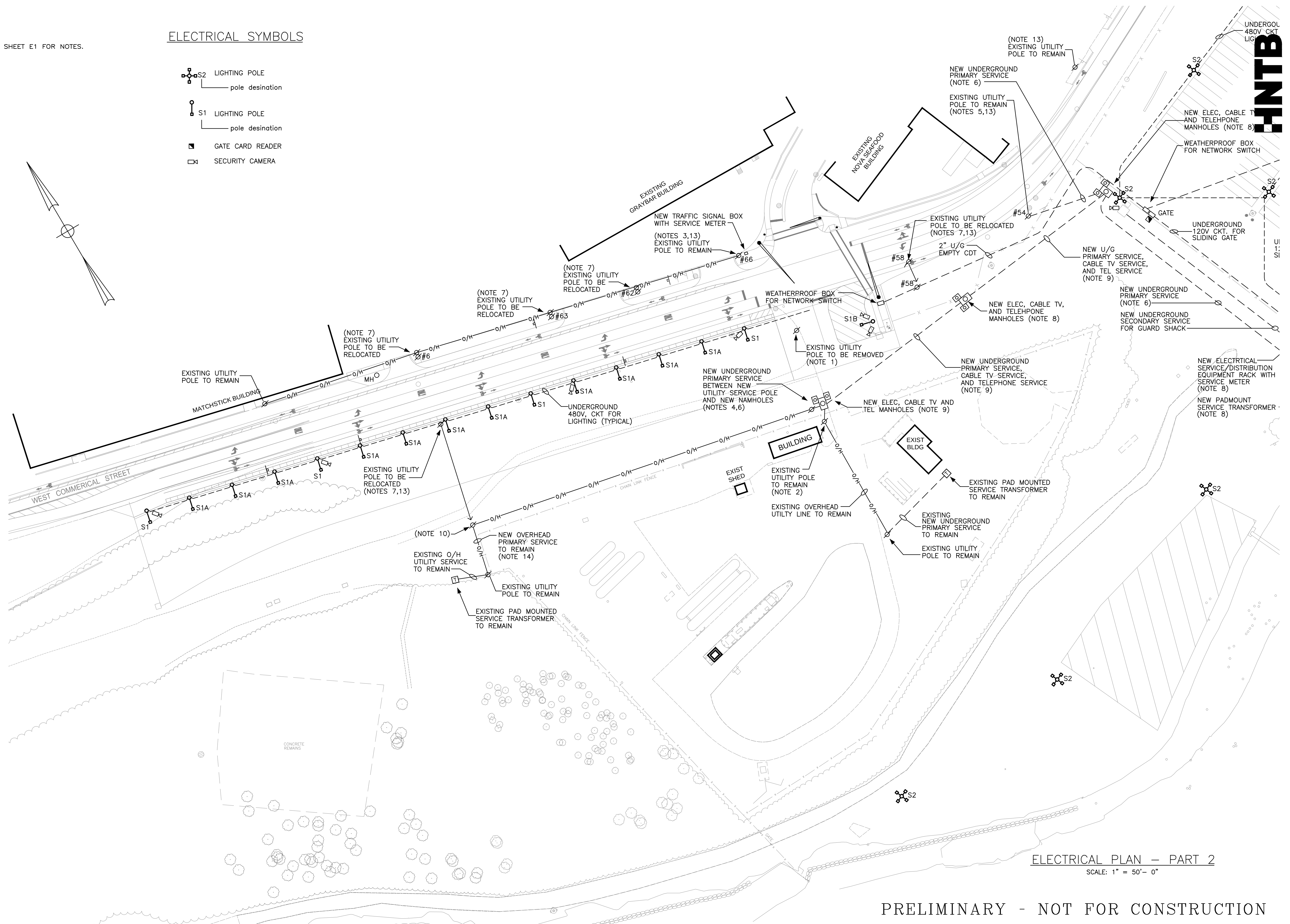
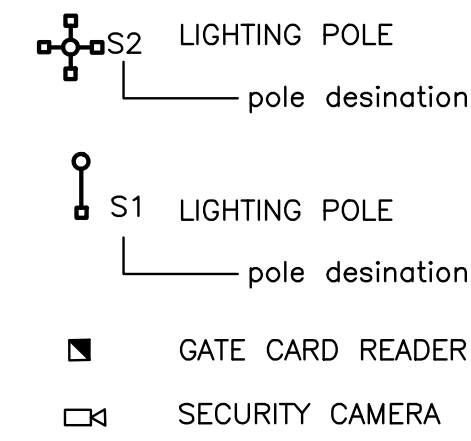
PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND
CUMBERLAND COUNTY
ELECTRICAL PLAN - PART 1

SHEET NUMBER

E01

019 OF 076

ELECTRICAL SYMBOLS



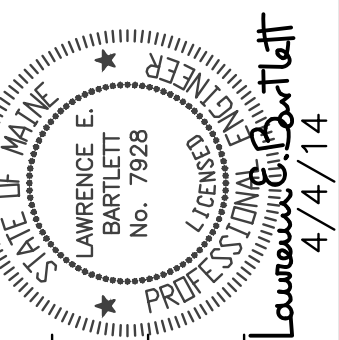
ELECTRICAL PLAN — PART 2
SCALE: 1" = 50'- 0"

PRELIMINARY - NOT FOR CONSTRUCTION

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

62506-DS-001

-

0607
SIGNATURE

P.E. NUMBER

02/26/14

DATE _____

DESIGN-DETAILED	LEB		2/26/14
CHECKED-REVIEWED	-	-	-
DESIGN2-DETAILED2	-	-	-

	04/04/19
--	----------

[illegible]

PORTLAND
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
CUMBERLAND COUNTY
PORTLAND INTERNATIONAL MARINE TERMINAL

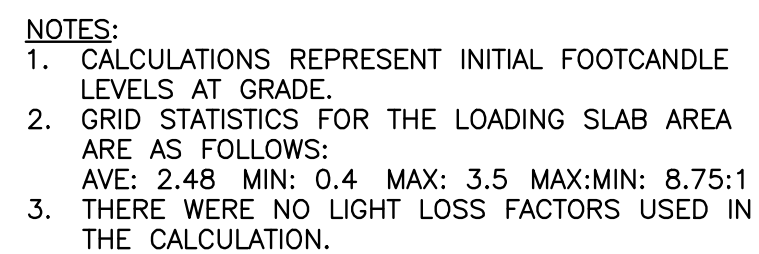
ELECTRICAL PLAN - PART 2

HEET NUMBER

E02

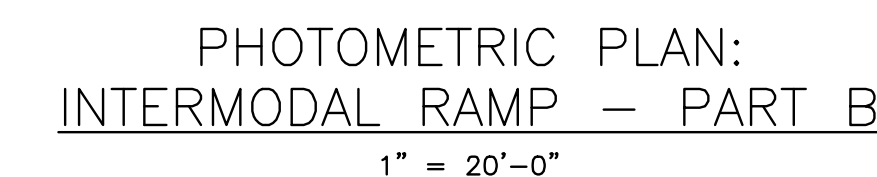
020 OF 076

Filename: \$files\$



— CALCULATION
GRID

PHOTOMETRIC PLAN:
INTERMODAL RAMP - PART A
1" = 20'-0"



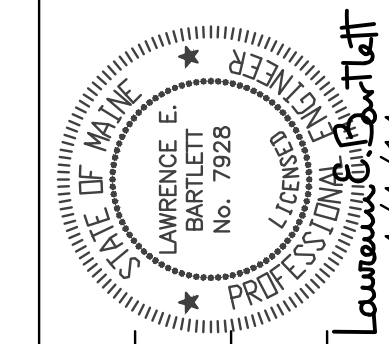
PRELIMINARY - NOT FOR CONSTRUCTION

BT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

62506-DS-001

WIN



Lauren E. Bartlett

7928
SIGNATURE

P.F. NUMBER
02/26/14

DATE	26/14
------	-------

--	--	--	--

04/14	-	-
-------	---	---

		2/

04.		
-----	--	--

BY
JLC

[illegible]

Review

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

PHOTOMETRIC PLAN:
INTERMODAL RAMP

SHEET NUMBER

EOA

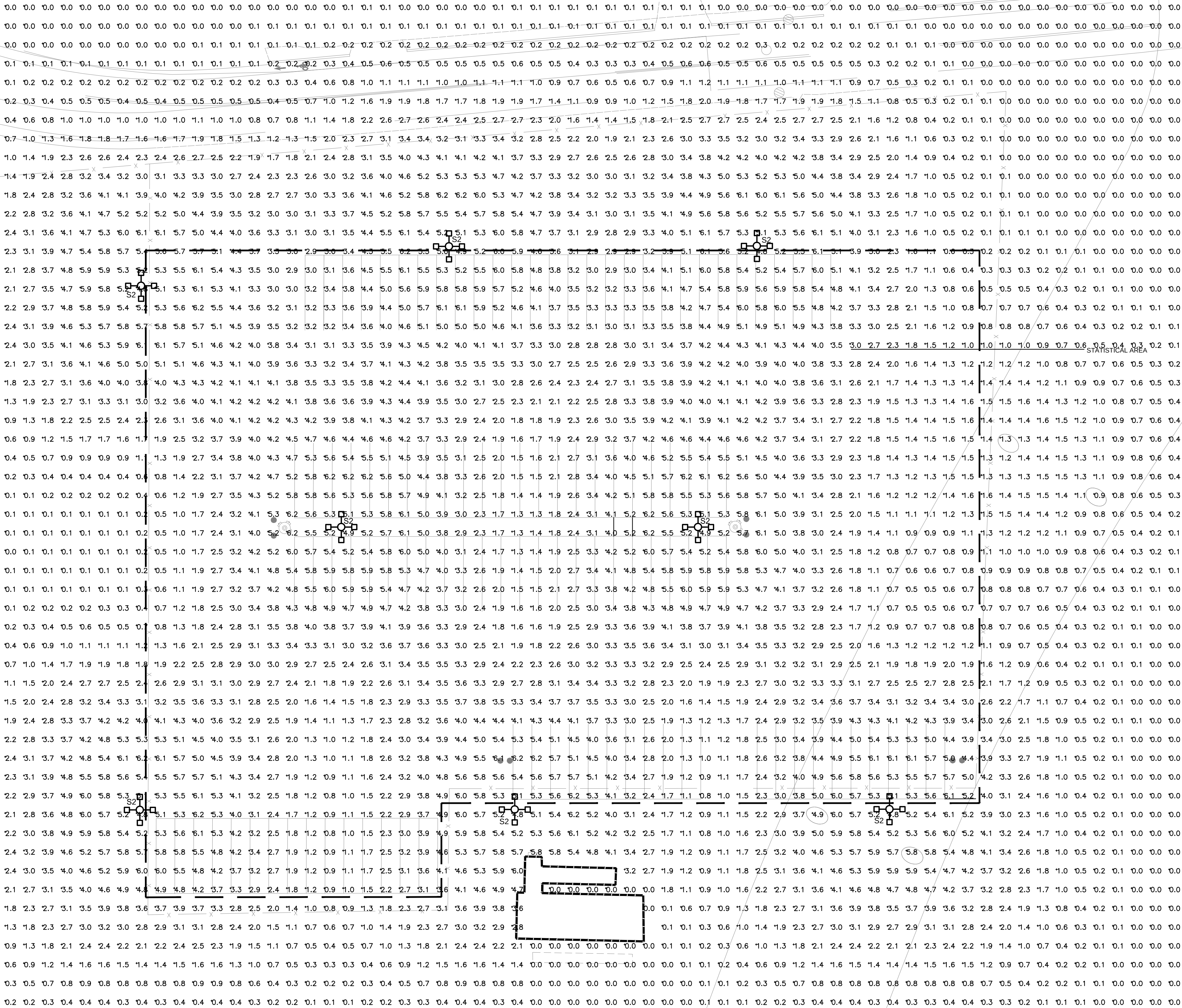
021 OF 076

Date: \$date\$

Username: \$user\$

Division: \$wkgroup\$

Filename: \$file\$



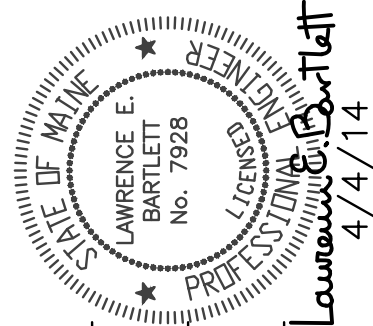
NOTES:
1. CALCULATIONS REPRESENT INITIAL FOOTCANDLE LEVELS AT GRADE.
2. GRID STATISTICS FOR THE CONTAINER STORAGE AREA ARE AS FOLLOWS:
AVE: 3.43 MIN: 0.4 MAX: 6.2 MAX/MIN: 15.5:1
3. THERE WERE NO LIGHT LOSS FACTORS USED IN THIS CALCULATION.
4. THIS PHOTOMETRIC PLAN REPRESENTS LIGHTING LEVELS WITH NO CONTAINERS PRESENT.

PHOTOMETRIC PLAN:
CONTAINER STORAGE - CALC A
1" = 30'-0"

PRELIMINARY - NOT FOR CONSTRUCTION

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
62506-DS-001
WIN



Lawrence E. Bartlett
SIGNATURE
7928
P.E. NUMBER
02/26/14
DATE

PROJ. MANAGER	CRAB R. MORRIS	BY	DATE
DESIGN-DETAILED	LEB	JLC	2/26/14
CHECKED-REVIEWED	-	-	-
DESIGN-DETAILED2	-	-	-
DESIGN-DETAILED3	-	-	-
REVISIONS 1	City Site Plan Review	-	04/04/14
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
PHOTOMETRIC PLAN:
CONTAINER STORAGE CALC A

SHEET NUMBER

EOB

022 OF 076

Filename: \$file\$



NOTES:

1. CALCULATIONS REPRESENT INITIAL FOOTCANDLE LEVELS AT GRADE.
2. GRID STATISTICS FOR THE CONTAINER STORAGE AREA ARE AS FOLLOWS:
AVE: 2.45 MIN: 0.0 MAX: 6.2 MAX:MIN: N/A
3. THERE WERE NO LIGHT LOSS FACTORS USED IN THIS CALCULATION.
4. THIS PHOTOMETRIC PLAN REPRESENTS LIGHTING LEVELS WITH ALL CONTAINERS PRESENT.

INTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

62506-DS-001

WIN

STATE OF MAINE
LAWRENCE E. BARTLETT
No. 7928
LICENSED PROFESSIONAL ENGINEER
Lawrence E. Bartlett
4/4/14

Lauren E. Portlett
SIGNATURE
7928
P.E. NUMBER
02/26/14
DATE

PROJ. MANAGER	CRAIG R. MORIN	BY	DATE
DESIGN-DETAILED	LEB	JLC	2/26/14
CHECKED-REVIEWED	-	-	-
DESIGN2-DET-MAILED2	-	-	-
DESIGN3-DET-MAILED3	-	-	-
REVISIONS 1	City Site Plan Review		04/04/14
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

PHOTOMETRIC PLAN:

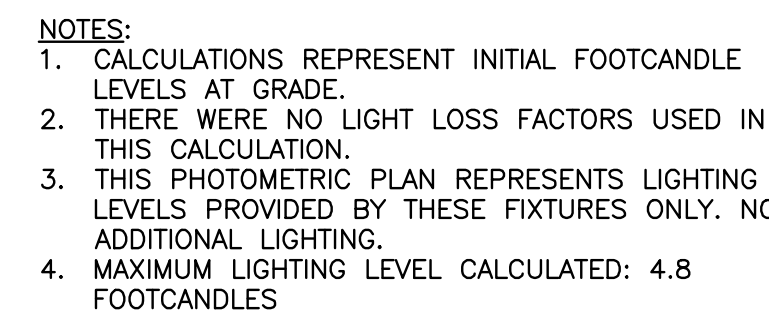
CONTAINER STORAGE CALC A

SHEET NUMBER

EOC

023 OF 076

Filename: \$files\$



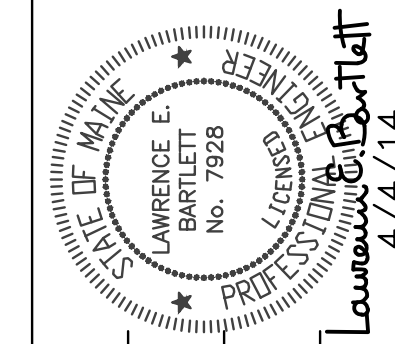
PRELIMINARY - NOT FOR CONSTRUCTION

BLIND

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

62506-DS-001

WIN



Lawrence E. Porttett
SIGNATURE
7928
P.E. NUMBER
02/26/14
DATE

PROJ. MANAGER	GRAG R. MORIN	BY	DATE
DESIGN-DETAILED	LEB	JLC	2/26/14
CHECKED-REVIEWED	-	-	-
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	City Site Plan Review		04/04/14
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
REVISIONS 5	-	-	-
REVISIONS 6	-	-	-
REVISIONS 7	-	-	-
REVISIONS 8	-	-	-
REVISIONS 9	-	-	-
REVISIONS 10	-	-	-
REVISIONS 11	-	-	-
REVISIONS 12	-	-	-
REVISIONS 13	-	-	-
REVISIONS 14	-	-	-
REVISIONS 15	-	-	-
REVISIONS 16	-	-	-
REVISIONS 17	-	-	-
REVISIONS 18	-	-	-
REVISIONS 19	-	-	-
REVISIONS 20	-	-	-
REVISIONS 21	-	-	-
REVISIONS 22	-	-	-
REVISIONS 23	-	-	-
REVISIONS 24	-	-	-
REVISIONS 25	-	-	-
REVISIONS 26	-	-	-
REVISIONS 27	-	-	-
REVISIONS 28	-	-	-
REVISIONS 29	-	-	-
REVISIONS 30	-	-	-
REVISIONS 31	-	-	-
REVISIONS 32	-	-	-
REVISIONS 33	-	-	-
REVISIONS 34	-	-	-
REVISIONS 35	-	-	-
REVISIONS 36	-	-	-
REVISIONS 37	-	-	-
REVISIONS 38	-	-	-
REVISIONS 39	-	-	-
REVISIONS 40	-	-	-
REVISIONS 41	-	-	-
REVISIONS 42	-	-	-
REVISIONS 43	-	-	-
REVISIONS 44	-	-	-
REVISIONS 45	-	-	-
REVISIONS 46	-	-	-
REVISIONS 47	-	-	-
REVISIONS 48	-	-	-
REVISIONS 49	-	-	-
REVISIONS 50	-	-	-
REVISIONS 51	-	-	-
REVISIONS 52	-	-	-
REVISIONS 53	-	-	-
REVISIONS 54	-	-	-
REVISIONS 55	-	-	-
REVISIONS 56	-	-	-
REVISIONS 57	-	-	-
REVISIONS 58	-	-	-
REVISIONS 59	-	-	-
REVISIONS 60	-	-	-
REVISIONS 61	-	-	-
REVISIONS 62	-	-	-
REVISIONS 63	-	-	-
REVISIONS 64	-	-	-
REVISIONS 65	-	-	-
REVISIONS 66	-	-	-
REVISIONS 67	-	-	-
REVISIONS 68	-	-	-
REVISIONS 69	-	-	-
REVISIONS 70	-	-	-
REVISIONS 71	-	-	-
REVISIONS 72	-	-	-
REVISIONS 73	-	-	-
REVISIONS 74	-	-	-
REVISIONS 75	-	-	-
REVISIONS 76	-	-	-
REVISIONS 77	-	-	-
REVISIONS 78	-	-	-
REVISIONS 79	-	-	-
REVISIONS 80	-	-	-
REVISIONS 81	-	-	-
REVISIONS 82	-	-	-
REVISIONS 83	-	-	-
REVISIONS 84	-	-	-
REVISIONS 85	-	-	-
REVISIONS 86	-	-	-
REVISIONS 87	-	-	-
REVISIONS 88	-	-	-
REVISIONS 89	-	-	-
REVISIONS 90	-	-	-
REVISIONS 91	-	-	-
REVISIONS 92	-	-	-
REVISIONS 93	-	-	-
REVISIONS 94	-	-	-
REVISIONS 95	-	-	-
REVISIONS 96	-	-	-
REVISIONS 97	-	-	-
REVISIONS 98	-	-	-
REVISIONS 99	-	-	-
REVISIONS 100	-	-	-

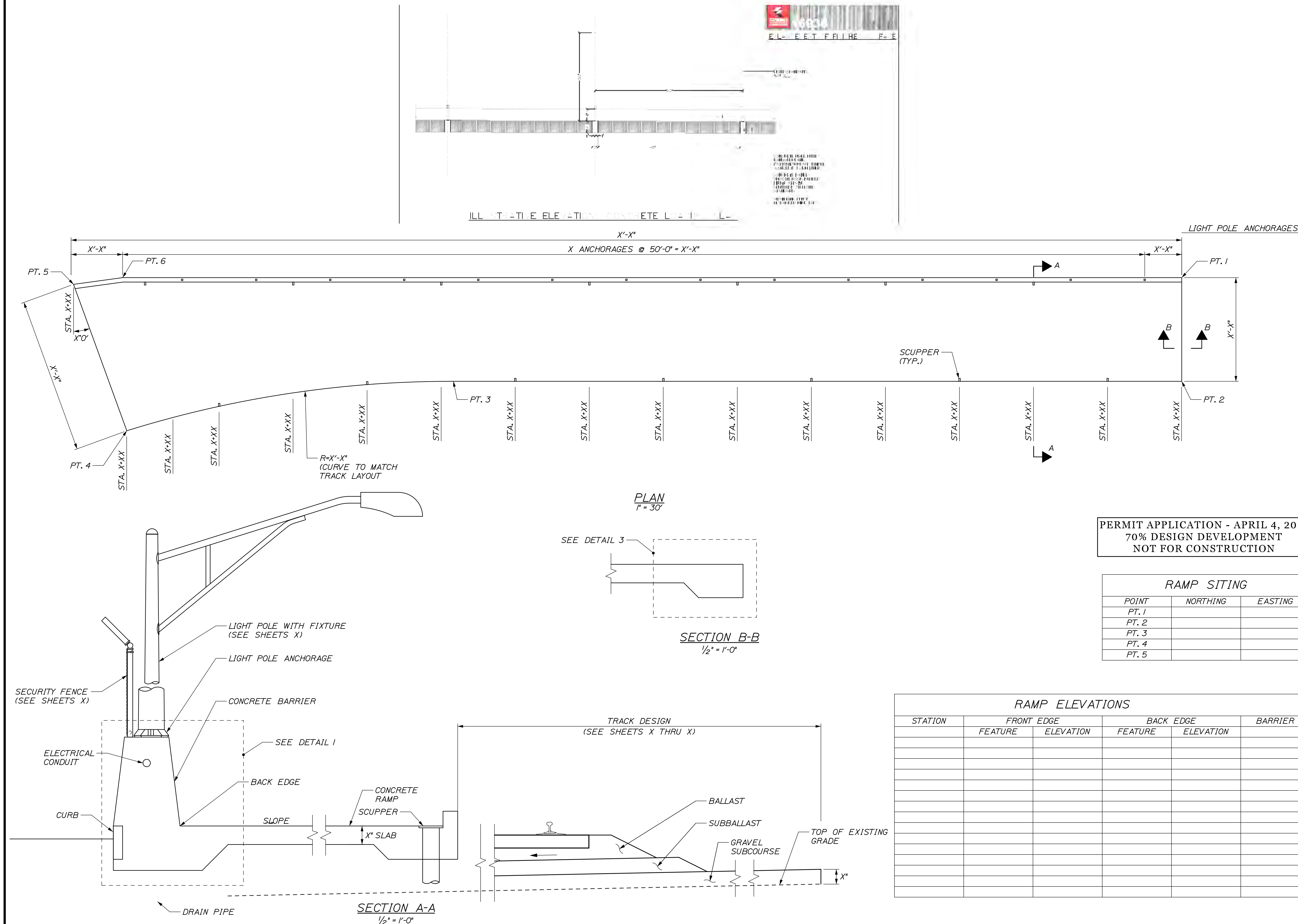
PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY

TOMETRIC PLAN: WATERFRONT

SHEET NUMBER

EOD

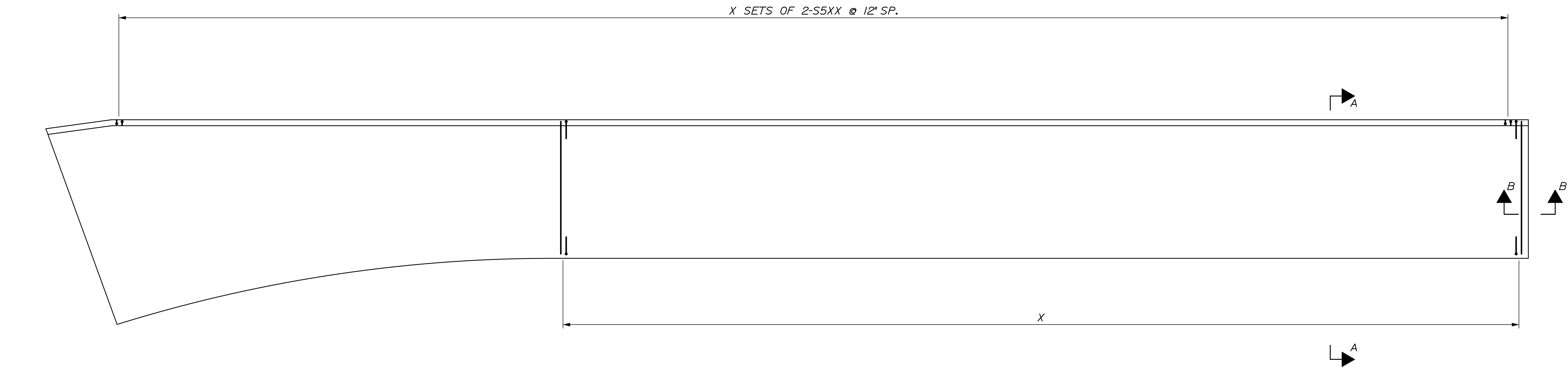
024 OF 076



PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

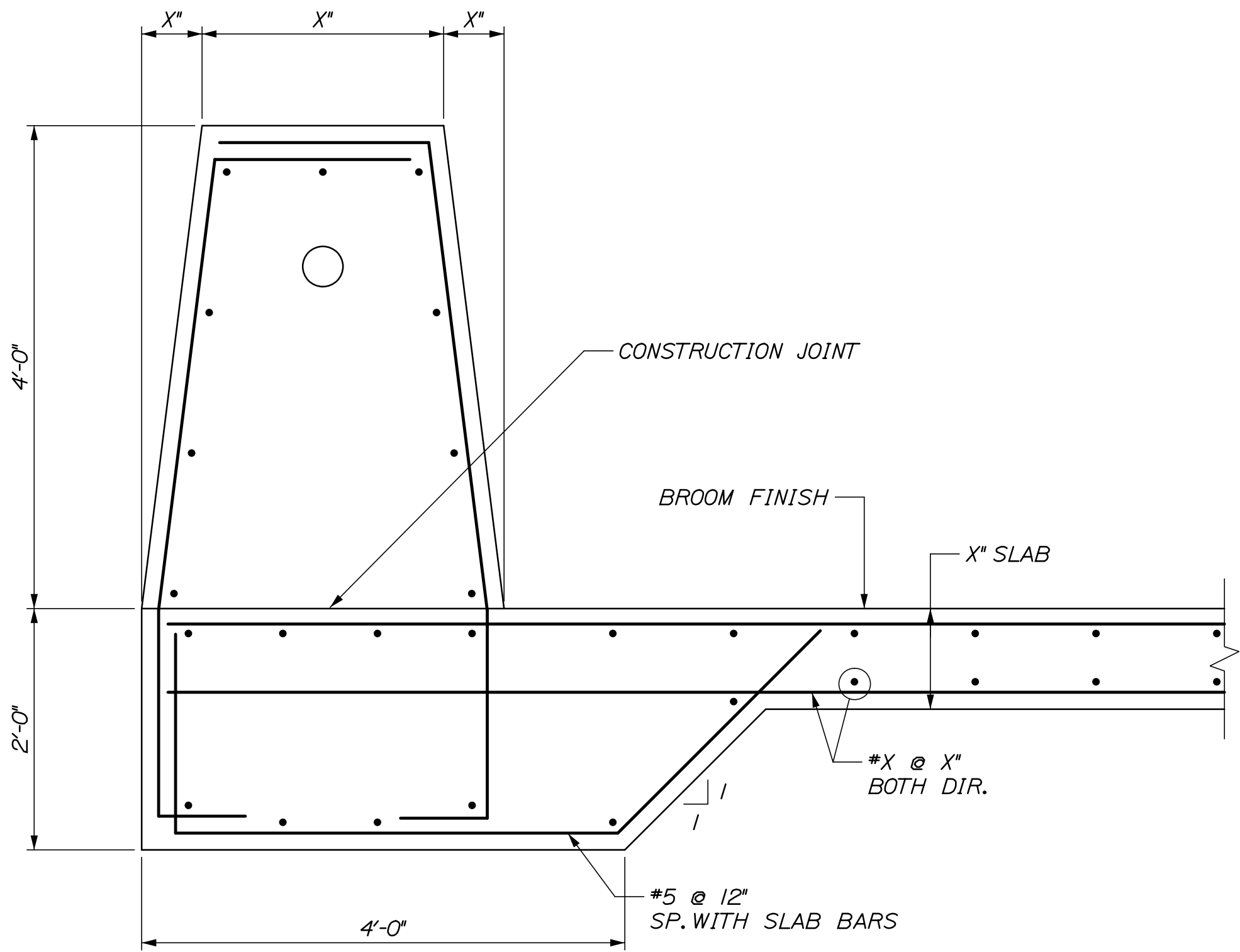
<i>RAMP SITING</i>		
<i>POINT</i>	<i>NORTHING</i>	<i>EASTING</i>
<i>PT. 1</i>		
<i>PT. 2</i>		
<i>PT. 3</i>		
<i>PT. 4</i>		
<i>PT. 5</i>		

[illegible]

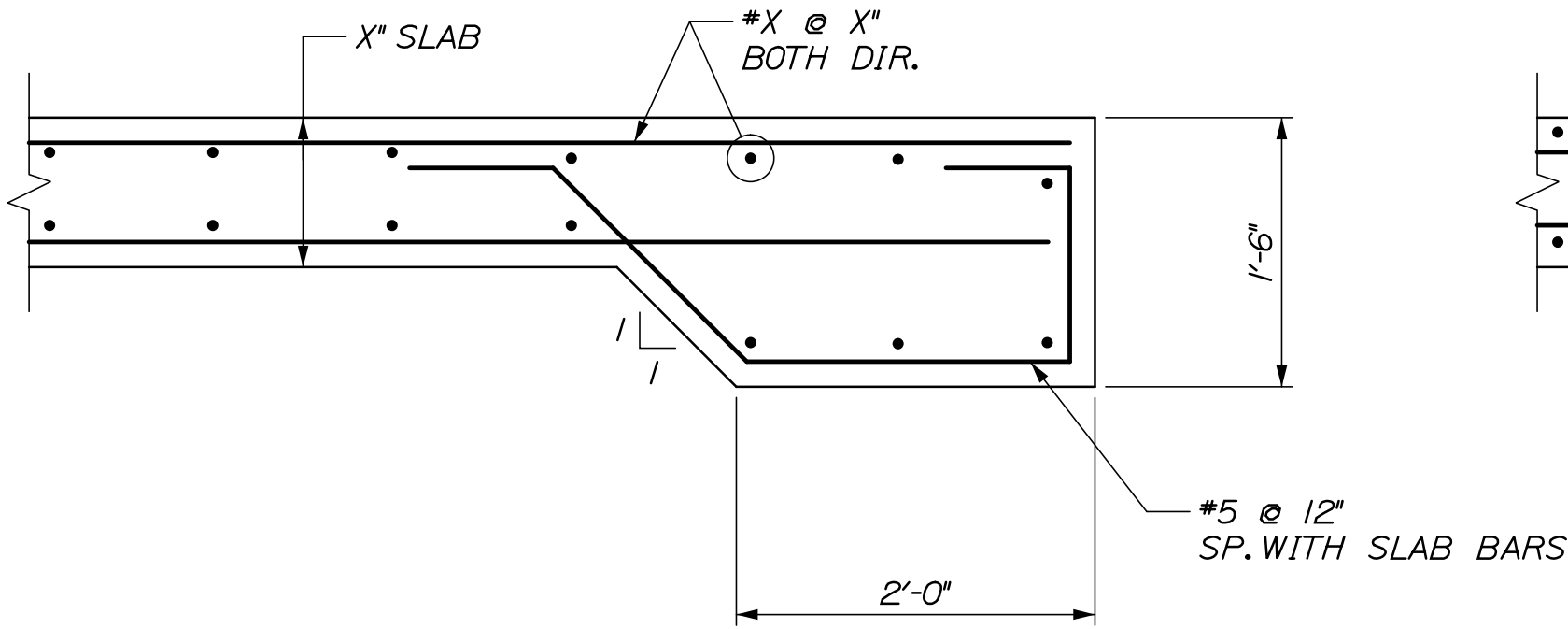


RAMP REINFORCEMENT KEY
1" = 30'

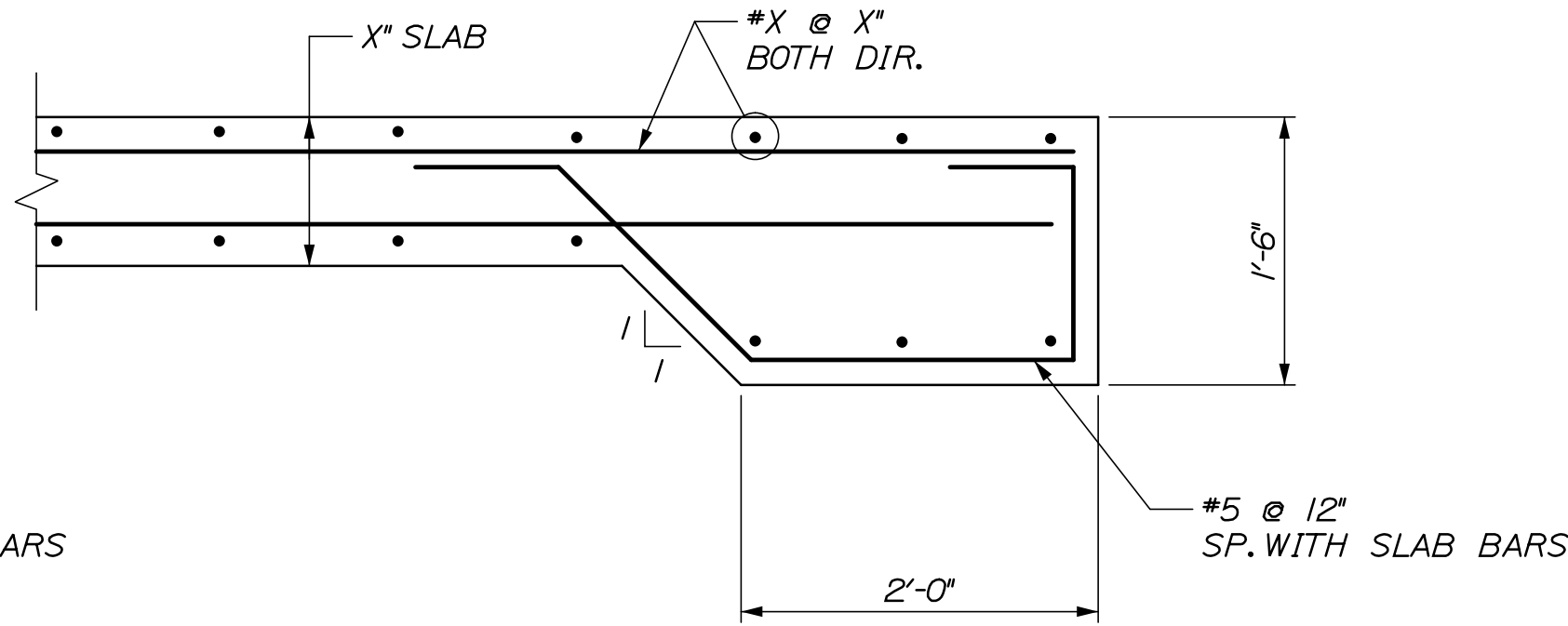
PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



DETAIL 1
1" = 1'-0"



DETAIL 2
1" = 1'-0"



DETAIL 3
1" = 1'-0"

- CONCRETE NOTES:**
1. CONCRETE BASIC DESIGN STRESSES SHALL BE:
-CAST-IN-PLACE, (UON): CLASS "LP"
 2. CONCRETE SHALL CONTAIN 5.0 GAL/CY OF CALCIUM CORROSION INHIBITOR ADMIXTURE.
 3. CLEARANCES FOR REINFORCEMENT SHALL BE:
CAST-IN-PLACE PILE CAPS AND FOOTINGS: 3"
PRECAST DECK PLANKS AND CAST IN PLACE OVERLAY: 3"
 4. ALL REINFORCING SHALL BE FULLY SUPPORTED ON NON-METALLIC APPROVED CHAIRS. REINFORCING SHALL NOT BE SUPPORTED ON TIMBER BLOCKS, BRICKS, CONCRETE BLOCKS, ETC.
 5. CONSTRUCTION JOINTS SHALL BE MADE ONLY AS SHOWN UNLESS APPROVED OTHERWISE.
- WET CURING OF CONCRETE IS TO BEGIN WITHIN 30 MINUTES AFTER CONCRETE FINISHING, OR AS SOON AS POSSIBLE WITHOUT DAMAGING FINISHED SURFACE.
7. ALL FORMWORK FOR CONCRETE SHALL BE LEFT IN PLACE AND CONCRETE SURFACES SHALL BE COVERED AND KEPT MOIST FOR A PERIOD OF NOT LESS THAN TWO (2) FULL DAYS AFTER CONCRETE PLACEMENTS.
 8. CONTRACTOR SHALL SUBMIT DETAILED REINFORCING DRAWINGS INCLUDING BAR AND BENDING SCHEDULES TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO DELIVERY OF ANY REINFORCING STEEL.

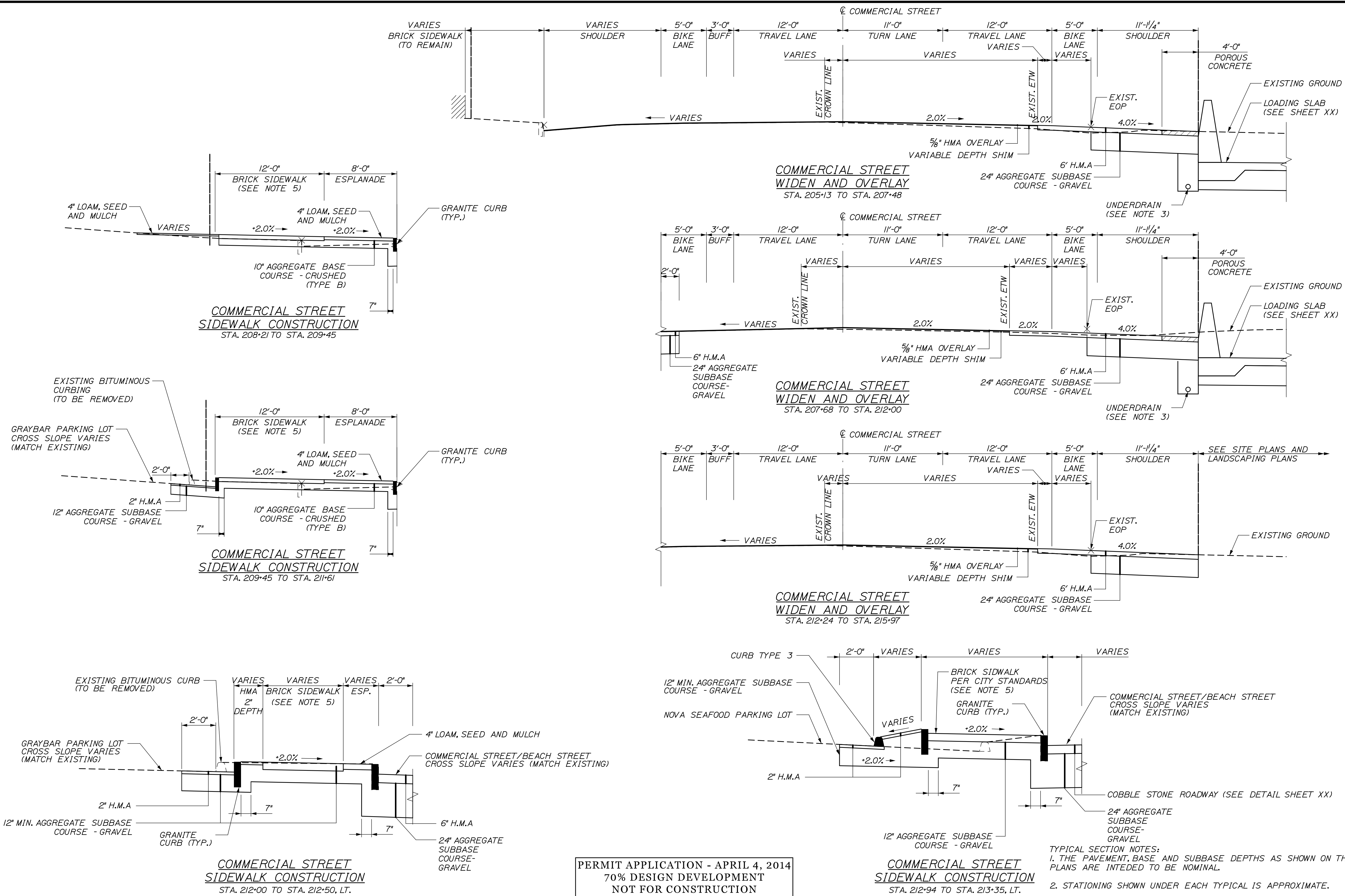
- REINFORCING STEEL NOTES:**
1. REINFORCING BARS SHALL CONFORM TO ASTM A615, GRADE 60 AND SHALL BE EPOXY COATED.
 2. SPLICE REINFORCEMENT AS INDICATED.
- CLASS "B" SPLICES FOR EPOXY COATED REINFORCEMENT:
- | BAR SIZE | "OTHER" BARS
5000 PSI | "TOP" BARS*
5000 PSI |
|----------|--------------------------|-------------------------|
| #4 | 2'-0" | 2'-3" |
| #5 | 2'-6" | 2'-10" |
| #6 | 3'-0" | 3'-4" |
| #7 | 3'-5" | 3'-11" |
| #8 | 4'-2" | 4'-11" |
| #9 | 5'-6" | 6'-2" |
- *A TOP BAR IS A HORIZONTAL BAR WHERE MORE THAN 12" OF CONCRETE IS CAST DIRECTLY BELOW THE BAR.
3. SPLICES SHALL BE LOCATED SUCH THAT NO MORE THAN 50 PERCENT OF THE REINFORCEMENT IS SPLICED AT ANY ONE LOCATION, UNLESS SHOWN OTHERWISE.
 4. ALL HOOKS SHALL BE STANDARD ACI 90 OR 180 DEGREE END HOOKS, UNLESS SHOWN OTHERWISE.
 5. SPLICE TOP BARS AT CENTER OF SPAN AND BOTTOM BARS AT THE SUPPORT, UNLESS DETAILED OTHERWISE.

Date:4/7/2014

Username:

Division:

Filename: 032_Typ_Commercial.dgn



NOT TO SCALE

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

- TYPICAL SECTION NOTES:
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 2. STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
 3. SEE CROSS SECTIONS FOR ACTUAL UNDERDRAIN ELEVATIONS.
 4. MATCH EXISTING TRAVELWAY SLOPE.
 5. BRICK SIDEWALK TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARD, FIGURE 1-10

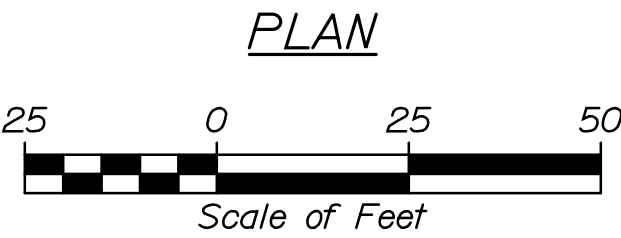
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		CUMBERLAND COUNTY		COMMERCIAL STREET	
TYPICAL SECTIONS		SHEET NUMBER		H1		32 OF -	
PROJ. MANAGER	J. KITTEDGE	DESIGN-DETAILED	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
CHECKED-REVIEWED	BY	DATE	DATE	DATE	DATE	DATE	DATE
DESIGN-DETAILED	BY	DATE	DATE	DATE	DATE	DATE	DATE
DESIGN-DETAILED	BY	DATE	DATE	DATE	DATE	DATE	DATE
REVISIONS 1	BY	DATE	DATE	DATE	DATE	DATE	DATE
REVISIONS 2	BY	DATE	DATE	DATE	DATE	DATE	DATE
REVISIONS 3	BY	DATE	DATE	DATE	DATE	DATE	DATE
REVISIONS 4	BY	DATE	DATE	DATE	DATE	DATE	DATE
FIELD CHANGES	BY	DATE	DATE	DATE	DATE	DATE	DATE

Date:4/24/2014

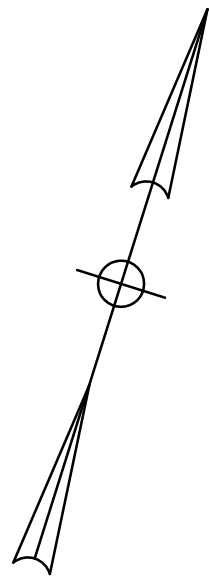
Username:

Division:

Filename: 034_Highway_001.dgn



PERMIT APP #2014-038
AMENDMENT PACKAGE #1
APRIL 24, 2014
NOT FOR CONSTRUCTION



GRANITE
"M" MONUMENT
FOUND

STA. 200+53.11
BEGIN WIN 22809.20
BEGIN OVERLAY
MATCH EXISTING PAVEMENT
WITH BUTT JOINT

2.47'
2.57'
GRANITE
MONUMENT
FOUND

STA. 204+50.00
BEGIN WIDEN, OVERLAY
AND MILL AND FILL

GAS METERS

MATCHSTICK BUILDING
(LOCATION APPROXIMATE
NOT SURVEYED)

CURVE DATA #1
PI = 201+46.51
D = 2°51'53.2"
Δ = 8°22'45.6" Rt.
R = 2000.00'
L = 292.49'
T = 146.51'
E = 5.36'

- NOTES:
1. FOR CURB LINE GEOMETRY AND CURBING DETAILS, SEE THE GEOMETRIC LAYOUT PLANS.
 2. FOR COMMERCIAL STREET DRAINAGE NOTES SEE CROSS SECTIONS.
 3. SEE TYPICAL SECTIONS AND CROSS SECTIONS FOR LIMITS OF FULL DEPTH RECONSTRUCTION AND PAVEMENT CUT LINES.
 4. FOR STRIPING AND SIGNING DETAILS, SEE THE SIGNING AND STRIPING PLANS.
 5. FOR SIGNAL DETAILS, SEE SIGNAL PLANS.
 6. FOR ROADWAY AND SHOULDER WIDTHS, SEE SIGNING AND STRIPING PLANS.
 7. SHADING DENOTES LIMITS OF PAVEMENT OVERLAY.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN 022809.20

PROJ. MANAGER	J. KITREDOE	BY	DATE
DESIGN-DETAILED	RWH	RWH	04/14
CHECKED-REVIEWED			04/14
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1	UPDATE	INTERSECTION	4/24/14
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET PLAN

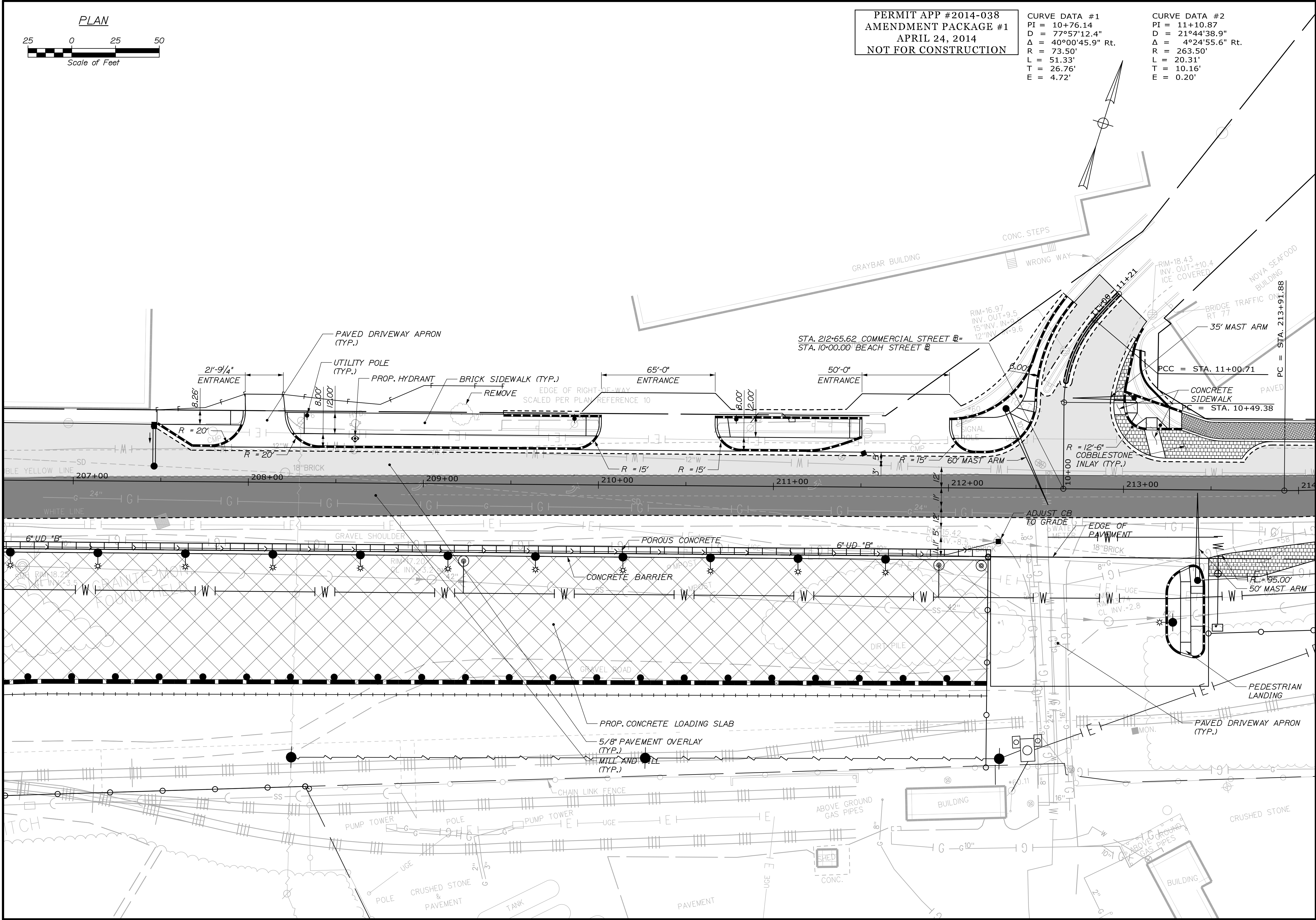
SHEET NUMBER
H2
34 OF -

Date: 4/24/2014

Username:

Division:

Filename: 035_Highway_002.dgn



PERMIT APP #2014-038
AMENDMENT PACKAGE #1
APRIL 24, 2014
NOT FOR CONSTRUCTION

CURVE DATA #1
PI = 10+76.14
D = 77°57'12.4"
Δ = 40°00'45.9" Rt.
R = 73.50'
L = 51.33'
T = 26.76'
E = 4.72'

CURVE DATA #2
PI = 11+10.87
D = 21°44'38.9"
Δ = 4°24'55.6" Rt.
R = 263.50'
L = 20.31'
T = 10.16'
E = 0.20'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PROJ. MANAGER	DATE	BY	J. KITREDOE	DATE	SIGNATURE
DESIGN-DETAILED	04/14	RWH	04/14		
CHECKED-REVIEWED	04/14				
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1	4/24/14				
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
PLAN

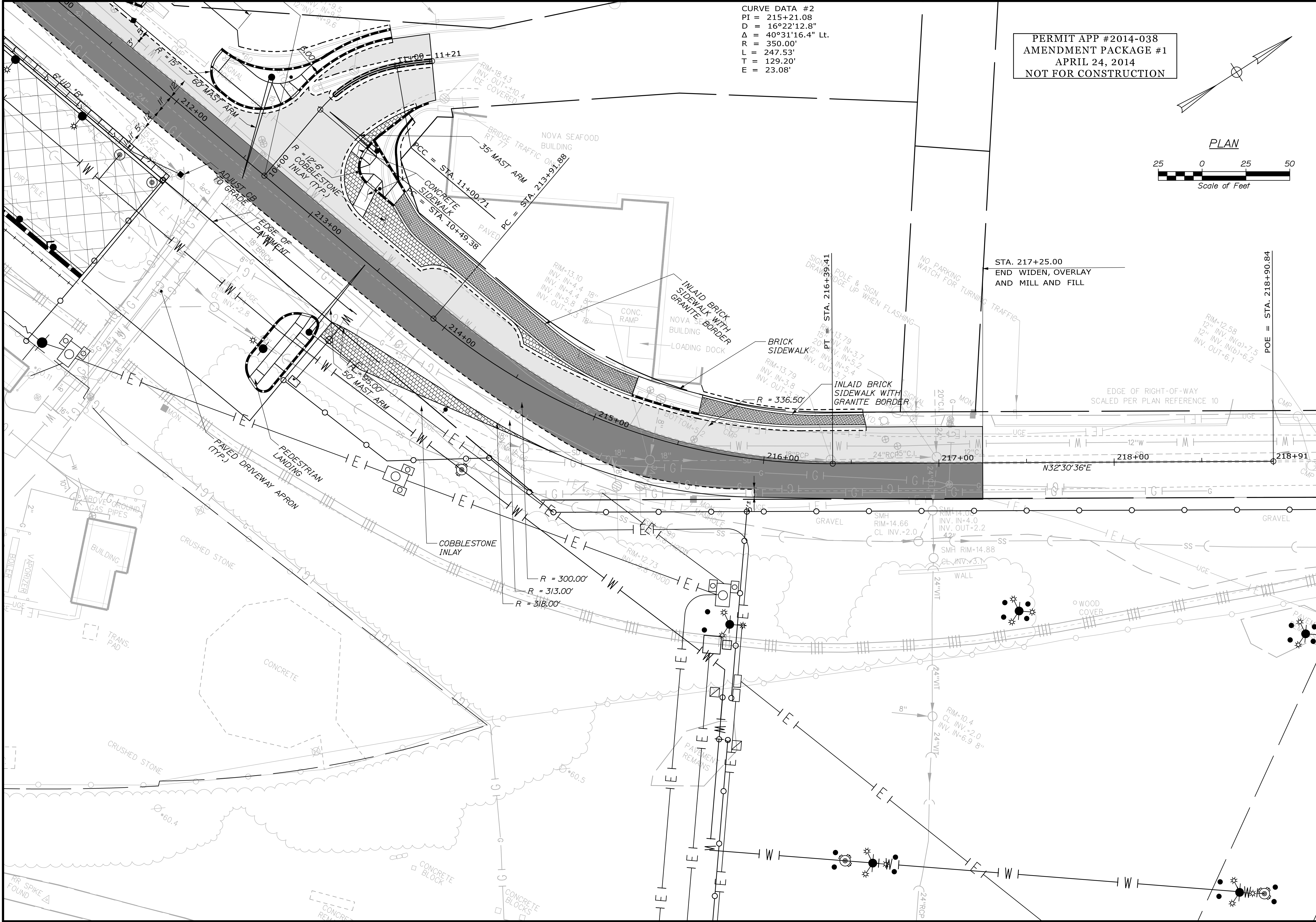
SHEET NUMBER
H3
35 OF -

Date: 4/24/2014

Username:

Division:

Filename: 036_Highway_003.dgn



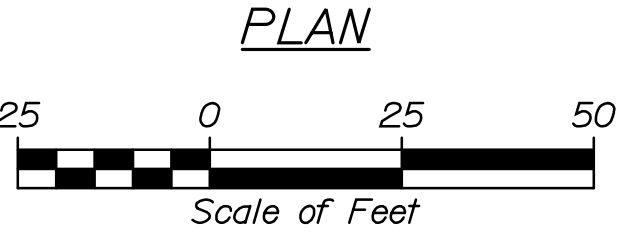
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER 022809.20		WIN 022809.20	
PORTLAND INTERNATIONAL MARINE TERMINAL		EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION		CUMBERLAND COUNTY		COMMERCIAL STREET	
SHEET NUMBER		H4		36 OF -		PLAN	
PROJ. MANAGER	J. KITTEDGE	BY	RWH	DATE	04/14	SIGNATURE	
DESIGN-DETAILED	RWH	CHECKED-REVIEWED		DATE	04/14	P.E. NUMBER	
DESIGNS-DETAILED		DESIGNS-DETAILED		DATE	4/24/14	DATE	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	

Date:4/7/2014

Username:

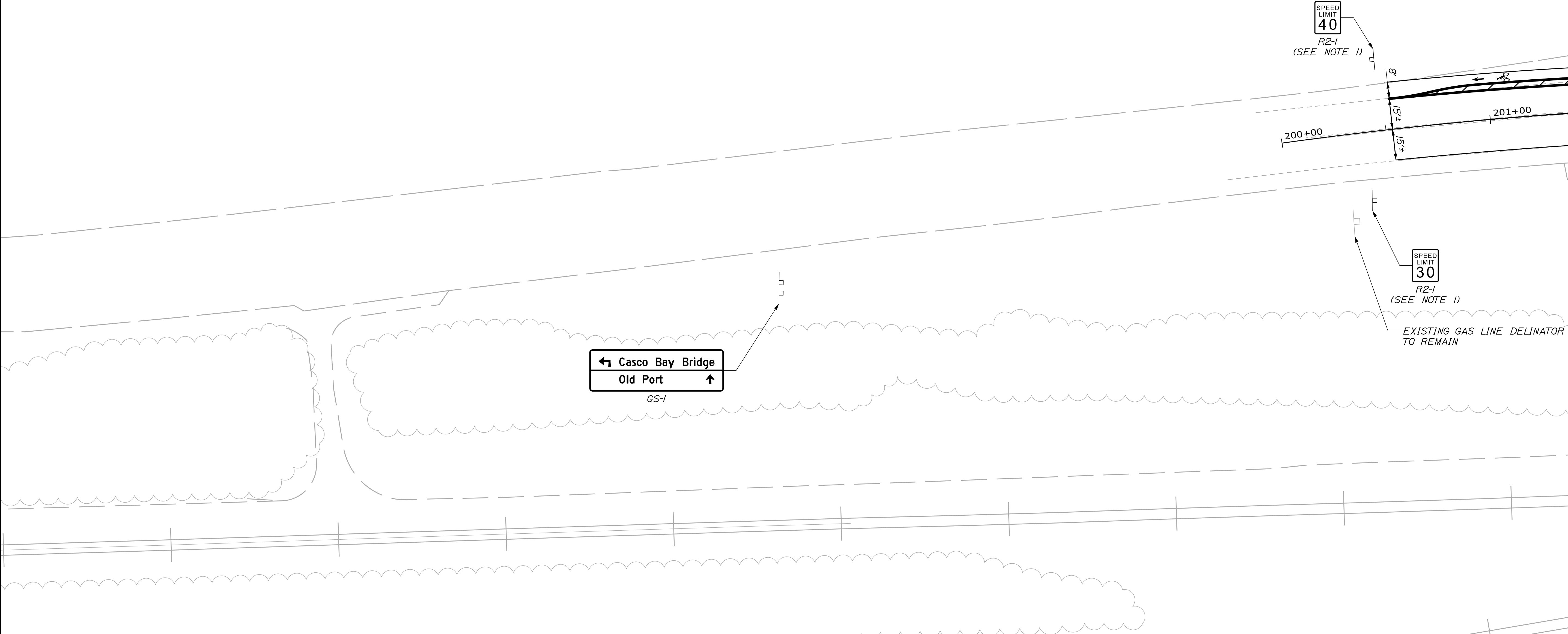
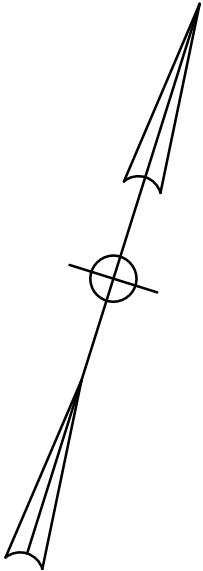
Division:

Filename: 058_SSPlan1.dgn



NOTES:
1. THIS WILL REQUIRE ADJUSTMENT OF CURRENTLY DEFINED SPEED ZONE - THIS WILL NEED TO BE COORDINATED WITH MAINE DOT SOUTHERN REGION OFFICE

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



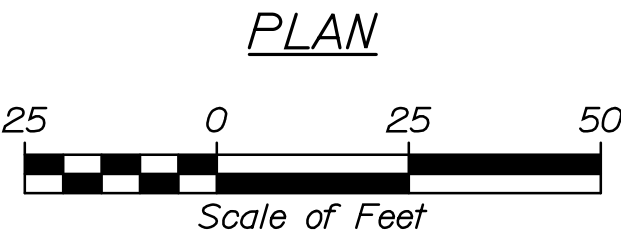
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY COMMERCIAL STREET SIGNING		PROJ. MANAGER	J. KITTREDGE	BY	DATE
		DESIGN-DETAILED	CDH	CDH/WH	03/14
		CHECKED-REVIEWED	-	-	SIGNATURE
		DESIGN2-DETAILED2	-	-	
		DESIGN3-DETAILED3	-	-	
		REVISIONS 1	-	-	P.E. NUMBER
		REVISIONS 2	-	-	
		REVISIONS 3	-	-	
		REVISIONS 4	-	-	DATE
		FIELD CHANGES	-	-	
SHEET NUMBER					
H27					
58 OF -					

Date:4/7/2014

Username:

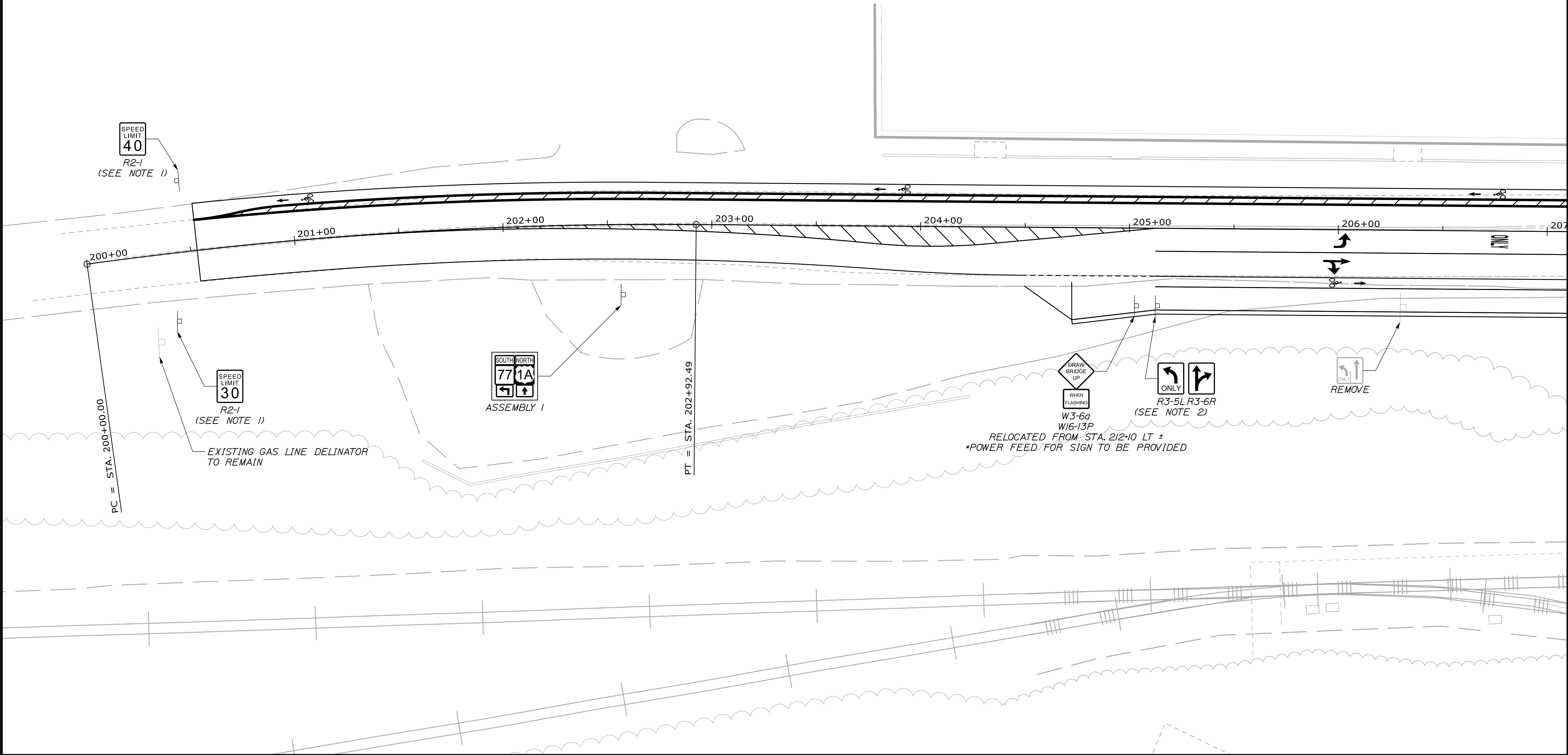
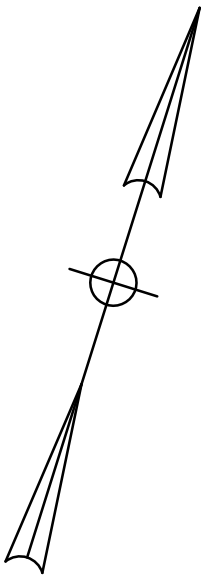
Division:

Filename: 059_SSPlan2.dgn



- NOTES:
1. THIS WILL REQUIRE ADJUSTMENT OF CURRENTLY DEFINED SPEED ZONE - THIS WILL NEED TO BE COORDINATED WITH MAINE DOT SOUTHERN REGION OFFICE
 2. SIGN MOUNTED ON BARRIER WITH BOTTOM OF SIGN AT 13' ABOVE ROADWAY.

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



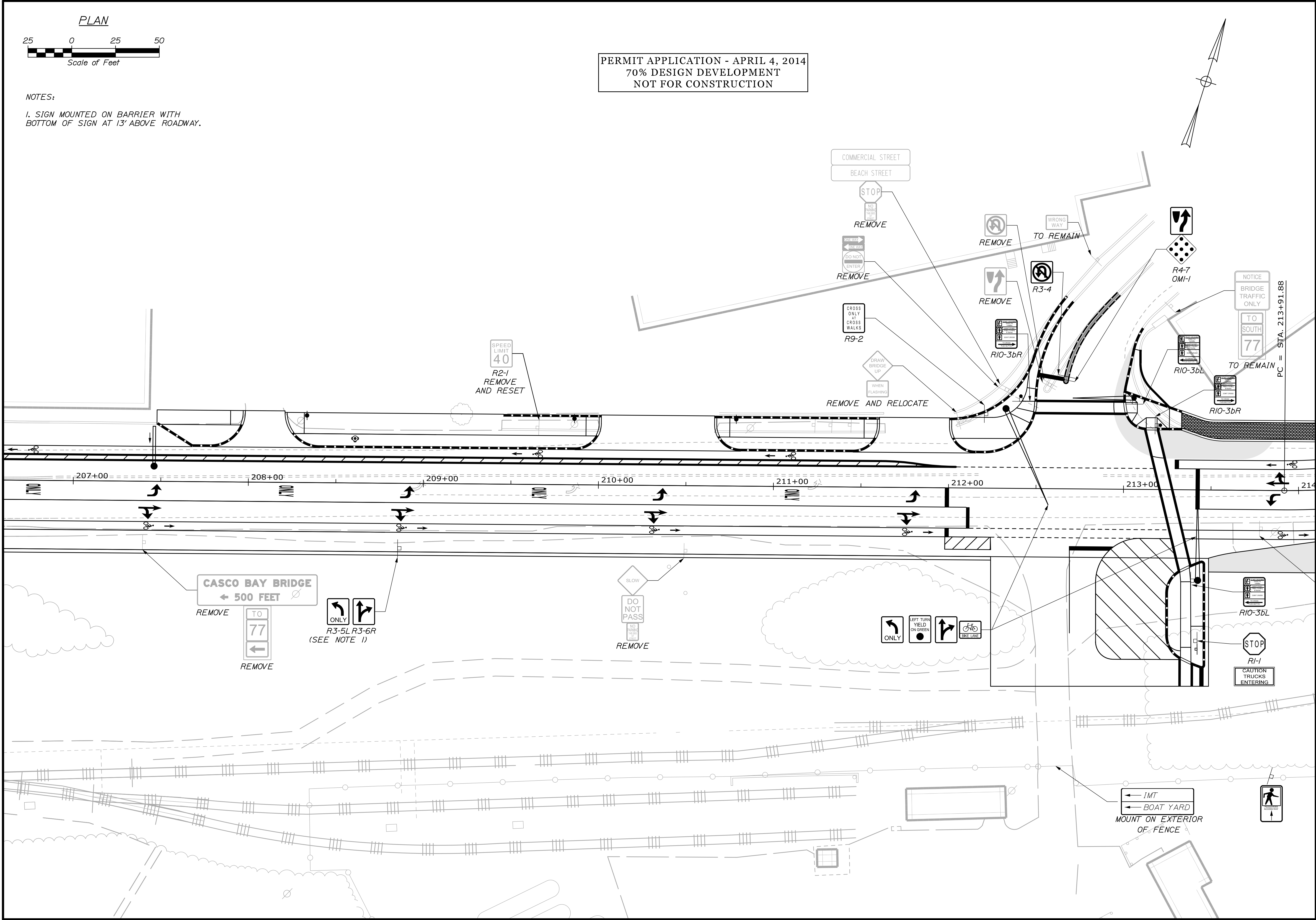
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		PROJ. MANAGER	J. KITTREDGE	BY	DATE
COMMERCIAL STREET SIGNING	DESIGN-DETAILED	CDH	CDH/RWH	03/14	SIGNATURE
	CHECKED-REVISED	-	-	-	
	DESIGN2-DETAILED2	-	-	-	
	DESIGN3-DETAILED3	-	-	-	
	REVISIONS 1	-	-	-	
WIN 022809.20	REVISIONS 2	-	-	-	DATE
	REVISIONS 3	-	-	-	
	REVISIONS 4	-	-	-	
	FIELD CHANGES	-	-	-	

Date:4/7/2014

Username:

Division:

Filename: 060_SSPlan3.dgn

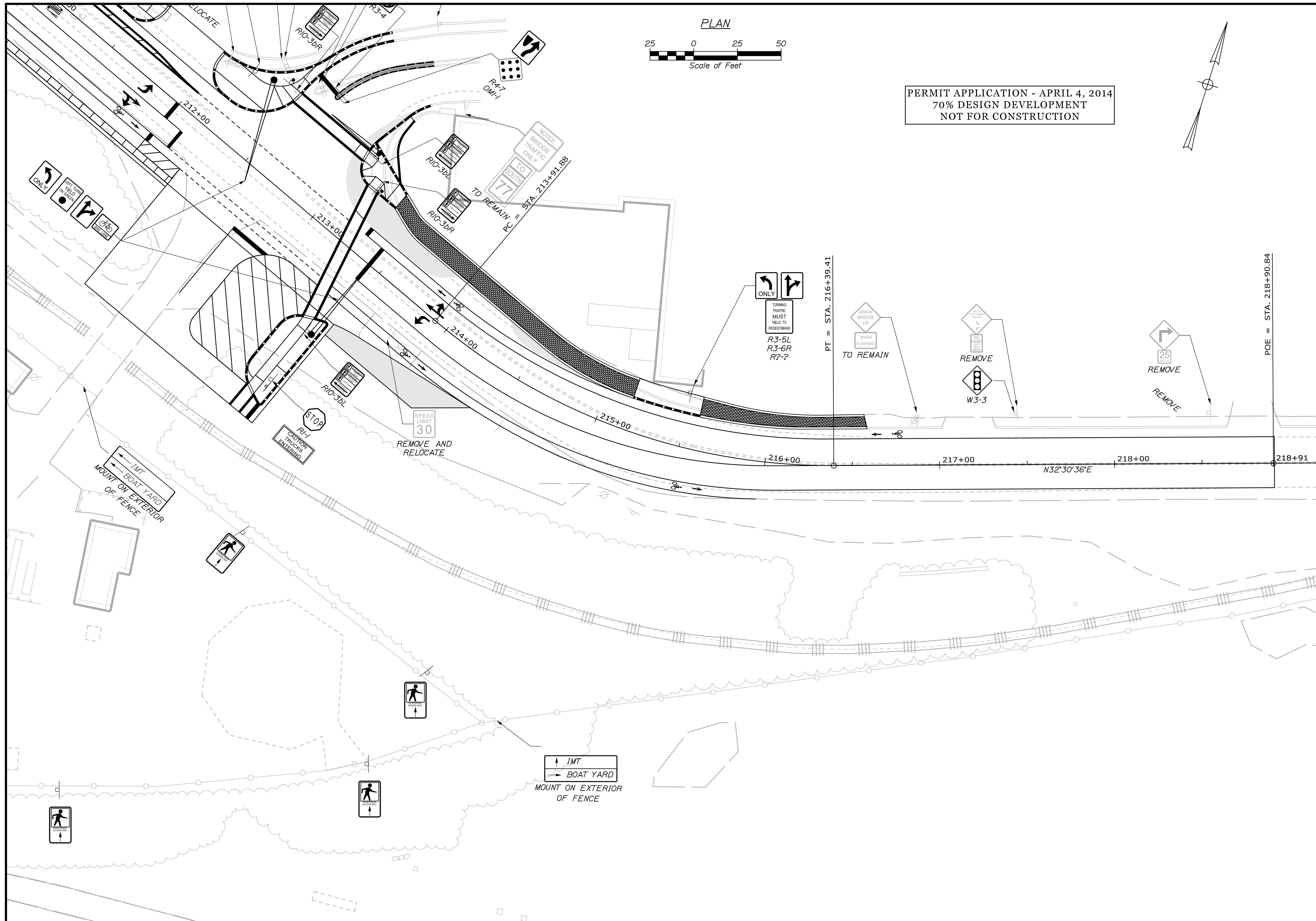


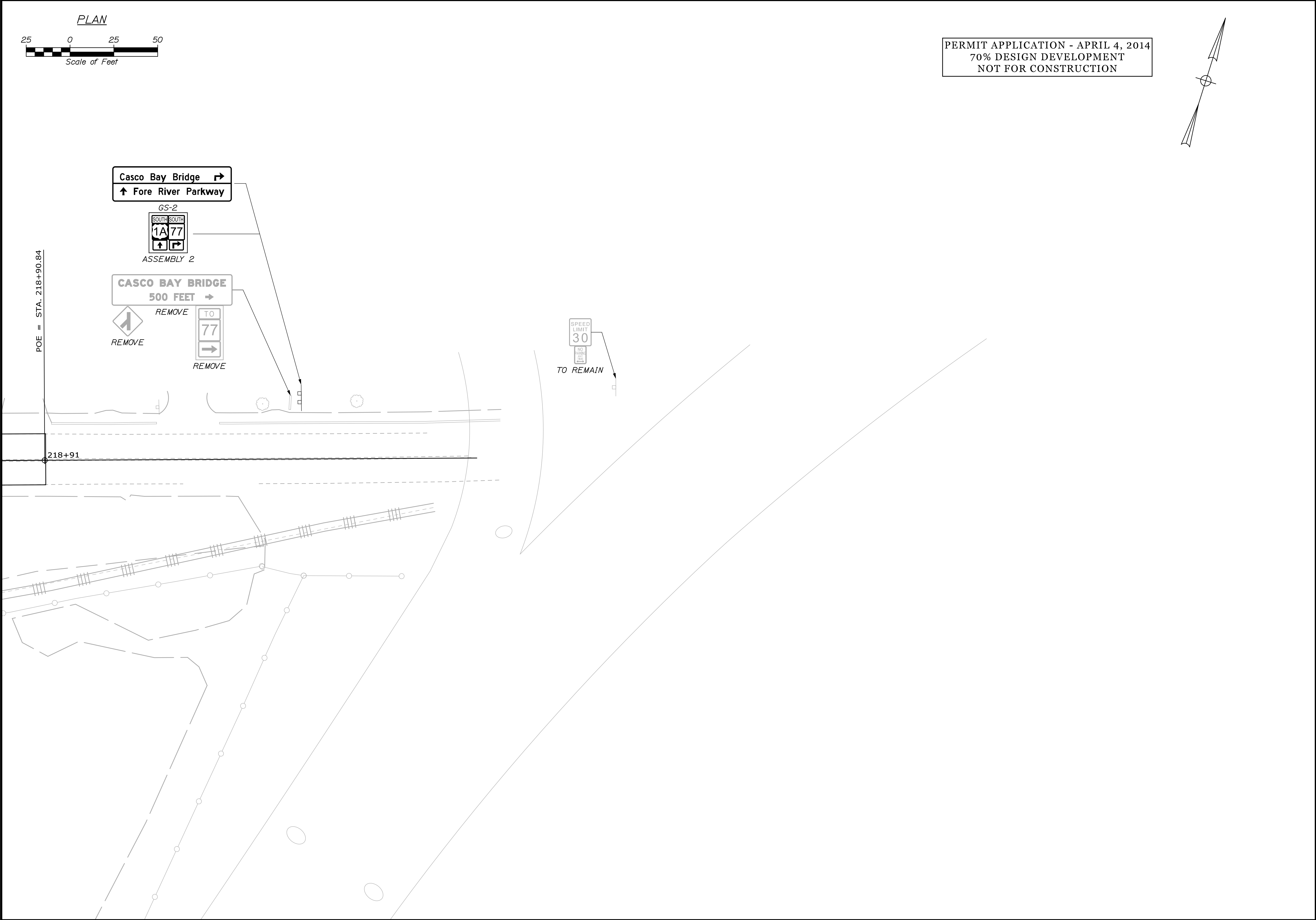
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PROJ. MANAGER	DATE	BY	J. KITTEDGE
DESIGN-DETAILED	03/14	RWH	-
CHECKED-REVIEWED	-	-	-
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
SIGNING

SHEET NUMBER
H29
60 OF -





PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
COMMERCIAL STREET
SIGNING

SHEET NUMBER
H31
62 OF -

STATE OF MAINE						
DEPARTMENT OF TRANSPORTATION						
PROJECT NUMBER 022809.20						
WIN 022809.20						

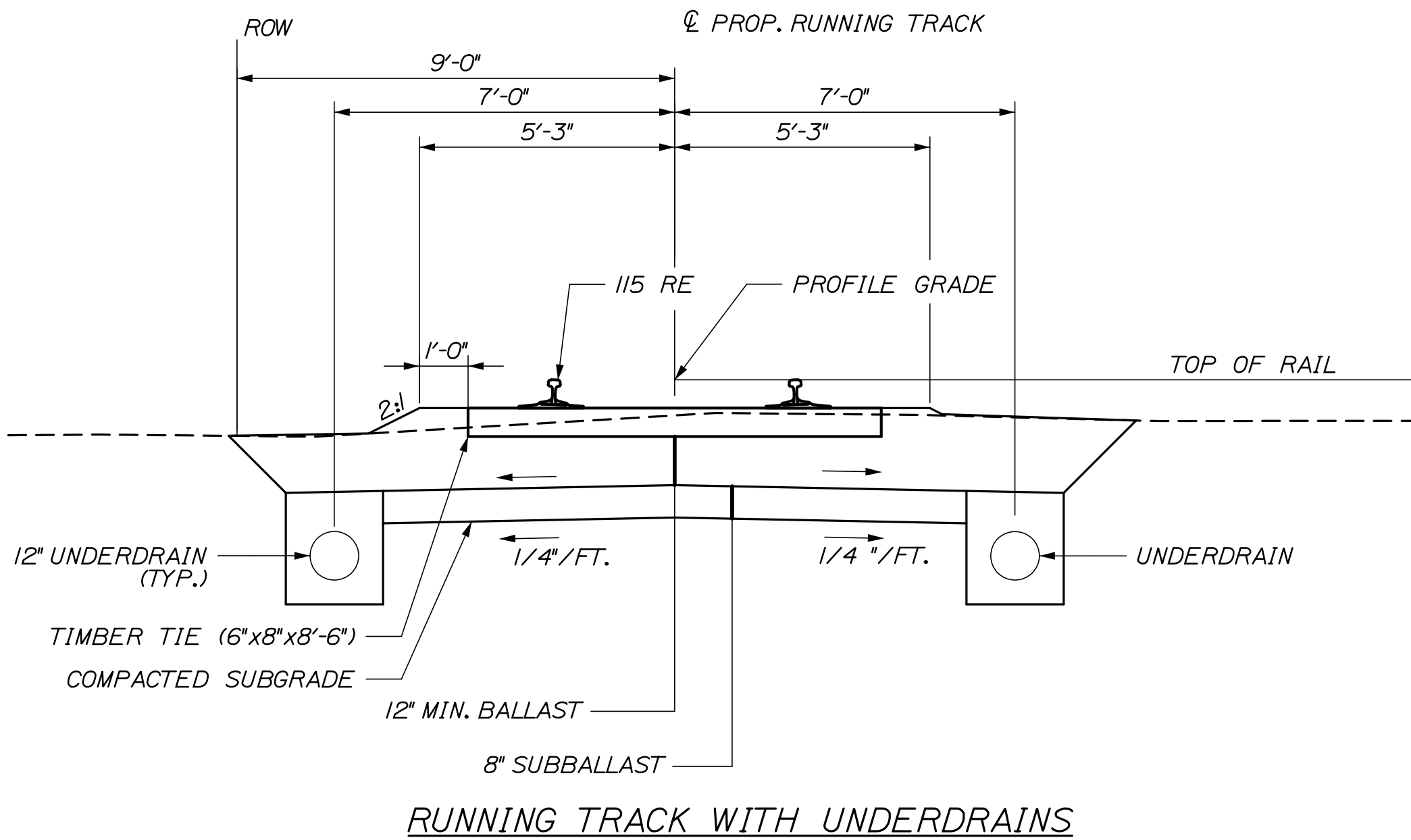
Date:4/7/2014

Username:

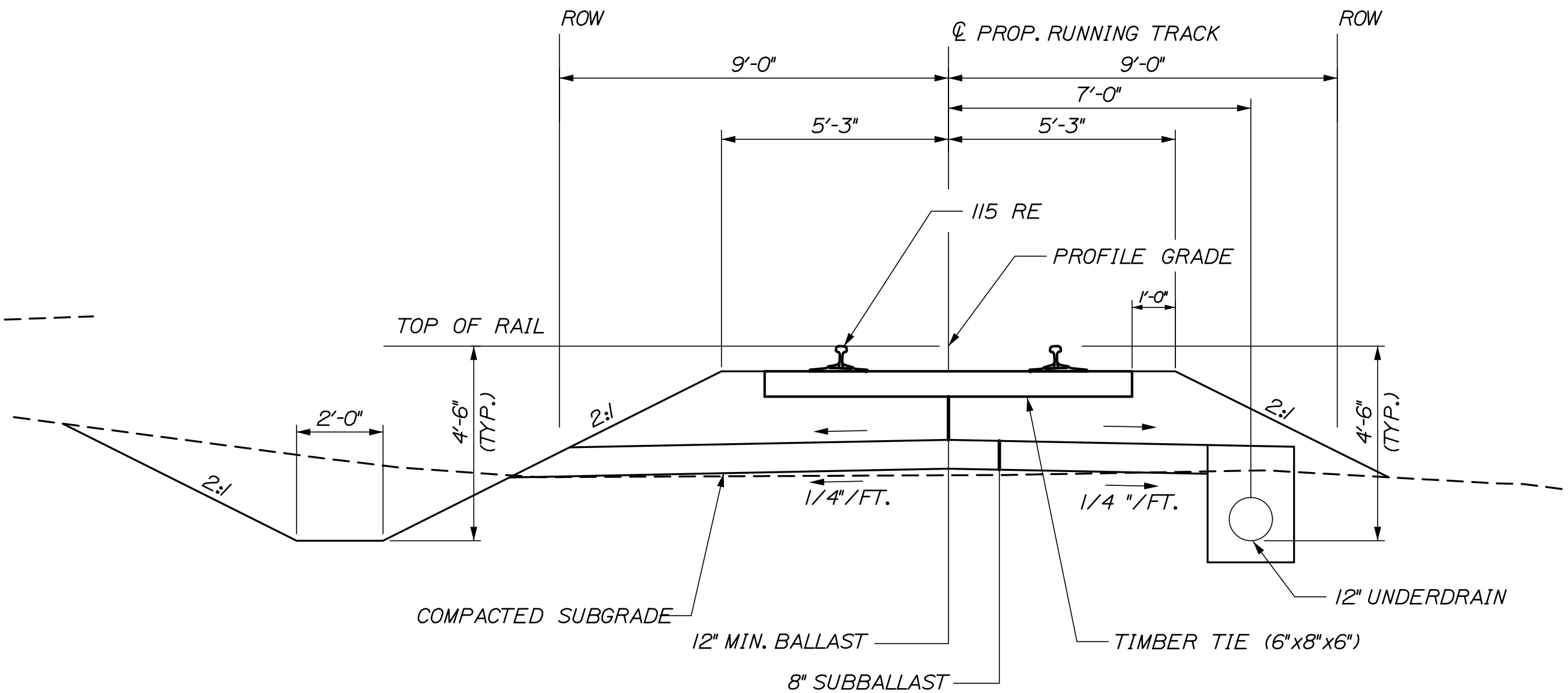
Division:

Filename: 063_typ_Track.dgn

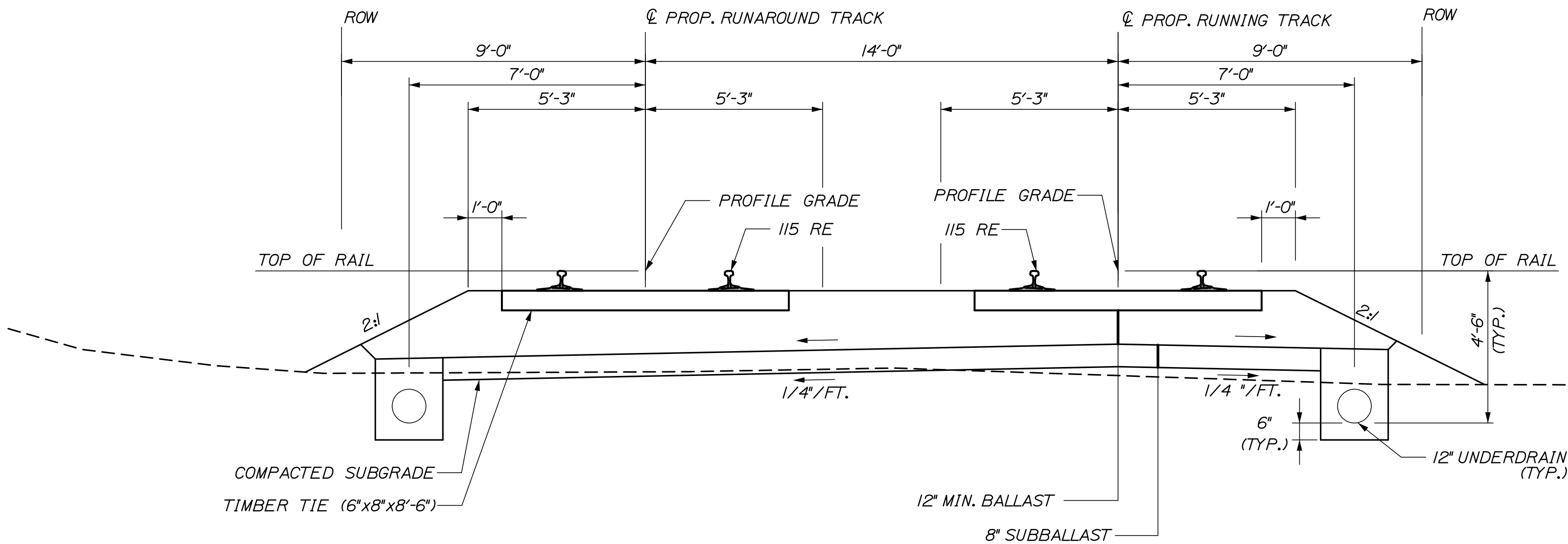
PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



RUNNING TRACK WITH UNDERDRAINS



RUNNING TRACK WITH SIDE DITCH



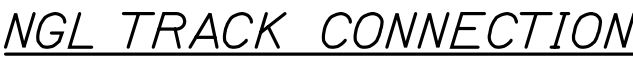
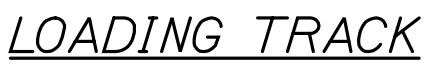
RUNNING TRACK WITH RUNAROUND TRACK

NOT TO SCALE

TYPICAL SECTION NOTES:
1. SEE CROSS SECTIONS FOR ACTUAL UNDERDRAIN ELEVATIONS.
2. CROSS SLOPES FOR BALLAST AND SUBBALLAST SHALL BE UNIFORM.
3. SEE PLANS, CROSS SECTIONS AND SPECIAL DETAILS FOR TRANSITION REQUIREMENTS AT PROJECT LIMIT OF WORK.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20	SIGNATURE		DATE
	P.E. NUMBER		DATE
	WIN		022809.20
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY		TRACK TYPICAL SECTIONS	
SHEET NUMBER		R1	
63		OF -	

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION



TYPICAL SECTION NOTES:

1. SEE CROSS SECTIONS FOR ACTUAL UNDERDRAIN ELEVATIONS.
2. CROSS SLOPES FOR BALLAST AND SUBBALLAST SHALL BE UNIFORM.
3. SEE PLANS, CROSS SECTIONS AND SPECIAL DETAILS FOR TRANSITION REQUIREMENTS AT PROJECT LIMIT OF WORK.

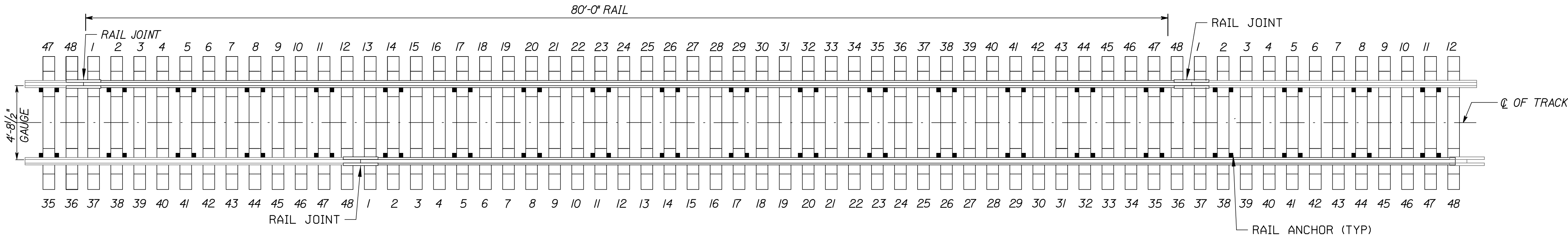
64 OF - R2 SHEET NUMBER	PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY TRACK TYPICAL SECTIONS	PROJ. MANAGER	J. KITTEDGE	BY	DATE
		DESIGN-DETAILED	RWH/VME	MPC	03/14
		CHECKED-REVIEWED	-	-	-
		DESIGN2-DETAILED2	-	-	-
		DESIGN3-DETAILED3	-	-	-
SIGNATURE		P.E. NUMBER			
REVISONS 1		-			
REVISONS 2		-			
REVISONS 3		-			
REVISONS 4		-			
FIELD CHANGES		-			
DATE		-			
PROJECT NUMBER 022809.20		WIN 022809.20			
DEPARTMENT OF TRANSPORTATION		STATE OF MAINE			

Date:4/7/2014

Username:

Division:

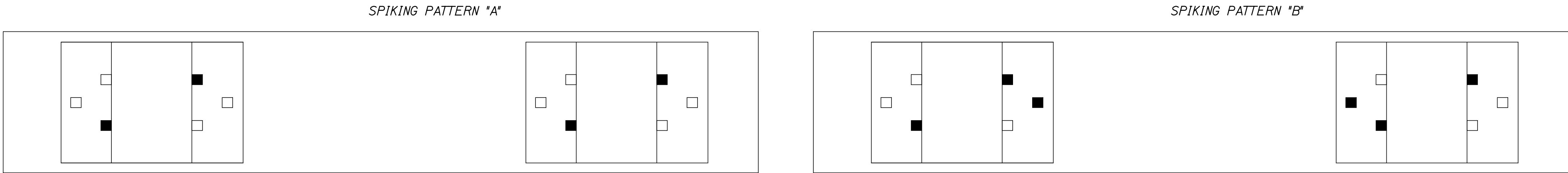
Filename: 065_details.dgn



64 ANCHORS PER 80'-0" 115RE TRACK PANEL
(N.T.S.)

NOTE:

1. BOX ANCHOR EVERY THIRD TIE, EXCEPT IN JOINT AREAS WHERE EVERY FOURTH TIE IS ACCEPTABLE.



SPIKING PATTERN "A"

SPIKING PATTERN "B"

SPIKING PATTERN "C"



SPIKING PATTERNS
(N.T.S.)

NOTES:

1. B-6 PUNCHING SHOWN.
2. SPIKING PATTERN "A" TO BE USED FOR TANGENT TRACK AND CURVED TRACK UP TO 2°-00'-00"
3. SPIKING PATTERN "B" TO BE USED FOR CURVED TRACK 2°-00'-00" TO 6°-00'-00".
4. SPIKING PATTERN "C" TO BE USED FOR CURVED TRACK OF OVER 6°-00'-00".

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

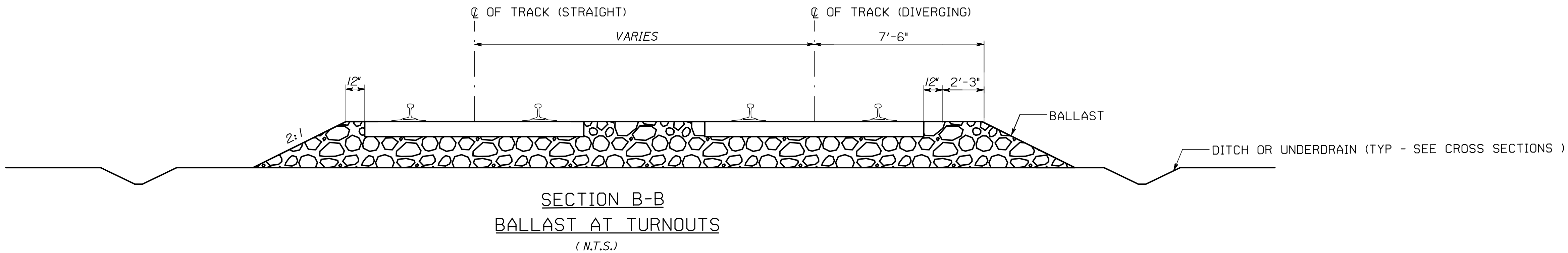
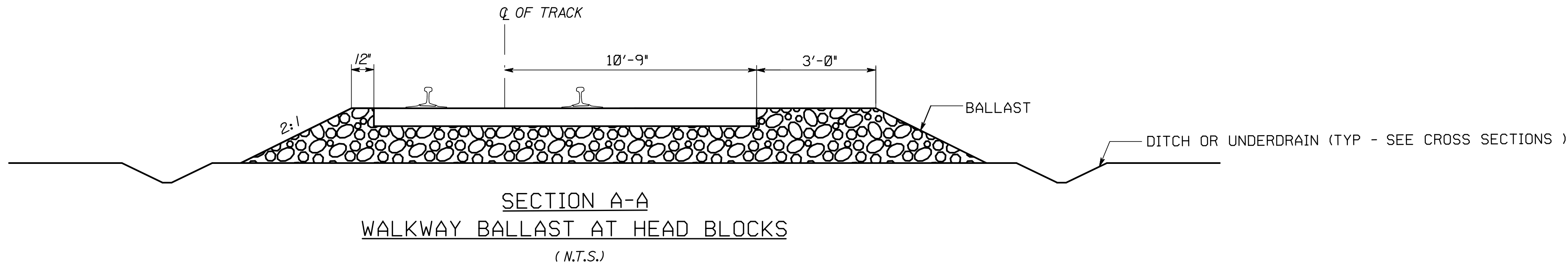
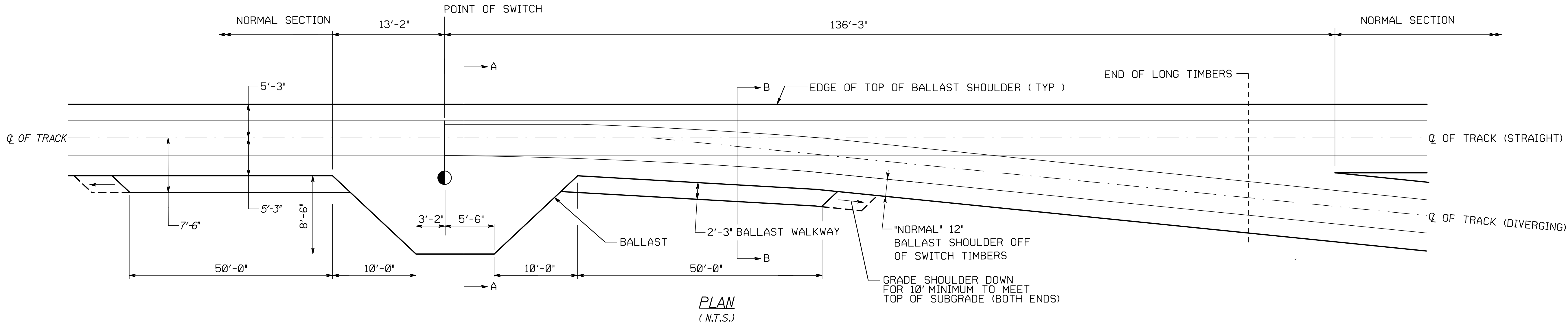
STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20				
				SIGNATURE P.E. NUMBER DATE
PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	TRACK DETAILS			
SHEET NUMBER R3 65 OF -				

Date:4/7/2014

Username:

Division:

Filename: 066_details.dgn



NOTE:
1. SEE CROSS SECTIONS FOR ACTUAL
SUBGRADE SLOPES

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

PROJ. MANAGER	J. KITTEDGE	BY	DATE	SIGNATURE
DESIGN-DETAILED	EAH	MM	03/14	
CHECKED-REVIEWED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
TRACK DETAILS

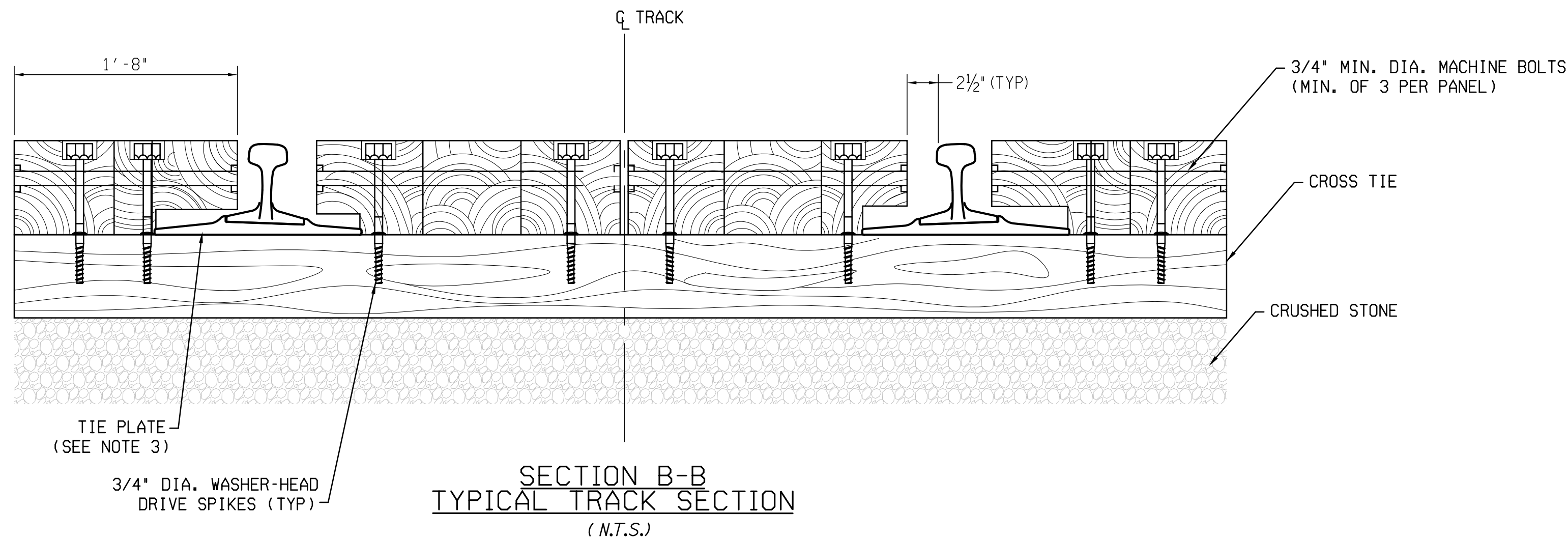
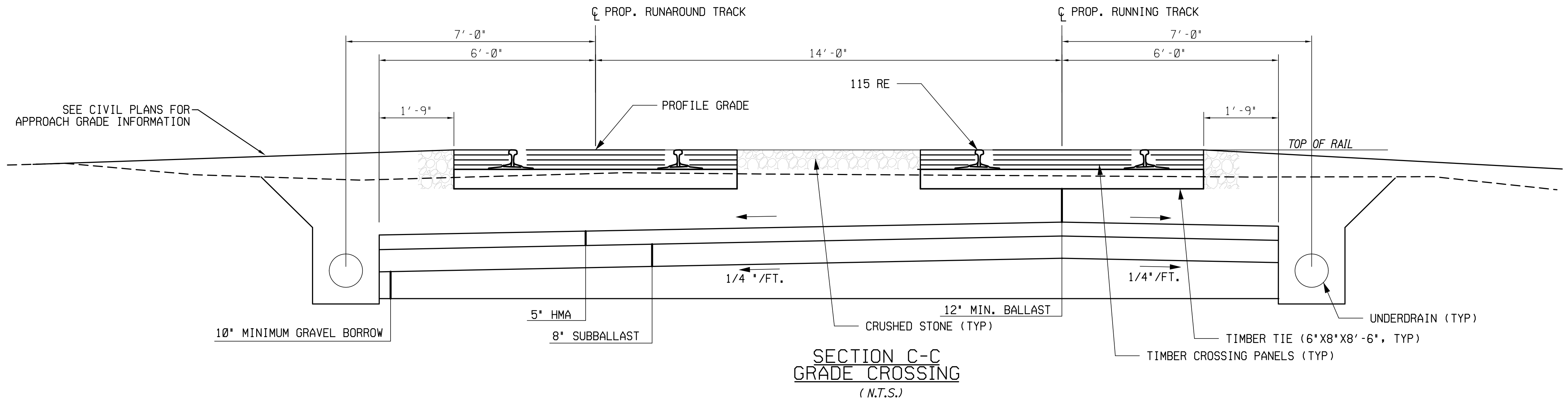
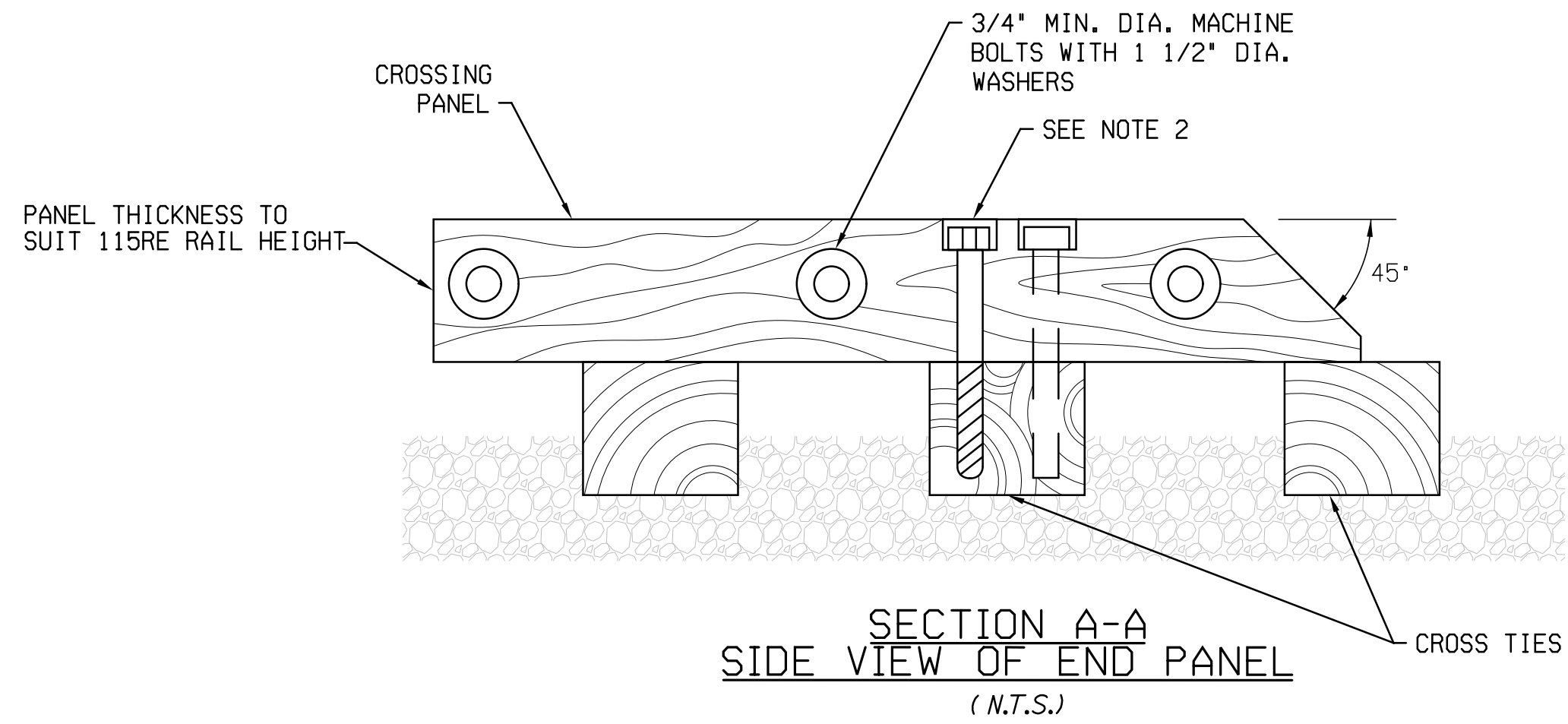
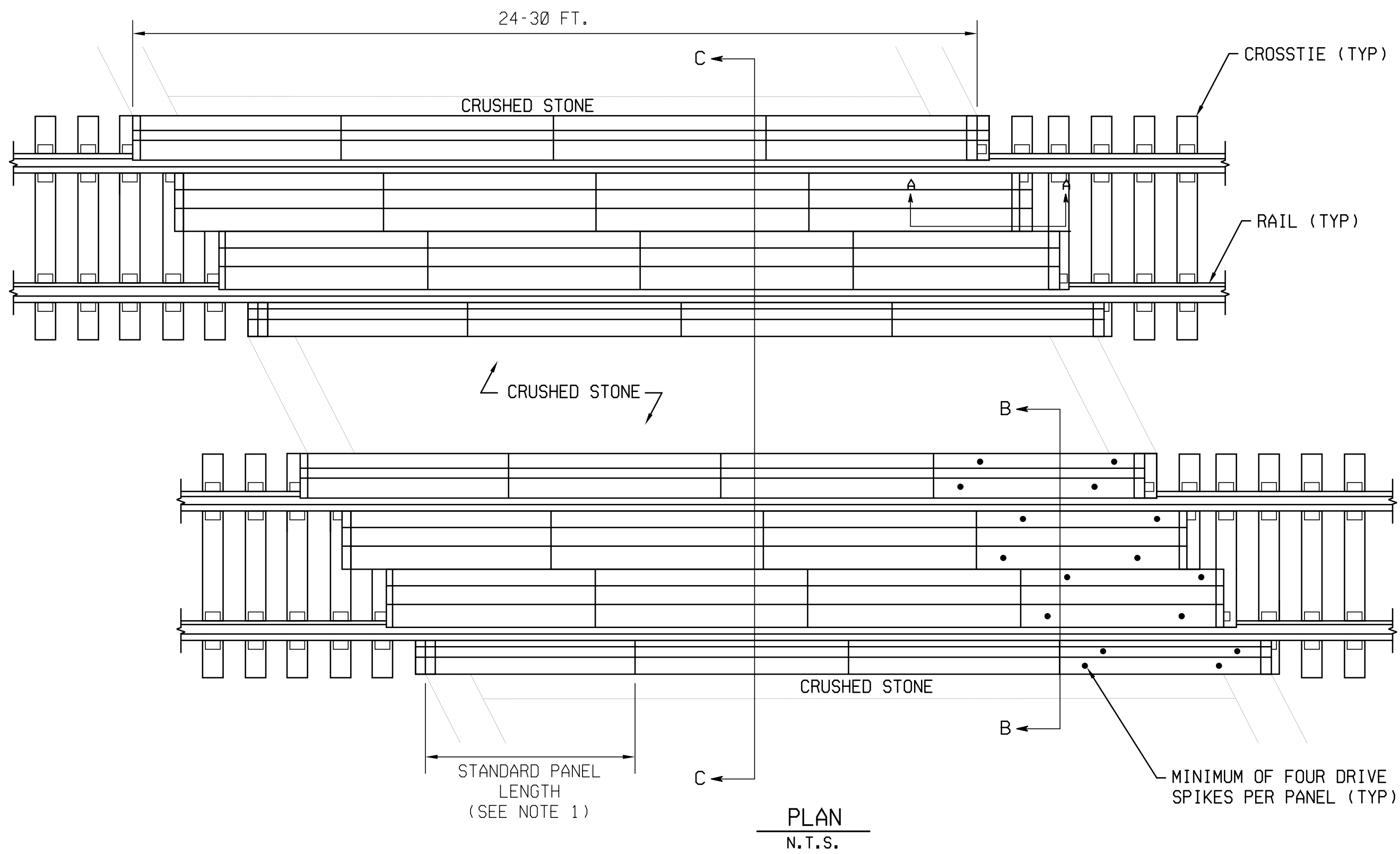
SHEET NUMBER
R4
66 OF -

Date:4/7/2014

Username:

Division:

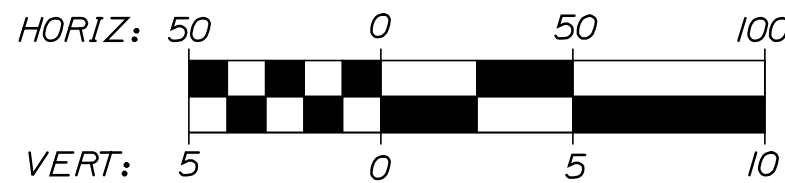
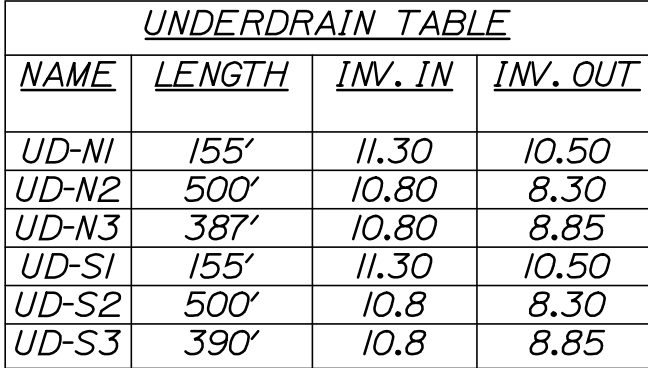
Filename: 067_timber crossing.dgn

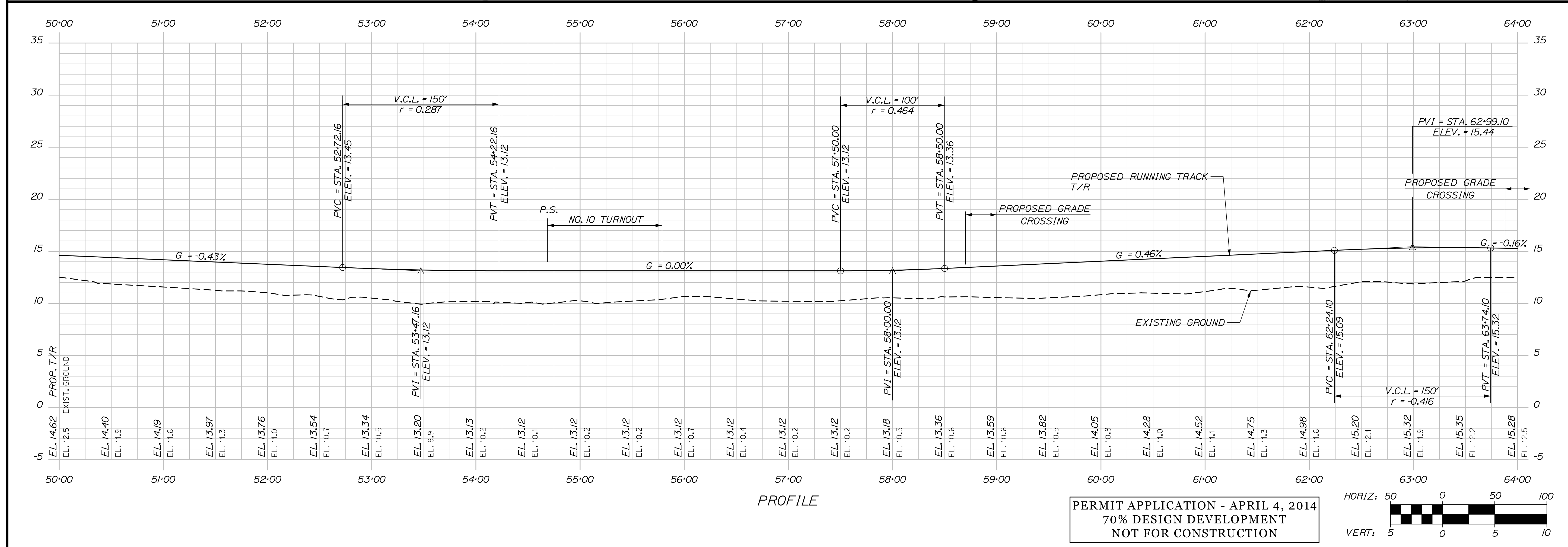


PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

- NOTES:
1. STANDARD PANEL LENGTHS ARE 8'-0" AND 6'-4 3/4". ADDITIONAL LENGTHS ARE ATTAINED THROUGH MULTIPLES OF THESE BASIC UNITS.
 2. CROSSING PANELS TO BE BORED TO FIT 20" TIE SPACING.
 3. TIMBER PANELS TO BE MANUFACTURED TO CLEAR TRACK FASTENING SYSTEM.
 4. TIMBER PANELS SHALL BE TREATED WITH CREOSOTE PRESERVATIVE AS PER AREMA CHAPTER 30.

PROJ. MANAGER	J. KITTEDGE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	EAH	MM	03/14			
CHECKED-REVIEWED						
DESIGN-DETAILED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						





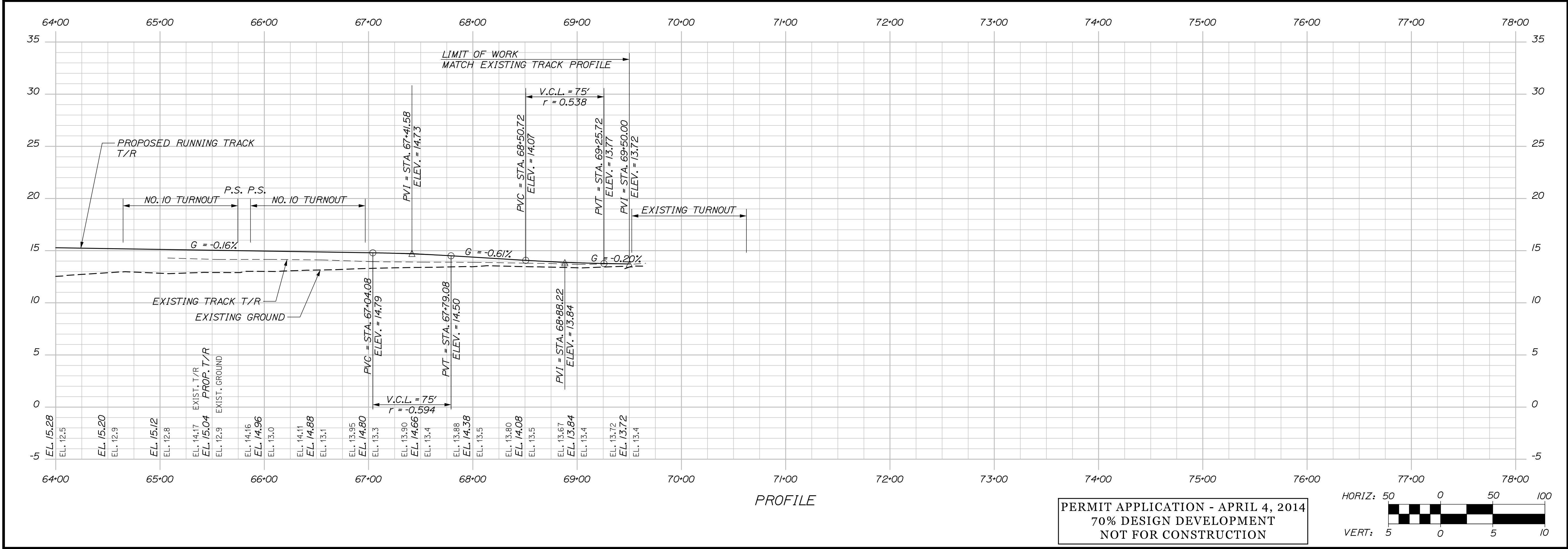
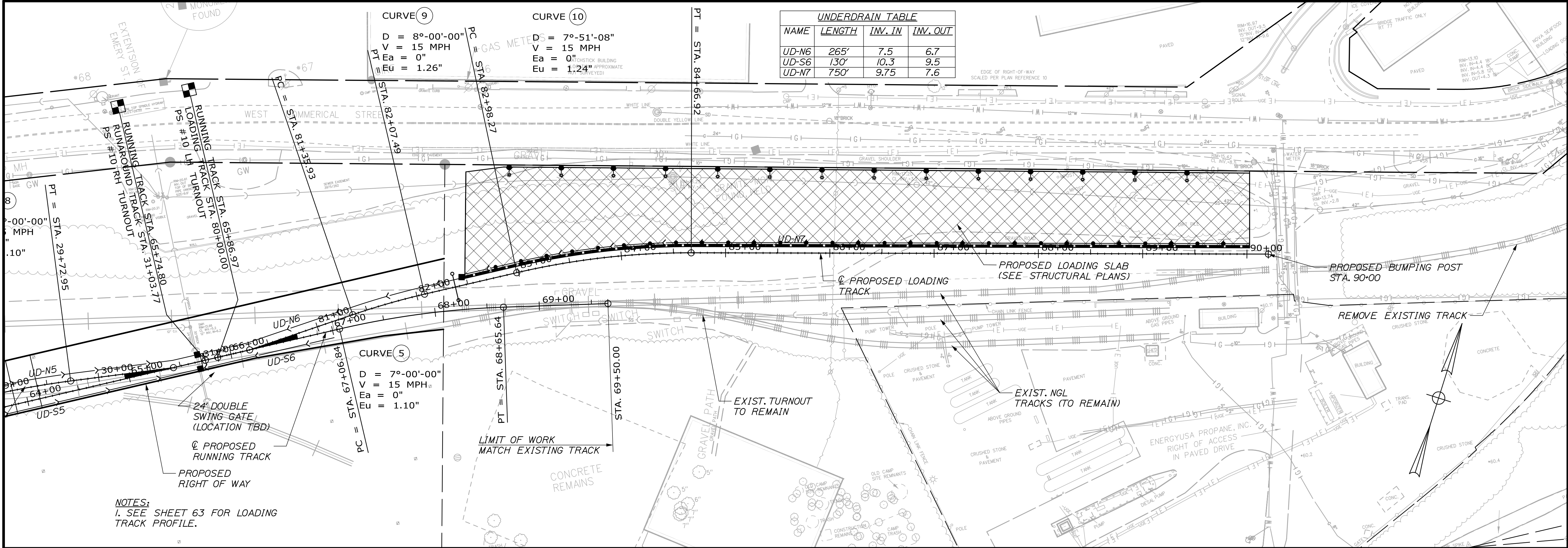
69 OF -	SHEET NUMBER	PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY TRACK PLAN/PROFILE	PROJ. MANAGER	J. KITTREDGE	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20
			DESIGN-DETAILED	RWH	RWH	03/14	
			CHECKED-REVIEWED	-	-	SIGNATURE	
			DESIGNS-DETAILED02	-	-	P.E. NUMBER	
			DESIGNS-DETAILED03	-	-		
			REVISIONS 1	-	-	DATE	
			REVISIONS 2	-	-		
REVISIONS 3	-	-					
REVISIONS 4	-	-					
	FIELD CHANGES	-	-				

Date: 4/7/2014

Username:

Division:

Filename: 070_TrackPlan-Profile_003.dgn

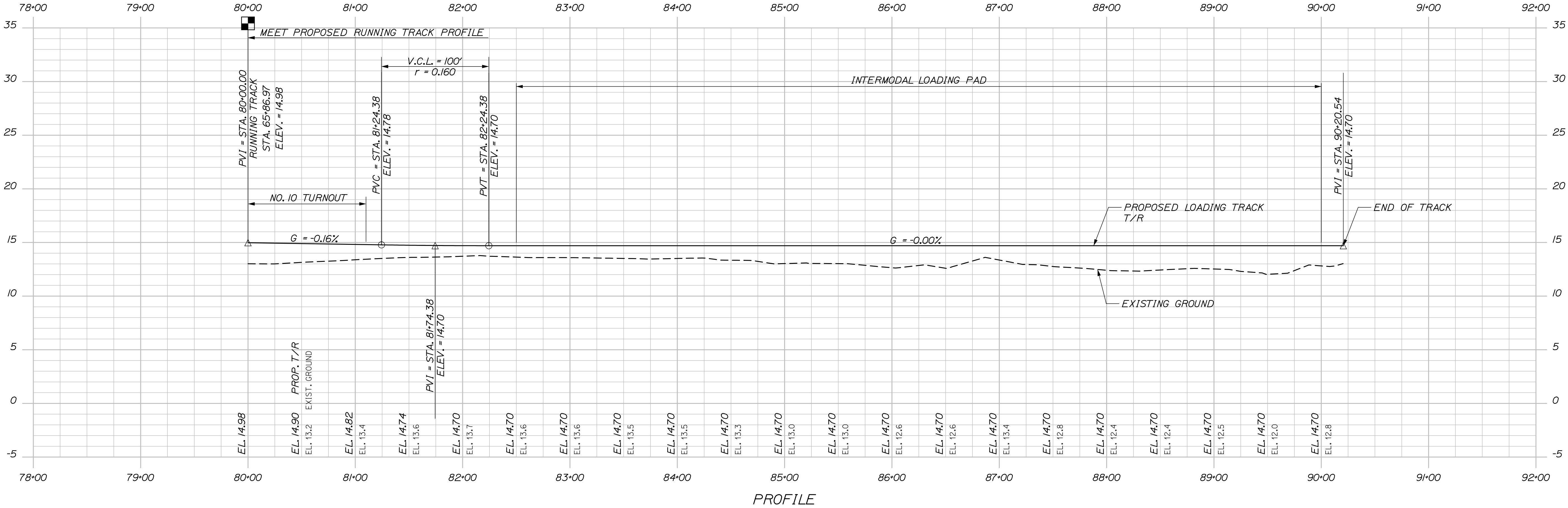


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 022809.20
WIN
022809.20

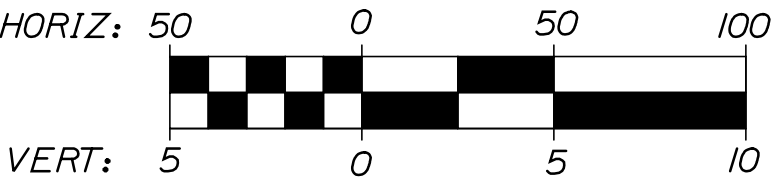
PROJ. MANAGER	J. KITTEDGE	BY	RWH	DATE	03/14
DESIGN-DETAILED	RWH	CHECKED-REVIEWED	-	SIGNATURE	-
DESIGN-DETAILED	-	DESIGN-DETAILED	-	P.E. NUMBER	-
REVISIONS 1	-	REVISIONS 2	-	DATE	-
REVISIONS 3	-	REVISIONS 4	-	DATE	-
FIELD CHANGES	-	FIELD CHANGES	-	DATE	-

PORTLAND INTERNATIONAL MARINE TERMINAL
EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION
PORTLAND CUMBERLAND COUNTY
TRACK
PLAN/PROFILE

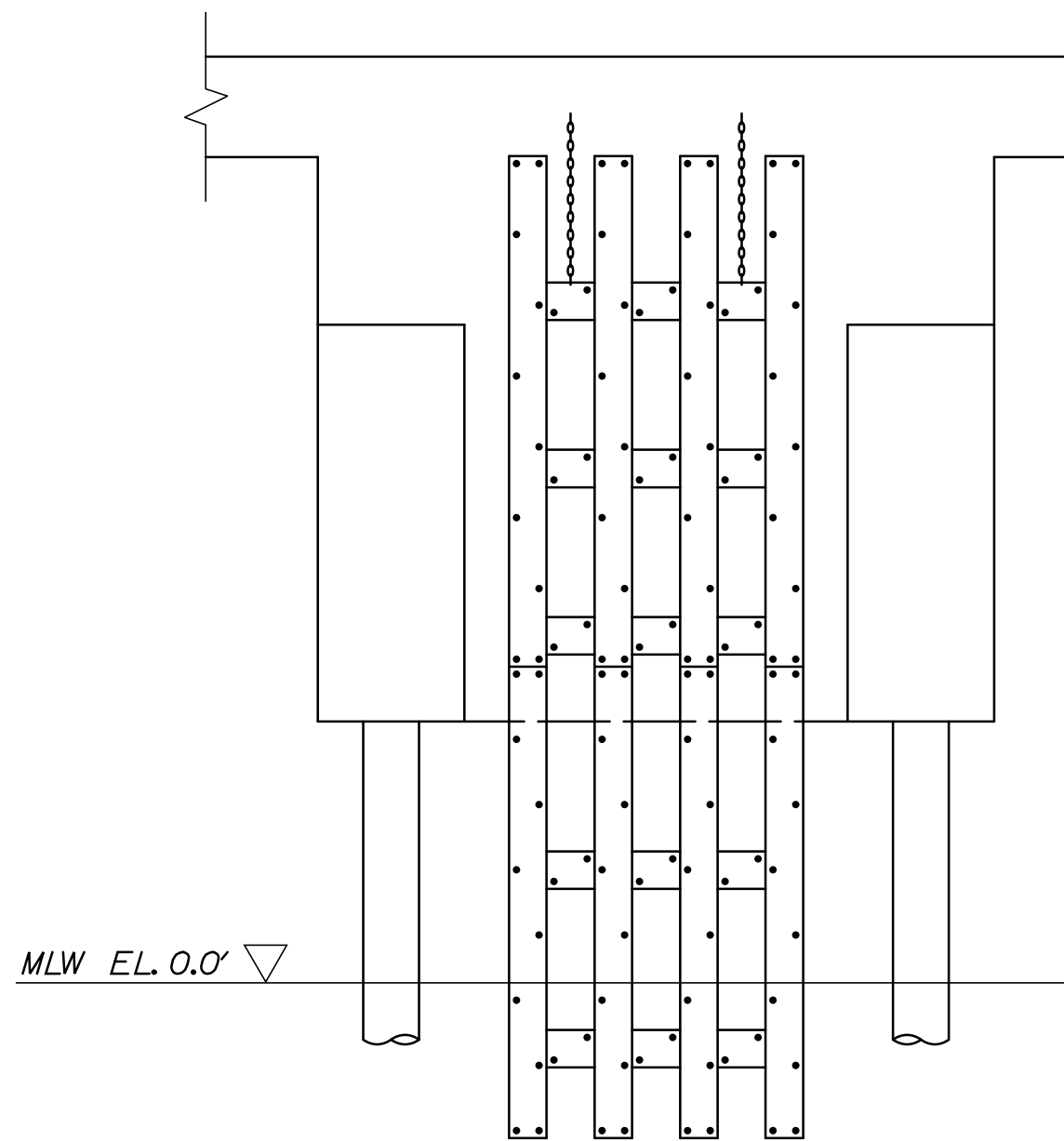
SHEET NUMBER
R8
70 OF -



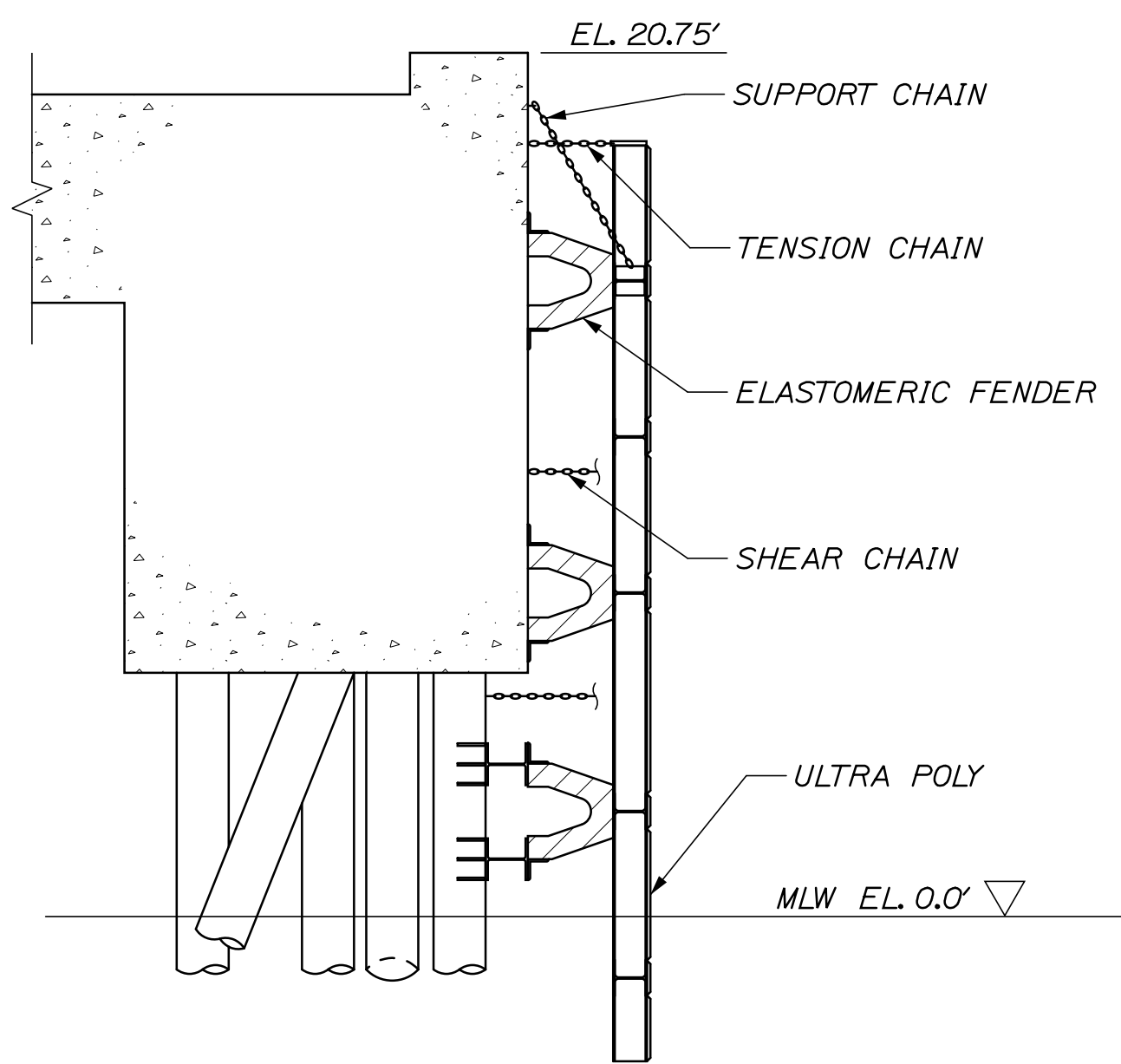
PERMIT APPLICATION - APRIL 4, 2014
 70% DESIGN DEVELOPMENT
 NOT FOR CONSTRUCTION



PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	STATE OF MAINE	
	DEPARTMENT OF TRANSPORTATION	
	PROJECT NUMBER 022809.20	
SHEET NUMBER R9 71 OF -	PROJ. MANAGER	J. KITREDOE
	CHECKED-REVIEWED	RWH
	DESIGN-DETAILED	RWH
LOADING TRACK PROFILE	DESIGN-REVIEWED	-
	DESIGN-DETAILED	-
	REVISIONS 1	-
SIGNATURE	REVISIONS 2	-
	REVISIONS 3	-
	REVISIONS 4	-
P.E. NUMBER	DATE	-
	FIELD CHANGES	-
	DATE	-

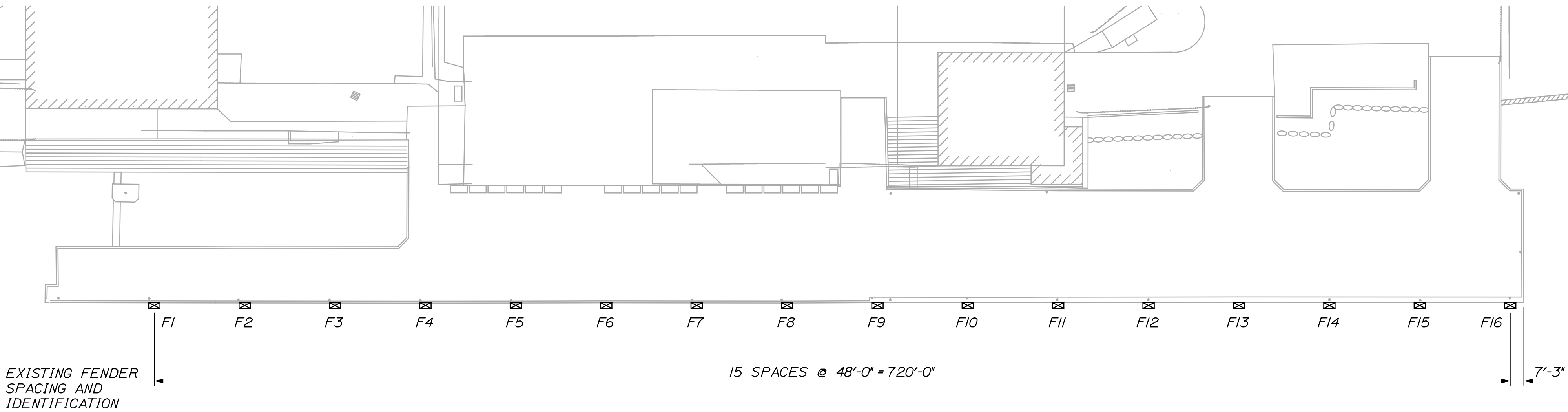


ELEVATION



SECTION

FENDER ASSEMBLY REPAIRS
1/4" = 1'-0"



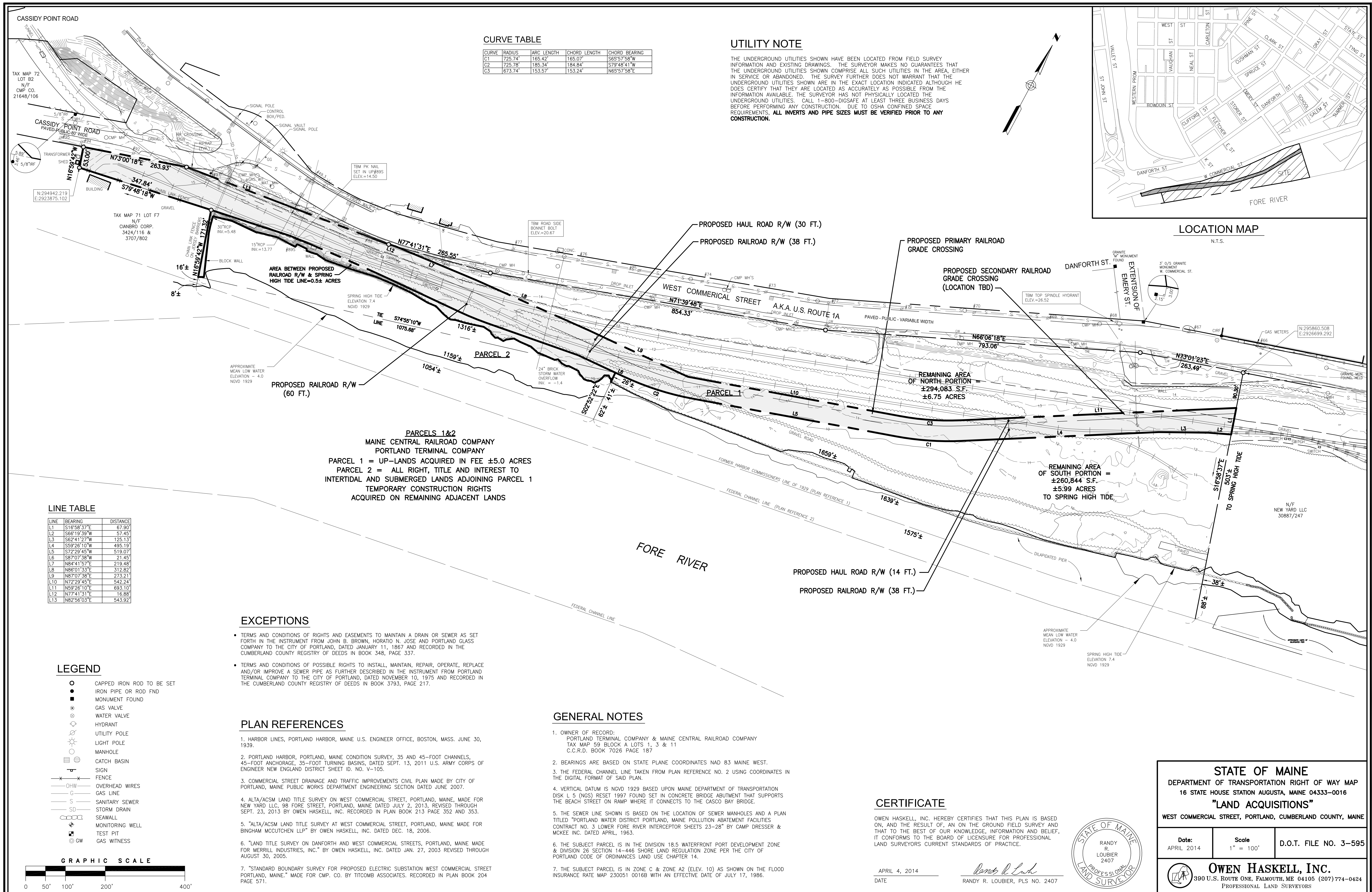
KEY PLAN
1" = 50'

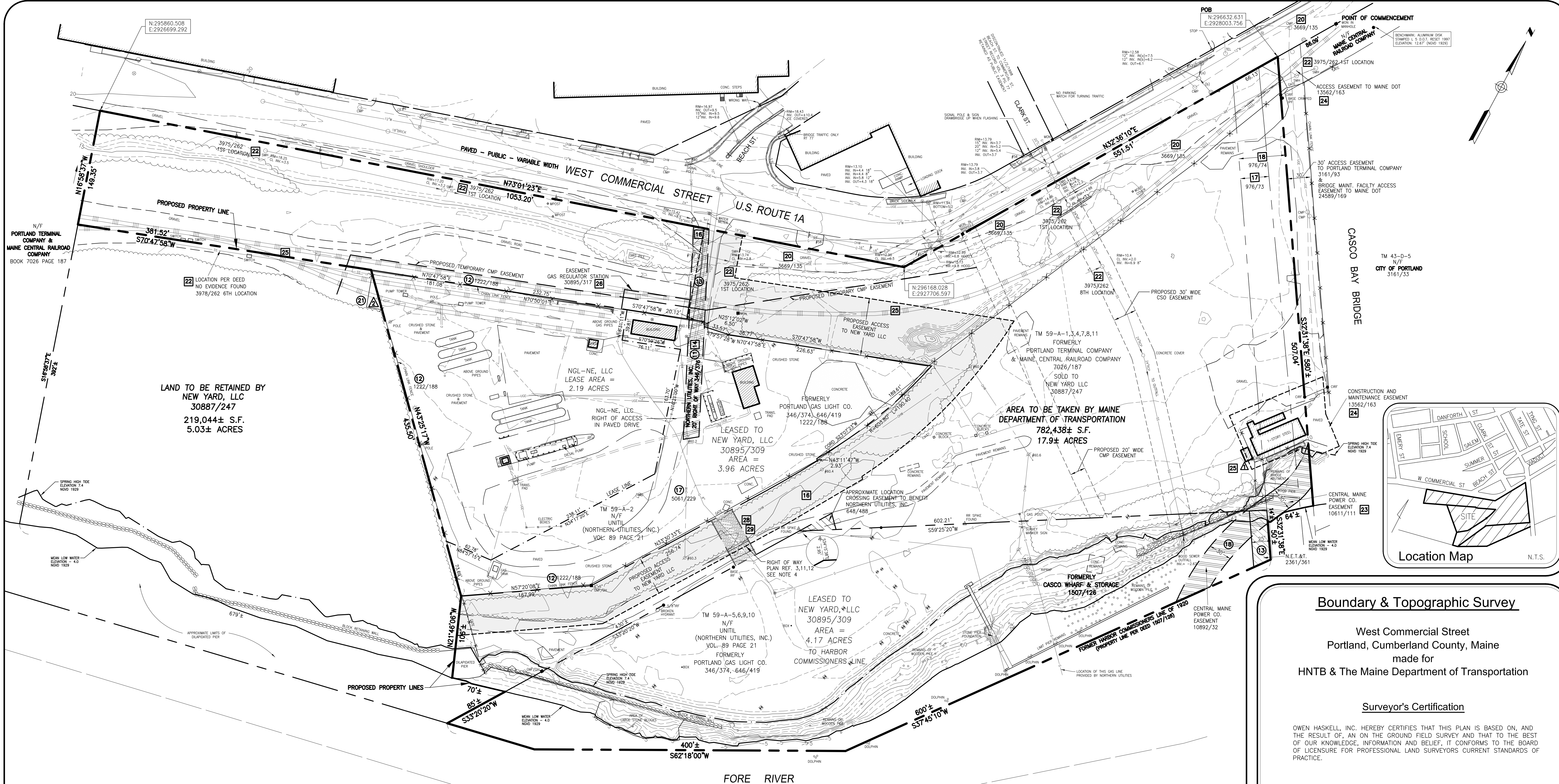
SUMMARY OF REPAIRS/MODIFICATIONS	
FENDER	
F1	
F2	
F3	
F4	
F5	
F6	
F7	
F8	
F9	
F10	
F11	
F12	
F13	
F14	
F15	
F16	

PERMIT APPLICATION - APRIL 4, 2014
70% DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NUMBER 022809.20 WIN 022809.20	<table><tr><td>PROJ. MANAGER</td><td>J. KITTEDGE</td><td>BY</td><td>DATE</td></tr><tr><td>DESIGN-DETAILED</td><td>CRM</td><td>MPC</td><td>03/14</td></tr><tr><td>CHECKED-REVIEWED</td><td>-</td><td>-</td><td>-</td></tr><tr><td>DESIGN-DETAILED</td><td>-</td><td>-</td><td>-</td></tr><tr><td>DESIGN-REVIEWED</td><td>-</td><td>-</td><td>-</td></tr><tr><td>REVISIONS 1</td><td>-</td><td>-</td><td>-</td></tr><tr><td>REVISIONS 2</td><td>-</td><td>-</td><td>-</td></tr><tr><td>REVISIONS 3</td><td>-</td><td>-</td><td>-</td></tr><tr><td>REVISIONS 4</td><td>-</td><td>-</td><td>-</td></tr><tr><td>FIELD CHANGES</td><td>-</td><td>-</td><td>-</td></tr></table>	PROJ. MANAGER	J. KITTEDGE	BY	DATE	DESIGN-DETAILED	CRM	MPC	03/14	CHECKED-REVIEWED	-	-	-	DESIGN-DETAILED	-	-	-	DESIGN-REVIEWED	-	-	-	REVISIONS 1	-	-	-	REVISIONS 2	-	-	-	REVISIONS 3	-	-	-	REVISIONS 4	-	-	-	FIELD CHANGES	-	-	-	SIGNATURE
		PROJ. MANAGER	J. KITTEDGE	BY	DATE																																					
		DESIGN-DETAILED	CRM	MPC	03/14																																					
CHECKED-REVIEWED	-	-	-																																							
DESIGN-DETAILED	-	-	-																																							
DESIGN-REVIEWED	-	-	-																																							
REVISIONS 1	-	-	-																																							
REVISIONS 2	-	-	-																																							
REVISIONS 3	-	-	-																																							
REVISIONS 4	-	-	-																																							
FIELD CHANGES	-	-	-																																							
		P.E. NUMBER																																								
		DATE																																								

PORTLAND INTERNATIONAL MARINE TERMINAL EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION PORTLAND CUMBERLAND COUNTY	FENDER SYSTEM REPAIRS
SHEET NUMBER	
M1	
88 OF -	





Possible Enroachments:

- ▲ BUILDING OVER LINE 3'±
- ▲ FENCE OVER LINE 18.5±

Legend:

- IRON PIPE OR ROD FND
- MONUMENT FOUND
- ⊗ GAS VALVE
- ⊗ WATER VALVE
- ⊗ HYDRANT
- ⊗ UTILITY POLE
- ⊗ LIGHT POLE
- ⊗ MANHOLE
- ⊗ CATCH BASIN
- ⊗ SIGN
- FENCE
- CURB
- OHW
- UGE
- T
- W
- G
- SS
- SD
- 10
- 8
- 6

Notes:

1. THE FEDERAL CHANNEL LINE TAKEN FROM PLAN REFERENCE NO. 7 USING COORDINATES IN THE DIGITAL FORMAT OF SAID PLAN.
2. VERTICAL DATUM IS NGVD 1929 BASED UPON MAINE DEPARTMENT OF TRANSPORTATION DISK L 5 (NGS) RESET 1997 FOUND SET IN CONCRETE BRIDGE ABUTMENT THAT SUPPORTS THE BEACH STREET ON RAMP WHERE IT CONNECTS TO THE CASCO BAY BRIDGE.
3. BEARINGS ARE MAINE STATE PLANE WEST COORDINATES NAD 83 MAINE WEST.
4. NO RECORDED DOCUMENTS HAVE BEEN FOUND FOR THIS RIGHT OF WAY, EXCEPT FOR IT HAS BEEN SHOWN ON OR IMPLIED ON THE PLANS REFERENCED AND THERE HAVE BEEN TWO UNRECORDED AGREEMENTS BETWEEN PAN AM'S AND UNILIT'S LEGACY COMPANIES:
—THE INSTALLATION OF A 12-INCH PIPE WITHIN A 10-FOOT WIDE STRIP OR CROSSING (DATED JULY 1, 1897).
—THE SAME CROSSING IS ACKNOWLEDGED VIA THE INSTALLATION OF A 4-INCH STEEL GAS PIPE UNDER RIGHT OF WAY AND DETAILED ON THE PORTLAND TERMINAL COMPANY'S PLAN AS A PRIVATE CROSSING (DATED DECEMBER 30, 1941).
5. FIELD WORK WAS COMPLETED FROM SUMMER 2012 THROUGH MARCH 2014.
6. THE SUBJECT PARCEL IS IN THE DIVISION 18.5 WATERFRONT PORT DEVELOPMENT ZONE & DIVISION 26 SECTION 14-446 SHORE LAND REGULATION ZONE PER THE CITY OF PORTLAND CODE OF ORDINANCES LAND USE CHAPTER 14.
7. THE SUBJECT PARCEL IS IN ZONE C & ZONE A2 (ELEV. 10') AS SHOWN ON THE FLOOD INSURANCE RATE MAP 230051 0016B WITH AN EFFECTIVE DATE OF JULY 17, 1986.

Utility Note:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-DISASTE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

Record Owners

TM 59-A-1,3,4,7,8,11 NEW YARD LLC, BOOK 30887 PAGE 247
TM 59-A-2,5,6,9,10 UNILIT, VOL. 89 PAGE 21

Utility Companies:

SANITARY SEWER/STORM DRAIN:
CITY OF PORTLAND
DEPARTMENT OF PUBLIC SERVICES
55 PORTLAND STREET
PORTLAND, MAINE 04101
CONTACT:
TEL. 207-874-
WATER:
PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PORTLAND, MAINE 04102
CONTACT:
TEL. 207-761-8310

SCALE : 1" = 60'
0' 30' 60' 120'

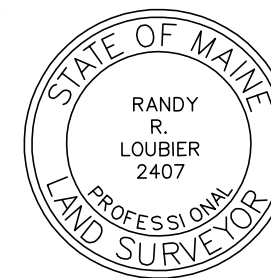
Boundary & Topographic Survey

West Commercial Street
Portland, Cumberland County, Maine
made for
HNTB & The Maine Department of Transportation

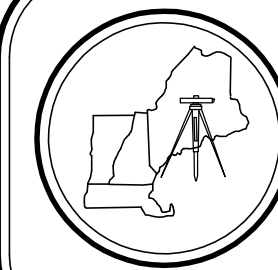
Surveyor's Certification

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

RANDY R. LOUBIER
PROFESSIONAL LAND SURVEYOR NO. 2407
IN THE STATE OF MAINE
DATE OF PLAN: APRIL 4, 2014
REVISION DATE:
OHI JOB NO. 2013-154P



SHEET 1 OF 2



OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. Route One, Unit #10
Falmouth, Maine 04105
Tel. (207)774-0424 Fax (207)774-0511
www.owenhaskell.com

Schedule B Section 2 Exceptions:

Unitil Parcels

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE #: POCO15. EFFECTIVE DATE: UPDATE FROM 11-30-12
WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE

- 1-8. NON-SURVEY ITEMS
9. EASEMENT FROM WILLIAM LINDSEY TO PORTLAND GAS LIGHT COMPANY, DATED OCTOBER 28, 1863 AND RECORDED IN BOOK 318, PAGE 466 - LOCATION UNKNOWN.
10. INTENTIONALLY DELETED
11. CONDITIONS DESCRIBED IN THE DEED FROM PORTLAND GAS LIGHT COMPANY TO PORTLAND AND KENNEBEC RAIL ROAD COMPANY, DATED OCTOBER 6, 1866 AND RECORDED IN BOOK AT 346, PAGE 376. - AS SHOWN.
12. CONDITIONS DESCRIBED IN THE DEED FROM PORTLAND TERMINAL COMPANY TO PORTLAND GAS LIGHT COMPANY, DATED DECEMBER 26, 1925 AND RECORDED IN BOOK 1222, PAGE 188. - AS SHOWN.
13. EASEMENTS DESCRIBED IN THE DEED FROM PORTLAND TERMINAL COMPANY TO CASCO WHARF AND STORAGE COMPANY, DATED AUGUST 31, 1936 AND RECORDED IN BOOK 1507, PAGE 126, AS AFFECTED BY AN EASEMENT FROM CASCO WHARF AND STORAGE CO. TO NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, DATED JUNE 15, 1957 AND RECORDED IN BOOK 2361, PAGE 361. - AS SHOWN.
14. EASEMENT FROM PORTLAND GAS LIGHT COMPANY TO NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, DATED NOVEMBER 1, 1951 AND RECORDED IN BOOK 2070, PAGE 128 - POLE #65.3 NOT LOCATED.
15. EASEMENT FROM PORTLAND GAS LIGHT COMPANY TO CENTRAL MAINE POWER COMPANY, DATED JANUARY 6, 1956 AND RECORDED IN BOOK 2276, PAGE 265 - POLE #62.1 NOT LOCATED.
16. INTENTIONALLY DELETED
17. EASEMENT FROM NORTHERN UTILITIES, INC. TO CENTRAL MAINE POWER COMPANY, DATED SEPTEMBER 2, 1982 AND RECORDED IN BOOK 5061, PAGE 229 - AS SHOWN.
18. EASEMENT AS DESCRIBED IN THE INDENTURE BY AND BETWEEN NORTHERN UTILITIES, INC. AND CENTRAL MAINE POWER COMPANY, DATED JULY 23, 1993 AND RECORDED IN BOOK 10892, PAGE 32 - AS SHOWN.
19. INTENTIONALLY DELETED
20. NON SURVEY ITEM.
21. SUCH STATE OF FACTS AS IS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY ENTITLED "LAND TITLE SURVEY ON WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR NEW YARD LLC", DATED JULY 2, 2012, REVISED THROUGH SEPTEMBER 23, 2013 BY OWEN HASKELL, INC. AND RECORDED IN PLAN BOOK 213, PAGE 352 & 353, INCLUDING SPECIFICALLY:

- (a) ENCROACHMENT OF CHAIN LINK FENCE ONTO WESTERLY ABUTTER'S PROPERTY. - AS SHOWN.

22. NON-SURVEY ITEM.

Schedule B Section 2 Exceptions:

Maine Central Railroad Parcel

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE #: POCO15. EFFECTIVE DATE: UPDATE FROM 11-30-12
40 WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE

- 1-10. NON-SURVEY ITEMS
11. INTENTIONALLY DELETED
12. INTENTIONALLY DELETED
13. INTENTIONALLY DELETED
14. EASEMENT RESERVED IN DEED FROM PORTLAND GAS LIGHT COMPANY TO PORTLAND AND KENNEBEC RAIL ROAD COMPANY, DATED OCTOBER 6, 1866 AND RECORDED IN BOOK AT 346, PAGE 376. - AS SHOWN.
15. INTENTIONALLY DELETED
16. EASEMENT RESERVED IN DEED FROM PORTLAND GAS LIGHT COMPANY TO MAINE CENTRAL RAILROAD COMPANY, DATED MAY 5, 1897 AND RECORDED IN BOOK 648, PAGE 488 - AS SHOWN.
17. EASEMENT FROM PORTLAND TERMINAL COMPANY TO COUNTY OF CUMBERLAND, DATED AUGUST 30, 1916 AND RECORDED IN BOOK 976, PAGE 73 - AS SHOWN.
18. EASEMENT RESERVED IN DEED FROM COUNTY OF CUMBERLAND TO PORTLAND TERMINAL COMPANY, DATED AUGUST 30, 1916 AND RECORDED IN BOOK 976, PAGE 74 - AS SHOWN.
19. INTENTIONALLY DELETED
20. EASEMENT FROM PORTLAND TERMINAL COMPANY TO CENTRAL MAINE POWER COMPANY, DATED APRIL 15, 1975 AND RECORDED IN BOOK 3669, PAGE 135 - AS SHOWN.
21. INTENTIONALLY DELETED
22. EASEMENT FROM PORTLAND TERMINAL COMPANY TO PORTLAND WATER DISTRICT, DATED FEBRUARY 11, 1977 AND RECORDED IN BOOK 3975, PAGE 262 - AS SHOWN.
23. EASEMENT FROM PORTLAND TERMINAL COMPANY AND MAINE CENTRAL RAILROAD COMPANY TO CENTRAL MAINE POWER COMPANY, DATED FEBRUARY 9, 1993 AND RECORDED IN BOOK 10611, PAGE 111 - AS SHOWN.
24. EASEMENT FROM PORTLAND TERMINAL COMPANY TO STATE OF MAINE, DATED JANUARY 14, 1998 AND RECORDED IN BOOK 13562, PAGE 163 - AS SHOWN.
25. SUCH STATE OF FACTS AS IS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY BY OWEN HASKELL ENTITLED "WEST COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR NEW YEAR LLC", DATED JULY 2, 2012, LAST REVISED SEPTEMBER 23, 2013 AND RECORDED IN PLAN BOOK 213, PAGE 352 & 353, (THE "PLAN") INCLUDING SPECIFICALLY:

- (a) ENCROACHMENT OF BUILDING OWNED BY THE EASTERLY ABUTTER ON THE INSURED PREMISES. - AS SHOWN.
(b) TRAIN TRACKS CROSSING THE INSURED PREMISES. - AS SHOWN.

26. EASEMENT (GAS REGULATOR STATION) FROM NEW YARD, LLC TO NORTHERN UTILITIES, INC., D/B/A UNITIL, DATED AUGUST 2, 2013 AND RECORDED IN BOOK 30895, PAGE 317. - AS SHOWN.
27. REMEDIATION AND GAS FACILITIES EASEMENT FROM NEW YARD, LLC TO NORTHERN UTILITIES, INC., D/B/A UNITIL, DATED AUGUST 2, 2013 AND RECORDED IN BOOK 30895, PAGE 321. -BLANKET IN NATURE, NOT PLOTTABLE
28. UNRECORDED EASEMENT FROM BOSTON AND MAINE RAILROAD TO PORTLAND GAS LIGHT COMPANY DATED SEPTEMBER 18, 1897 TO LAY AND MAINTAIN A 12" PIPE ACROSS AND UNDER THE LAND AND LOCATION OF THE RAILROAD AS REFERENCED IN NOTE 4 OF THE PLAN. - AS SHOWN.
29. UNRECORDED PERMISSION TO LAY AND MAINTAIN PIPES FROM MAINE CENTRAL RAILROAD COMPANY (PORTLAND TERMINAL COMPANY) TO PORTLAND GAS LIGHT COMPANY, DATED DECEMBER 30, 1941 FOR A 4-INCH STEEL GAS PIPE AS NOTED IN NOTE 4 OF THE PLAN. - AS SHOWN.

Plan References:

1. HARBOR LINES, PORTLAND HARBOR, MAINE U.S. ENGINEER OFFICE, BOSTON, MASS. JUNE 30, 1939.
2. STANDARD BOUNDARY SURVEY SOUTH OF COMMERCIAL STREET, PORTLAND, MAINE FOR CENTRAL MAINE POWER COMPANY, PROPOSED EASEMENT LOCATION ON LAND OF PORTLAND TERMINAL COMPANY & MAINE CENTRAL RAILROAD AND CASCO WHARF AND STORAGE DATED DEC. 10, 1992 REV. 2 JAN. 27, 1993 BY OWEN HASKELL, INC.
3. STANDARD BOUNDARY & TOPOGRAPHIC SURVEY ON COMMERCIAL STREET, PORTLAND, MAINE MADE FOR NORTHERN UTILITIES, INC. DATED AUGUST 6, 1999 BY OWEN HASKELL, INC.
4. STANDARD BOUNDARY SURVEY FOR PROPERTY AT PORTLAND INTERNATIONAL MARINE TERMINAL, COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, MAINE OWNED BY CITY OF PORTLAND DATED AUGUST 14, 2002 BY EASTERLY SURVEYING, INC.
5. PLAN OF LAND ON WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR CENTRAL MAINE POWER COMPANY DATED APRIL 24, 2003 BY OWEN HASKELL, INC.
6. ALTA/ACSM LAND TITLE SURVEY AT WEST COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BINGHAM MCCUTCHEEN LLP DATED DEC. 18, 2006 BY OWEN HASKELL, INC.
7. PORTLAND HARBOR, PORTLAND, MAINE CONDITION SURVEY, 35 AND 45-FOOT CHANNELS, 45-FOOT ANCHORAGE, 35-FOOT TURNING BASINS, DATED SEPT. 13, 2011 U.S. ARMY CORPS OF ENGINEER NEW ENGLAND DISTRICT SHEET ID. NO. V-105.
8. STANDARD BOUNDARY SURVEY FOR PROPERTY AT PORTLAND INTERNATIONAL MARINE TERMINAL, COMMERCIAL STREET, PORTLAND, CUMBERLAND COUNTY, MAINE OWNED BY CITY OF PORTLAND DATED AUGUST 14, 2002 BY NORTHEASTERLY SURVEYING, INC.
9. PORTLAND TERMINAL COMPANY OFFICE OF THE VICE PRESIDENT - ENGINEERING, LAND SALE PLAN, PORTLAND, ME DATED DEC. 30, 2011.
10. COMMERCIAL STREET DRAINAGE AND TRAFFIC IMPROVEMENTS CIVIL PLAN MADE BY CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED JUNE 2007.
11. PLAN OF PROPERTY IN THE CITY OF PORTLAND BY W. ANSON, CITY ENGINEER, PORTLAND, JUNE 1854, RECORDED IN THE PLAN BOOK 2 PAGE 5.
12. ATLAS OF THE CITY OF PORTLAND AND SOUTH PORTLAND MAINE PLAT 4 BY RICHARDS MAP CO. SPRINGFIELD, MASS. DATED 1914.
13. LAND ON WEST COMMERCIAL STREET, PORTLAND, MAINE, MAINE CENTRAL RAILROAD COMPANY TO NEW YARD LLC, DATED JULY 30, 2013, BY OWEN HASKELL, INC.
14. ALTA/ACSM LAND TITLE SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR NEW YARD LLC BY OWEN HASKELL, INC. DATED JULY 2, 2012 REVISED THROUGH SEPTEMBER 23, 2013. RECORDED IN PLAN BOOK 213 PAGES 352 & 353.

Record Owners

TM 59-A-1,3,4,7,8,11 NEW YARD LLC, BOOK 30887 PAGE 247
TM 59-A-2,5,6,9,10 UNITIL, VOL. 89 PAGE 21

Boundary & Topographic Survey

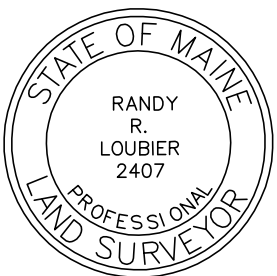
West Commercial Street
Portland, Cumberland County, Maine
made for
HNTB & The Maine Department of Transportation

RANDY R. LOUBIER
PROFESSIONAL LAND SURVEYOR NO. 2407
IN THE STATE OF MAINE

DATE OF PLAN: APRIL 4, 2014
REVISION DATE:

OHI JOB NO. 2013-154P

SHEET 2 OF 2



Randy R. Loubier



OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. Route One, Unit #10
Falmouth, Maine 04105
Tel. (207)774-0424 Fax (207)774-0511
www.owenhaskell.com



PLANNING BOARD REPORT PORTLAND, MAINE

Reuse of former Tim Horton's Drive-through Restaurant for a Dunkin Donuts
Westgate Plaza vicinity 1412 Congress Street (Lot #3 of Westgate Plaza Subdivision)

CONDITIONAL USE REVIEW AND MODIFICATION OF TMP

Project ID #2014-033

Charter Realty and Development Corp. - Applicant

Submitted to: Portland Planning Board:
Public Hearing Date: May 13th, 2014

Prepared by: Jean Fraser, Planner
Date: May 9th, 2014

I. INTRODUCTION

Charter Realty and Development Corp. have submitted site plan and conditional use applications to amend the previous approvals for the drive-through restaurant on "Lot #3" within the Westgate Plaza. The improvements to the overall Plaza were reviewed in 2008 and as part of that a drive-through restaurant was reviewed and approved in relation to site plan, TMP and conditional use standards ([Attachment 4](#)).

Tim Hortons operated the drive-through restaurant on the site until November of 2013 when it closed.

The proposed reuse of the Tim Horton's restaurant for a Dunkin does not include any revisions to the site plan (except minor relocation of the menu board), but modifies the Traffic Movement Permit and Conditional Use Permit granted by the Planning Board in 2008 due to the higher trip generation, particularly at the AM peak, and the increased number of vehicles within the stacking lane.

Required Reviews:

- TMP Modification Review (via Level III site plan application)
- Conditional Use Review under Sections 14-183 and 14-474;



II. BACKGROUND

The applicant sought staff advice regarding what approvals would be required for the reuse of the existing building (with only cosmetic changes) on the site for a Dunkin Donuts. Usually a new tenant would not trigger any further review, but in this case the original approval included a condition on the Traffic Movement Permit that required further review of any change in trip generation levels; it stated:

If the tenant of the proposed restaurant on lot 3 changes such that "peak hour" traffic volumes are greater than that included in the traffic analyses conducted for the project, a revised traffic analysis will be required for review and approval by the City Transportation Engineer. ([Attachment 4](#))

The Traffic Engineer reviewed the applicants updated traffic analysis ([Attachment G](#)) that would apply to a Dunkin Donuts operation and concluded ([Attachment 1](#)) that the changes would require a modification to the TMP re the increase in trip generation and would increase the stacking requirement. The change in the stacking characteristics triggered the need for a Conditional Use Review, since the location of the stacking lane is part of the conditional use review standards under the B2 zoning ordinance (14-183).

This Hearing was noticed to 82 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on May 5th and 6th, 2014. One neighbor on Stevens Avenue has sent written comments (PC1 & PC2).

III. PROJECT DATA (all is existing)

Existing Zone:	B-2 Business
Existing/ Proposed Use:	Restaurant/ Restaurant with drive-through
Total Lot Area:	22,092 s.f.
Total impervious surface:	15,685 sq ft
Building footprint/floor area:	2,434 sq ft
Parking:	17 spaces
Bicycle Parking:	9

IV. EXISTING CONDITIONS

The development of the drive-through restaurant was completed in accordance with the 2008 approved plans, which are included as background information in P1 – P3. The applicant has provided updated plans (P4-P6) that reflect some minor revisions eg orientation of the bike racks and location of the menu board and pick up window.

The 2013 aerial at right shows the existing condition.

The only residential properties near the site are on the opposite side of Congress Street in the R5 zone.



V. PROPOSED AMENDMENTS

The applicant's cover letter in Attachment A and Conditional Use Narrative in Attachment E describe the redevelopment of the Westgate Shopping Plaza between 2008 and 2011 and highlight issues related to the proposed Dunkin Donuts reuse of the building on Lot #3 in the Plaza. The applicant has confirmed that no changes would be made to the site other than relocation of the menu board, plus cosmetic changes to the elevations (Plan P7) and signage (to be separately reviewed by the Zoning Administrator).

The applicant suggests that the maximum number of stacked vehicles would be 11 based on the applicant's traffic analysis (Attachment G). The City's Traffic Engineer Tom Errico did not agree with this analysis and after consulting with the MDOT concluded that the proposals should allow for 15 stacked vehicles in the AM peak hour (Attachment I). The applicant revised the stacking diagram to relocate the menu board and show the lane with 15 stacked cars in place (Attachments E and P8). The diagram in P8 illustrates how the existing site can accommodate the additional stacked cars that are anticipated to be the maximum queue for a Dunkin Donuts during the AM peak.

Access to the stacking lane is not directly from Congress Street, so the number of stacked vehicles is not a traffic concern (Attachment I). The increase of 131 in trip rates in the AM peak is a traffic concern in the context of the nearby Congress Street/Stevens Avenue intersection and requires a modified Traffic Movement Permit. The traffic analysis provided to address this issue is supported by the City's reviewing traffic engineer subject to a condition requesting a contribution to the City's intended upgrade of this intersection to improve safety for pedestrians (Att. 2).

VI. PUBLIC COMMENT

The Planning Office has received two comments from a neighbor on Stevens Avenue, Margaret Gaettner (Attachments PC 1 and PC2). Ms Gaettner's home is about 100 feet north of the intersection of Congress Street and Stevens Avenue, which is about 430 feet (direct line) or 560 feet (as measured via the shortest pedestrian route through the intersection) from the Dunkin Donuts restaurant site.

Ms Gaettner's first comment (PC1) concerns the trash left at the bus stop near her home (possibly from users of the restaurant) and suggests that the Dunkin Donut approval require them to take responsibility for trash pick up at the bus stops in the area. Staff have not included a potential condition along these lines as there is no ordinance standard that relates to this issue.

Ms Gaertner's second comment (PC2) relates to the lack of an internal sidewalk linking Congress Street to Shaws supermarket. During the 2008 review the Board considered the need for pedestrian links from Congress Street to the main Plaza stores; the approved proposal included a series of sidewalks and crosswalks from the Congress Street sidewalk opposite Stevens to the main Plaza stores (see third plan in Plan P8). A similar direct segregated pedestrian link was not required by the 2008 review to be provided on the western side of the Plaza. It would not be possible to address this wider need within Lot #3, and it is not a review criterion for the applications subject of this report.

VII. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

- a. The owner of the property is Charter Westgate, LLC. The applicant has provided a copy of a Quitclaim Deed, recorded at the Cumberland County Registry of Deeds (Book 25887 Page 80, which demonstrates their right, title and interest in the property.
- b. There is no substantive cost associated with the reuse of the existing buildings so staff have not requested a letter regarding the financial and technical capacity.

VIII. ZONING ASSESSMENT

The site is located in the B-2 Business zone and restaurant/drive-through use was reviewed in 2008. The proposed use has not altered and Marge Schmuckal, the Zoning Administrator, has commented (Attachment 3):

This property housed Tim Horton's restaurant with a drive-thru. Tim Hortons moved out in November of 2013 from what I was told. Normally under zoning, a new restaurant owner would not need a new zoning permit (or change of use) for a different owner with the same use. However, since this was originally a conditional use approval to the Planning Board for the new drive-thru, a condition was placed on the original approval that triggered another review based upon a different restaurant tenant.

Section 14-183(a)6(a) specifically states within the text: "In addition, drive-through features shall not extend nearer than twenty-five (25) feet to the street line." There has been some concern as to where the measurement to the street line actually is located. The definition of "street line" is located in 14-47 and states: "Street line: the line of demarcation between a street and the abutting land." This definition does not use the terminology of abutting property line. Therefor I interpret the street line definition to mean the demarcation between the street pavement and the abutting land and not an abutting property line. The curb would be the specific transition point between the street and the abutting land.

I am not aware of any other zoning issues at this time. Separate permits will be required for any exterior approved changes to the drive-thru and for any new signage.

The motion for the Board to consider includes a suggested condition to reflect the Zoning Administrators last sentence.

IX. TRAFFIC MOVEMENT PERMIT

On May 27, 2008 the Planning Board granted a Traffic Movement Permit (TMP) for the Westgate Shopping Plaza as a whole, subject to the condition quoted on page 1 of this report which requires a revised traffic analysis for review and approval if the proposed tenant of Lot #3 changes and this results in an increase in peak hour volumes (Attachment 4). The Tim Hortons restaurant trip generation was within the 2008 approved TMP limits.

Tom Errico, the City's Traffic Engineering Reviewer, has provided final comments that document the Dunkin Donut traffic generation increase during the AM peak and the associated need for a modified TMP. His comments also include a review of the TMP and traffic analysis submissions in Attachments F and G:

- *A traffic assessment was conducted for the project by Maine Traffic Resources and determined that the project would be expected to increase traffic from Westgate Shopping Center by 131 vehicles entering and exiting the site during the AM peak hour. This projected increase in traffic requires a modification to the existing MaineDOT Traffic Movement Permit. The applicant has complied with submitting an application for the Traffic Movement Permit Application.*
- *The applicant has conducted a traffic assessment that evaluated the impact of the increased traffic on the Congress Street/Stevens Avenue/Westgate Shopping Center intersection. The analysis indicates the intersection will operate at an acceptable level of service C overall with some movements operating at level of service D.*

- *I have reviewed the traffic analysis and site plan graphics as it relates to the drive-through lane for the project. In my professional opinion the drive-through will operate safely and is not expected to create any traffic circulation issues. I find site conditions to be acceptable.*
- *The City is planning on implementing pedestrian improvements at the Congress Street/Stevens Avenue/Westgate Shopping Center intersection in conjunction with the Outer Congress Street Improvement Plan. The improvements are expected to consist of bringing the intersection up to ADA compliance with respect sidewalk ramps. Additionally, minor geometric improvements are being proposed in an effort to reduced crossing distances for pedestrians. Given that some of these improvements will be located on the Westgate Shopping Center intersection approach, the City is requesting a contribution of \$5,000.00 towards implementation of these improvements. The scope of these improvements mesh well with the installation of the METRO bus stop implemented by Westgate Shopping Center under prior approvals, so that transit riders can safely access the bus stop. (Att. 3)*

The motion for the Board to consider includes the condition outlined in the last paragraph.

X. CONDITIONAL USE STANDARDS

The further review under these standards was triggered by the greater length of the stacking queue for a Dunkin Donuts. Tom Errico, Traffic Engineer, has confirmed that this would be 15 vehicles long as compared to the likely maximum queue of 11 vehicles for Tim Horton's (as agreed in the 2008 reviews). The applicant has submitted a narrative addressing all of the conditional use standards (Attachment E).

A. Conditional Use Requirements (Section 14-183):

Sec. 14-183 - *Conditional Uses* identifies drive-throughs in the B-2 or B-2b zones that are adjacent to any residential use or zone as being a permitted conditional business use if they meet specific requirements. *"The Planning Board shall be substituted for the Board of Appeals as the reviewing authority over conditional business uses"*. The property is adjacent to an R-5 residential zone, though it is on the opposite side of Congress Street, which is three- four lanes (50 feet) wide at this location. The ordinance specifies that *"Drive-throughs, where permitted, shall also specifically comply with the following conditions:"*

1. **Location of Drive-throughs:** *Features, such as windows, vacuum cleaners and menu/order boards, stacking lanes, must be placed, where practicable, to the side and rear of the principal building except where such placement will be detrimental to an adjacent residential zone or use, and shall be located no nearer than forty (40) feet from any residential zone. This distance shall be measured from the outermost edge of the outside drive-through feature to any property line. In addition, drive-through features shall not extend nearer than twenty-five (25) feet to the street line. The site must have adequate stacking capacity for vehicles waiting to use these service features without impeding vehicular circulation or creating hazards to vehicular circulation on adjoining streets.*

Staff comments: Most of the existing drive-through features, including the menu board with speaker and pick up window are located on the sides or rear of the building, interior to the shopping plaza. The proposed stacking lane for 15 cars would begin on the "front" of the site (facing Congress Street) and wrap around the side and rear of the building.

The nearest residential zone is on the opposite side of Congress Street, though technically it begins in the middle of Congress Street. Congress Street is 50 feet wide (curb to curb) at this point and therefore the zone boundary is 50 feet from the outermost edge of the stacking lane. The outermost edge of the stacking lane is 25 feet from the Congress Street curb ("street line" as defined by the Zoning Administrator (Attachment 3) and therefore meets the numerical requirements of this standard.

The City's Traffic Engineer, Tom Errico, has confirmed that the stacking lane would need to accommodate 15 cars, and that use of the lane as proposed would not create a traffic circulation concern (Att. 1 and 2).

2. **Noise:** *Any speakers, intercom systems, or other audible means of communication shall not play prerecorded messages. Any speakers, intercom systems, audible signals, computer prompts, or other noises generated by the drive-through services or fixtures shall not exceed 55 dB or shall be undetectable above the ambient noise level as measured by a noise meter at the property line, whichever is greater.*

Staff comments: The speaker system associated with the Tim Hortons was evaluated during the 2008 review and then monitored after it went into operation. While it is anticipated that the Dunkin Donut system would have the same characteristics, the Board may wish to impose a condition which requires monitoring if there are any complaints regarding the new tenants system.

3. **Lighting:** *Drive-through facilities shall be designed so that site and vehicular light sources shall not unreasonably spill over or be directed onto adjacent residential properties and shall otherwise conform to the lighting standards set forth in 14-526.*

Staff comments: The applicant has confirmed that the existing site lighting will not be changed (Attachment E).

4. **Screening and Enclosure:** *Where automobiles may queue, waiting for drive-through services, their impacts must be substantially mitigated to protect adjacent residential properties from headlight glare, exhaust fumes, noise, etc. As deemed necessary by the reviewing authority, mitigation measures shall consist of installation of solid fencing with landscaping along any residential property line which is exposed to the drive-through or the enclosure of the drive-through fixtures and lanes so as to buffer abutting residential properties and to further contain all associated impacts;*

Staff comments: The proposed use by Dunkin Donuts will change the length of the stacking lane during the AM peak, when it is expected to extend in front of the building so that 2-3 cars would be facing the commercial building next door (see Plan P8) and be more visible from Congress Street. Since this is anticipated to be a daytime occurrence, headlight glare is not expected to be an issue. If the stacking lane were to extend to 15 cars at night, the site has existing evergreen planting along the boundary to the west (between the site and the commercial building) so headlight glare would be buffered.

The original approval required five trees and other landscaping along the Congress Street frontage, which has been implemented. A more solid buffer along the sidewalk and Congress Street has not been suggested by staff as this would create issues in relation to pedestrian safety and it is desirable to retain the visual connection between the sidewalk and the building.

5. **Pedestrian access:** *Drive-through lanes shall be designed and placed to minimize crossing principal pedestrian access-ways or otherwise impeding pedestrian access.*

Staff comments: The existing layout, as previously approved (Plans P1- P6) was designed to meet this standard.

6. **Hours of Operation:** *The Board, as part of its review, may take into consideration the impact hours of operation may have on adjoining uses.*

Staff comments: The restaurant hours were approved in 2008 to be 5am to 11pm, seven (7) days a week. The applicant has confirmed that the Dunkin Donut hours of operation will be the same (Attachment E).

B. Conditional Use Requirements (Section 14-474):

The Conditional Use standards in this section also apply and state:

Upon a showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the board determines that:

- 1) There are unique or distinctive characteristics or effects associated with the proposed conditional use;*
- 2) There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding area;*
- 3) Such impact differs substantially from the impact which would normally occur from such a use in that zone.*

The Planning Board may impose reasonable conditions upon the premises benefited by a conditional use as may be necessary to prevent or minimize adverse effects therefrom upon other property in the neighborhood. Such conditions shall be expressly set forth in the resolution authorizing the conditional use permit and in the permit. Violation of such conditions shall be a violation of this article.

Staff comments: The proposed reuse of the Tim Horton's building is the reuse of an existing restaurant building with a drive-through. The applicant has confirmed that there are no proposed changes to the site other than relocation of the menu board and the proposed user is similar to the previous tenant in terms of characteristics and impacts.

This review is based on the understanding that there would be no material changes in the site or the operation of the restaurant/drive-through when the Dunkin Donuts moves into the property. A suggested potential condition of approval covers the possibility that the applicant or new tenant wishes to make modifications, for example to site lighting or hours of operation.

XI. DEVELOPMENT REVIEW - SITE PLAN

The applicant has submitted the approved plans as background information, and an updated set to reflect the final as built condition with minor modifications to the ordering and pick up locations and bicycle rack (Plans P1-P6). The only proposed site change is the relocation (by 15-20 feet) of the menu board, which does not have any impacts. The site plan should be updated to show the relocated menu board, and a potential condition of approval is included to request the revised site plan.

XII. STAFF RECOMMENDATION

Staff considers that the existing site and drive-through design are adequate for proposed reuse of the Tim Horton's building/site for the more intensive but similar Dunkin Donuts operation. The TMP modification relates to an increase in vehicle generation and this has been addressed by the contribution to upgraded pedestrian facilities at the intersection that will be handling the additional vehicle use.

XIII. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of the applications, plans, reports, and other information submitted by the applicant, and on findings and recommendations contained in the May 13th, 2014 Planning Report for Project #2014-033 1412 Congress Street (Lot #3 in the Westgate Shopping Plaza), relevant to Portland's Conditional Use Standards, Site Plan Standards and other applicable regulations, and testimony presented at the Planning Board Hearing, and based upon the City of Portland's Delegated Review Authority for Traffic Movement Permits, the Planning Board finds the following:

1. TRAFFIC MOVEMENT PERMIT

The Portland Planning Board finds the plan (**is/ is not**) in conformance with 23 MRSA 704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits and (**grants/does not grant**) the modification to the Traffic Movement Permit granted in 2008 for the Westgate Shopping Plaza, subject to the following condition of approval:

Potential condition of approval:

- i.* That the applicant shall contribute \$5000 to an account maintained by the City that will be used to fund pedestrian improvements to the intersection at Congress Street/Stevens Avenue near the Westgate Shopping Plaza.

2. CONDITIONAL USE

The Portland Planning Board finds the plan (**is/ is not**) in conformance with the B2 conditional use standards (14-183 and 14-474) of the Land Use Code, subject to the following condition of approval:

Potential condition of approval:

- i.* That the applicant shall obtain Planning Board approval to any modifications to the characteristics subject of the conditional use review (including but not limited to lighting and hours of operation) prior to the introduction of such revision.

3. SITE PLAN REVIEW

The Planning Board finds that the plan (**is/is not**) in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval:

Potential conditions of approval:

- i. That the applicant shall submit a final revised site plan, prior to the opening of the Dunkin Donuts, that shows the approved location of the menu board as in Plan P8 of this report; and
- ii. That separate permits and/or site plan approvals shall be required for any exterior changes to the site and drive-through features, and for any new signage.

ATTACHMENTS

Staff Review comments and background information

1. Traffic Engineering Review prelim comments
2. Traffic Engineering Review final comments
3. Zoning comments
4. 2008 approval letters as background (2)

Public comments

PC1 Margaret Gaertner 4.9.2014 (re bus stop trash)

PC2 Margaret Gaertner 5.5.2014 (re sidewalks to Shaws)

Applicant's Submittal

- A. Cover Letter
- B. Recorded deed
- C. Development Review application
- D. Conditional use application
- E. Conditional use narrative (including drive through Stacking Plan)
- F. TMP Modification application
- G. Traffic Memorandum

Plans

Previously approved site plans

- P1. Recorded Subdivision Plat
- P2. 2008 Approved Site Plan
- P3. 2008 Approved Plan set (10 plans)

Updated to reflect built conditions

- P4. Cover sheet
- P5. Existing conditions Plan
- P6. Site plan

Details re Dunkin Donuts Reuse

- P7. Elevations
- P8. Stacking Plan and relocated menu board (same as in E)

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...>
Date: 4/11/2014 3:27 PM
Subject: Westgate Shopping Center - Dunkin Donuts

Jean - I have reviewed the traffic information associated with the introduction of a Dunkin Donuts at the former Tim Horton's restaurant and offer the following preliminary comments. I would note that based upon MaineDOT traffic methods, a Dunkin Donuts generates significantly more traffic as compared to a Tim Horton's and therefore additional traffic impacts can be expected from the project.

* I have conducted a review of vehicle queuing at the drive-through. According to established queue estimates developed by MaineDOT, for use in the permitting of Dunkin Donuts in Maine, the design queue length is 15 vehicles from the pick-up window and 12 vehicles from the Order Board. I had a conversation with Steve Landry, MaineDOT State Traffic Engineer, regarding this issue and he concurred that the MaineDOT method should be used. Based upon this method, vehicle queues will extend along the front of the building (facing Congress Street). I would note that from a traffic circulation perspective, this queue length does not present any safety or operational problems.

* The proposed project generates in excess of 100 new passenger-car equivalents during the morning peak hour and thus triggers a modification of the existing Traffic Movement Permit. The applicant has submitted traffic information in support of the modification and I find the information to be comprehensive and complete. I would note that based upon my conversation with MaineDOT, a project scoping meeting is not required. I continue to review this information as it relates to impacts to the Congress Street/Stevens Avenue intersection. I would note that the City is in the process of partially upgrading the intersection to enhance the pedestrian environment and bringing it up to ADA compliance. Prior development projects in the area have made monetary contributions for improvements at this intersection and I will be making a determination on whether a contribution is appropriate for this project in the future.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International] T.Y. Lin International
12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 (main)
207.347.4354 (direct)
207.400.0719 (mobile)
207.781.4753 (fax)
thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>
Visit us online at www.tylin.com<http://www.tylin.com>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...>
Date: 5/8/2014 8:41 AM
Subject: Westgate Shopping Center -- Dunkin Donuts

Jean - I find the project to be acceptable and that it meets TMP requirements with my final comments noted below.

* A traffic assessment was conducted for the project by Maine Traffic Resources and determined that the project would be expected to increase traffic from Westgate Shopping Center by 131 vehicles entering and exiting the site during the AM peak hour. This projected increase in traffic requires a modification to the existing MaineDOT Traffic Movement Permit. The applicant has complied with submitting an application for the Traffic Movement Permit Application.

* The applicant has conducted a traffic assessment that evaluated the impact of the increased traffic on the Congress Street/Stevens Avenue/Westgate Shopping Center intersection. The analysis indicates the intersection will operate at an acceptable level of service C overall with some movements operating at level of service D.

* I have reviewed the traffic analysis and site plan graphics as it relates to the drive-through lane for the project. In my professional opinion the drive-through will operate safely and is not expected to create any traffic circulation issues. I find site conditions to be acceptable.

* The City is planning on implementing pedestrian improvements at the Congress Street/Stevens Avenue/Westgate Shopping Center intersection in conjunction with the Outer Congress Street Improvement Plan. The improvements are expected to consist of bringing the intersection up to ADA compliance with respect to sidewalk ramps. Additionally, minor geometric improvements are being proposed in an effort to reduce crossing distances for pedestrians. Given that some of these improvements will be located on the Westgate Shopping Center intersection approach, the City is requesting a contribution of \$5,000.00 towards implementation of these improvements. The scope of these improvements mesh well with the installation of the METRO bus stop implemented by Westgate Shopping Center under prior approvals, so that transit riders can safely access the bus stop.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, PE
 Senior Associate
 Traffic Engineering Director
 [T.Y. Lin International] T.Y. Lin International
 12 Northbrook Drive
 Falmouth, ME 04105
 207.781.4721 (main)
 207.347.4354 (direct)
 207.400.0719 (mobile)
 207.781.4753 (fax)
 thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>

Visit us online at www.tylin.com<<http://www.tylin.com>>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

MEMORANDUM

To: FILE
From: Jean Fraser
Subject: Application ID: 2014-033
Date: 4/11/2014

Comments Submitted by: Marge Schmuckal/Zoning on 4/10/2014

This property housed Tim Horton's restaurant with a drive-thru. Tim Hortons moved out in November of 2013 from what I was told. Normally under zoning, a new restaurant owner would not need a new zoning permit (or change of use) for a different owner with the same use. However, since this was originally a conditional use approval to the Planning Board for the new drive-thru, a condition was placed on the original approval that triggered another review based upon a different restaurant tenant.

Section 14-183(a)6(a) specifically states within the text: "In addition, drive-through features shall not extend nearer than twenty-five (25) feet to the street line." There has been some concern as to where the measurement to the street line actually is located. The definition of "street line" is located in 14-47 and states: "Street line: the line of demarcation between a street and the abutting land." This definition does not use the terminology of abutting property line. Therefore I interpret the street line definition to mean the demarcation between the street pavement and the abutting land and not an abutting property line. The curb would be the specific transition point between the street and the abutting land.

I am not aware of any other zoning issues at this time. Separate permits will be required for any exterior approved changes to the drive-thru and for any new signage.

Marge Schmuckal
Zoning Administrator

CITY OF PORTLAND, MAINE

PLANNING BOARD

Janice E. Tevanian, Chair
David Silk, Vice Chair
Bill Hall
Joe Lewis
Lee Lowry, III
Shalom Odokara
Michael J. Patterson

August 18, 2008

Charter Realty and Development Corporation
Attn: Karen Johnson
22 McGrath Highway
Somerville, MA 022143

RE: Tim Horton's Restaurant. Westgate Shopping Plaza
1412 Congress Street

CBL: 197-B-18
Application ID: 2008-0113

Dear Karen,

On August 12, 2008, the Portland Planning Board considered the amended site plan and conditional use application for the redevelopment of the lot [referred to as Lot 3 on the approved Subdivision Plan for Westgate Shopping Plaza at 1412 Congress Street] into a Tim Horton's restaurant with drive-through service. The Planning Board reviewed the proposal for conformance with the standards for Conditional Use in the B-2 zone and the standards of the Site Plan Ordinance. The Planning Board voted (6-0, Odokara absent) to approve the application with the following motions and conditions as presented below.

1. CONDITIONAL USE:

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report # 46-08, relevant to Portland's Conditional Use Standards and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the proposed conditional use for a drive-through adjacent to a residential use or zone does meet the standards of Section 14-474 and the standards of Section 14-183 for the B-2 zone, subject to the following conditions:

- a. The final site plan must comply with any additional site plan conditions of approval, as listed below.

2. SITE PLAN:

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in Planning Board Report # 46-08, relevant to the Site Plan Ordinance and other regulations and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan is in conformance with the site plan standards of the land use code, subject to the following conditions:

- a. Two (2) additional emerald green arborvitae (*thuja occidentalis* 'smargd') shall be added

to the final site plan to be located on the west end of the line of emerald green arborvitae proposed along the southerly boundary of the site (as shown on the plan labeled 'Revised Landscape Plan. Proposed Restaurant. Congress Street. Portland, ME', dated August 8, 2008, which is attached).

The approval is based on the submitted site plan and the findings related to site plan and conditional use review standards as contained in Planning Report #46-08, which is attached.

Please note the following provisions and requirements for all site plan approvals:

1. The above approval does not constitute approval for building plans, which must be reviewed and approved the City of Portland's Inspection Division.
2. Where submission drawings are available in electronic form, final sets of plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*.dwg), release AutoCAD 2005 or greater.
3. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan application for staff review and approval.
4. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.
5. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
6. Prior to construction, a pre-construction meeting shall be held at the project site with the contractor, Planning Division's Development Review Coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
7. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Molly Casto, Senior Planner at (207) 874-8901

Sincerely,

Janice Tevanian, Chair
Portland Planning Board

Attachments:

2. Planning Board Report #46-08
3. Memorandum to the Planning Board from Molly Casto dated August 12, 2008
4. Performance Guarantee Packet

Electronic Distribution:

Penny St. Louis Littell, Director of Planning and Urban Development
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Molly Casto, Senior Planner
Philip DiPierro, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Jeanie Bourke, Inspections Division
Lisa Danforth, Administrative Assistant
Michael Bobinsky, Public Services Director
Kathi Earley, Public Works
Bill Clark, Public Works
Michael Farmer, Public Works
Jim Carmody, City Transportation Engineer
Jane Ward, Public Works
Captain Greg Cass, Fire Prevention
Jeff Tarling, City Arborist
Tom Errico, Wilbur Smith Consulting Engineers
Dan Goyette, Woodard & Curran
Assessor's Office
Approval Letter File
Hard Copy: Project File

CITY OF PORTLAND, MAINE

PLANNING BOARD

Michael Patterson, Chair
Janice E. Tevanian, Vice Chair
Bill Hall
Joe Lewis
Lee Lowry III
Shalom Odokara
David Silk

June 24, 2008

Karen Johnson
Charter Realty and Development Corporation
800 Westchester Avenue
Suite S-632
Rye Brook, NY 10573

RE: Westgate Shopping Plaza
Application # 2008-0027
Chart: 191-B-19

Dear Karen:

On May 27, 2008 and June 10, 2008, the Portland Planning Board considered the submitted application for Westgate Shopping Plaza. The Planning Board reviewed the proposal for conformance with the standards for Conditional Use in the B-2 zone, standards and requirements for Traffic Movement Permit, and the standards of the Subdivision Ordinance and the Site Plan Ordinance. The Planning Board voted to approve the application with the following motions, waivers and conditions as presented below.

I. May 27, 2008 Public Hearing:

On May 27, 2008 the Portland Planning Board voted on the following motions concerning the proposed redevelopment of the Westgate Shopping Plaza:

A. CONDITIONAL USE

The Planning Board voted unanimously (5-0. Hall and Odokara absent) that the proposed conditional use for a drive-through adjacent to a residential use or zone meets the standards of Section 14-474 and the standards of Section 14-182 for the B2-b zone, subject to the following conditions:

1. *Once a tenant for the restaurant has been identified, the applicant must submit final site plans and elevation drawings for the proposed development of Lot 3 for review and approval by the Planning Board prior to the issuance of a building permit. As part of the site plan review, the applicant shall submit information relating to Section 14-183 (a) (6) of the City Code demonstrating that the proposal for Lot 3 complies with zoning requirements, as determined by the City Zoning Administrator.*
2. *The applicant shall address, to the satisfaction of the City Transportation Engineer, the location of crosswalks on Lot 3 as well as the any warning signage for lot 3 alerting vehicles to the presence of pedestrian crosswalks. In addition, if the tenant of the building causes*

"peak hour" traffic volumes to be greater than those included in the traffic analyses conducted for the project as submitted in connection with this application, a revised traffic analysis will be required for review and approval by the City Traffic Engineer (or if already before the Planning Board for site plan approval, then the Planning Board) prior to the issuance of a building permit.

3. *Once a tenant has been finalized for the proposed building on lot 3, the applicant shall submit sign details for the proposed use for review and approval by the Planning Authority prior to the issuance of a building permit.*
4. *A pre-development assessment of noise levels and a prediction of decibel levels from the proposed speaker system must be submitted for review and approval by the Planning Authority prior to the issuance of a building permit. Post-development noise levels shall also be taken and submitted quarterly for the first year of operation to the Planning Authority. If it is determined that noise levels exceed the standards of Section 14-187, the applicant shall install noise mitigation measures for the intercom system prior to the release of the performance guarantee.*

B. WAIVERS

The Portland Planning Board voted unanimously (5-0, Hall and Odokara absent) to grant the following waiver from subdivision standards:

1. *A waiver from the requirements of Section 14-499 (h) that all utilities be placed underground for Lot 1.*

The Portland Planning Board voted unanimously (5-0, Hall and Odokara absent) to grant the following waiver from site plan standards:

2. *A partial waiver from the requirements of Section 14-526 (a) (9) requiring that exterior lighting comply with the applicable specifications of the City of Portland Technical and Design standards, as proposed for lot 1.*

C. TRAFFIC MOVEMENT PERMIT

The Portland Planning Board voted unanimously (5-0, Hall and Odokara absent) that the plan is in conformance with the standards for a Traffic Movement Permit, subject to the following conditions of approval:

1. *If the tenant of the proposed building on lot 3 changes such that "peak hour" traffic volumes are greater than that included in the traffic analyses conducted for the project a submitted as part of this application, a revised traffic analysis will be required for review and approval by the City Transportation Engineer.*

II. June 10, 2008 Motion to Reconsider:

On June 10, 2008, the Planning Board voted to reconsider the parking layout for the Westgate Shopping Plaza, approved on May 27, 2008. On June 10, 2008, the Planning Board voted on the following motions as presented below.

A. SUBDIVISION

The Portland Planning Board voted unanimously (6-0. Odokara absent) that the subdivision plan, entitled Westgate Shopping Plaza, is in conformance with the subdivision standards of the land use code, subject to the following conditions of approval:

1. *The applicant should confirm that the survey for the project coincides with approved City standards. The survey needs to be tied to the vertical datum of NGVD 1929 and to the Maine State Plane Coordinate System (2-zone projection), West Zone using the NAD 1983 (HARN) Datum and the U.S. Survey Foot as the unit of measure. This shall be confirmed by The Department of Public Services prior to the issuance of a building permit.*
2. *The applicant shall revise the site plan so as to include a continuous travel lane from the Stevens Avenue/Congress Street entrance to the front of retail 'A' of the main shopping plaza. The applicant shall submit final site plans showing the revised travel lane for review and approval by the City Transportation Engineer prior to the issuance of a building permit. The applicant shall also widen the proposed traffic islands in front of retail 'A', the width of which shall be determined by the City Transportation Engineer. The need to include an additional traffic island or additional demarcation in this location shall be determined by the City Transportation Engineer. Nine (9) parking spaces shall be relocated to the rear of the plaza, as shown on Alternative Schematic (2), submitted to the Planning Board on June 10, 2008.*

B. SITE PLAN

The Planning Board voted unanimously (6-0. Odokara absent) that the plan is in conformance with the site plan standards of the land use code, subject to the following conditions of approval:

1. *The applicant shall provide easement language for the proposed bus turnout and sidewalk based on as-built condition for review and approval by Corporation Counsel prior to the issuance of a Certificate of Occupancy.*
2. *The applicant shall provide a license to the City of Portland to allow municipal vehicles to turn around at the end of Westland Street for review and approval by Corporation Counsel prior to the issuance of a Certificate of Occupancy.*
3. *The applicant shall provide a pre-development assessment of noise levels and a prediction of decibel levels from the proposed speaker system be submitted for review and approval by Planning staff prior to the issuance of a building permit. After construction, post-development noise levels shall be submitted to the Planning Authority for review. If it is determined that the levels exceed the standards of Section 14-187, the applicant shall install noise mitigation measures for the intercom system prior to the release of the performance guarantee.*
4. *The applicant shall provide evidence of adequate sewer capacity prior to the issuance of a building permit.*
5. *The applicant shall submit a photometric plan meeting the requirements of the City of Portland Technical and Design Standards, with respect to the rear of the building so as to demonstrate that no unnecessary light, as defined by City Standards, is being passed onto the abutting residential properties. This shall be reviewed and approved by the Planning Authority prior to the issuance of a building permit.*
6. *The applicant shall submit an updated landscaping plan for the rear portion of the property that abuts residential lots that provides continuous buffering along the property line between lot 1 and abutting residential properties for the Planning Authority's review and approval prior to the issuance of a building permit.*

7. *The applicant shall revise the site plan so as to include a continuous travel lane from the Stevens Avenue/Congress Street entrance to the front of retail 'A' of the main shopping plaza. The applicant shall submit final site plans showing the revised travel lane for review and approval by the City Transportation Engineer prior to the issuance of a building permit. The applicant shall also widen the proposed traffic islands in front of retail 'A', the width of which shall be determined by the City Transportation Engineer. The need to include an additional traffic island or additional demarcation in this location shall be determined based on review by the City Transportation Engineer. Nine (9) parking spaces shall be relocated to the rear of the plaza, as shown on Alternative Schematic (2), submitted to the Planning Board on June 10, 2008.*

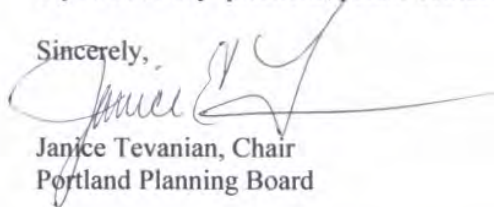
Please note the following provisions and requirements for all site plan approvals:

1. The above approvals do not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Inspection Division.
2. Where submission drawings are available in electronic form, the applicant shall submit any available electronic Autocad files (*.dwg), release 14 or greater, with seven (7) sets of the final plans.
3. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.
4. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.
5. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
6. Prior to construction, a pre-construction meeting shall be held at the project site with the contractor, Phil DiPierro - Development Review Coordinator, Public Work's representatives and the property owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
7. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

Philip DiPierro, Development Review Coordinator, must be notified five (5) working days prior to date required for final site inspection. He can be reached at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If you have any questions, please contact Molly Casto, Planner at (207) 874-8901.

Sincerely,



Janice Tevanian, Chair
Portland Planning Board

cc: Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Molly Casto, Planner
Phil DiPierro, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Jeanie Bourke, Director of Inspections
Inspections Division
Michael Bobinsky, Public Works Director
Mike Farmer, Project Engineer
Jim Carmody, City Transportation Engineer
Jeff Tarling, City Arborist
Penny Littell, Associate Corporation Counsel
Captain Greg Cass, Fire Prevention, Fire Department
Assessor's Office
Approval Letter File

Attachments: Planning Board Report #26-08
Revised Recommended Motions for Planning Board Report #26-08
Planning Board Memorandum re: June 10, 2008 Reconsideration

From: Margaret Gaertner <margaret.gaertner@gmail.com>
To: <jf@portlandmaine.gov>
Date: 4/9/2014 4:17 PM
Subject: 1412 Congress Street

Dear Jean Fraser-

I live at 11 Stevens Avenue. I have a bus stop in my front yard (no. 3 line).

Busses typically do not have trash cans on them. Thus, people who are waiting for the bus leave at that stop all of their coffee cups and related trash in my front yard. I pick it up weekly and dispose of it, at my own expense.

Since Tim Horton's closed, I have noticed the trash disposal has decreased to almost nothing.

People + bus stop+ coffee shop =='s a lot of trash. Since Metro/the city provides no trash cans, where it is supposed to go? Can there be something in Dunkin' Donut's approvals that they take responsibility for their trash pick up at the bus stops in the area?

Thanks,

Margaret

Margaret Gaertner
11 Stevens Avenue
Portland, ME
margaret.gaertner@gmail.com
917 476 8156

From: Margaret Gaertner <margaret.gaertner@gmail.com>
To: <JF@portlandmaine.gov>
Date: 5/5/2014 8:33 AM
Subject: Westgate Shopping Center; 1412 Congress Street

Hi-

Are the materials that will be reviewed at the meeting on May 13 available electronically?

I read that the site will not be altered; it should be noted that after the sidewalk at Congress Street, there is zero pedestrian access to the main block of stores (Shaw's, AutoZone, CVS, etc.) in Westgate.

Unfortunately no site work is proposed however at a the new tenant/use should preserve what few sidewalks are available, and consider that the automobile traffic flow needs to respect the precious few sidewalks that do exist. There are great plans in place to improve the intersection for pedestrians; would be great if one could walk safely to Shaw's.

Thanks,

Margaret

Margaret Gaertner
M. Gaertner, Historic Building Consultant
11 Stevens Avenue
Portland, ME
margaret.gaertner@gmail.com
917 476 8156



**CHARTER REALTY &
DEVELOPMENT CORP.**

800 Westchester Avenue • Suite S-632
Rye Brook, NY 10573
914 701-4002 • Fax 914 701-4003
www.chartweb.com

March 31, 2014

Barbara Barhydt
Development Review Services Manager
Department of Planning and Development
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: Westgate Plaza – 1354-1422 Congress Street

Dear Barbara:

We are pleased to submit the applications for amending the Conditional Use, Site Plan and Traffic Movement Permit for the proposed re-tenanting of the former Tim Horton's ("Application"). As discussed during our meeting on March 13, 2014 in your office, we are not proposing any site changes just a change in tenancy. Approvals were granted on May 27, 2008 for a comprehensive redevelopment of Westgate Shopping Plaza and specifically included a Conditional Use Permit, Traffic Movement Permit, Site Plan and Subdivision (Application #2008-0027). The Conditional Use Permit for the proposed restaurant required final site plan review once a tenant was identified. Conditional Use and Site Plan Approval for Tim Horton's was issued on August 12, 2008 and subsequent improvements to the site and restaurant were made in accordance with the approval (Application # 2008-0113). Tim Horton's operated a restaurant with drive-through in this location until November 12, 2014 when they informed us they were closing the restaurant.

We are pleased that Dunkin' Donuts is interested in the former Tim Horton's as they are essentially the same use. As discussed during our meeting, we wanted to illustrate compliance with Section 14-183. Conditional uses 6. Drive-throughs in the B-2 zone. Maine Traffic Resources prepared a Summary Memorandum dated March 24, 2014 to evaluate the Trip Generation and Traffic Analysis for Proposed Dunkin' Donuts at Westgate Plaza. As part of this analysis, they also conducted queue observations for the on-site analysis to determine appropriate queue lengths. Maine Traffic Resources determined that storage for eleven vehicles is adequate to support the expected queues. Tighe & Bond prepared a Drive-thru Exhibit to illustrate compliance with the Conditional Use Standards, both the Summary memorandum and Drive-thru exhibit are part of the application materials. As part of the new tenancy, certain exterior changes to signage and branding are proposed to reflect Dunkin' Donuts.

Other offices in:

183 Main Street • Westport, CT 06880 • 203 227-2922 • Fax 203 227-8388
1666 Massachusetts Avenue • Suite 4 • Lexington, MA 02420 • 617 623-4333 • Fax 617 623-1333

Barhydt/2

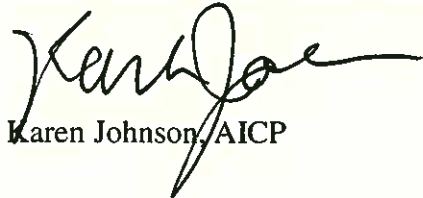
In addition to the above referenced items, the following are submitted with this cover letter:

1. **Application forms:** Level III –Preliminary and Final Site Plans and Conditional Use Development Review Applications as well as the Application for Traffic Movement Permit Modification
2. **Site Plans:** a set of full size and 11"by 17" site plans for prepared by Tighe & Bond dated March 28, 2014.
3. **Architectural Plans:** Schematic Elevations prepared by Aharonian & Associates, Architects dated March 29, 2014.
4. **Development Review Fee:** \$500 to City of Portland for Site Plan Review Amendment, \$100 to City of Portland for Conditional Use Permit Amendment, \$500 to City of Portland for Traffic Movement Permit Modification.
5. **Evidence of Right, Title or Interest:** Deed attached.
6. **Electronic Submittal** – a CD containing all the above referenced plans and documents.

We are excited about the improvements to Westgate Plaza and hope you agree that this represents a tremendous enhancement to a valued neighborhood shopping center. The Westgate Plaza improvements will attract new tenants to better serve the surrounding area. We look forward to presenting these plans to the City of Portland and to the neighborhood over the coming month.

Sincerely,

CHARTER REALTY & DEVELOPMENT CORP.



Karen Johnson, AICP

DO NOT WRITE ABOVE THIS LINE
FOR RECORDER'S USE ONLY

TAX PARCEL NUMBERS: _____

QUITCLAIM DEED

SHAW'S REALTY CO. a/k/a Shaw's Realty Company, a Maine corporation, having a business office in Scarborough, Maine ("**Grantor**"), for consideration paid, the receipt whereof is hereby acknowledged, grants and quitclaims to Charter Westgate, LLC, a Delaware limited liability company ("**Grantee**")

WITH QUITCLAIM COVENANTS the following land in Portland, County of Cumberland, and State of Maine (the "**Property**"):

SEE EXHIBIT A, attached hereto and incorporated herein by this reference.

GRANTEE ACCEPTS the Property in "AS IS", "WHERE IS" condition, with all faults and defects, and hereby releases Grantor and agrees to defend and hold harmless, and indemnify Grantor from and against all liability of every kind and nature relating to the physical condition of the Property, past, present and future, including, without limitation, environmental claims, if any.

Meaning and intending to convey and hereby conveying all and the same premises conveyed to Grantor herein by Quitclaim Deed dated February 26, 1974 and recorded in the Cumberland County Registry of Deeds in Book 3514, Page 287; Quitclaim Deed dated February 26, 1974 and recorded in the Cumberland County Registry of Deeds in Book 3514, Page 290; Quitclaim Deed dated February 26, 1974 and recorded in the Cumberland County Registry of Deeds in Book 3514, Page 293; Quitclaim Deed dated February 26, 1974 and recorded in the Cumberland County Registry of Deeds in Book 3514, Page 296; Quitclaim Deed dated May 30, 1974 and recorded in the Cumberland County Registry of Deeds in Book 3554, Page 132; Quitclaim Deed dated June 26, 1974 and recorded in the Cumberland County Registry of Deeds in Book 3566, Page 67; Quitclaim Deed dated June 28, 1974 and recorded in the Cumberland County Registry of Deeds in Book 3570, Page 89; Quitclaim Deed dated May 22, 1975 and recorded in the Cumberland County Registry of Deeds in Book 3687, Page 154; Warranty Deed dated September 10, 1975 and recorded in the Cumberland County Registry of Deeds in Book 3741, Page 112; and Warranty Deed dated September 10, 1975 and recorded in the Cumberland County Registry of Deeds in Book 3741, Page 115; and those certain premises conveyed to Bradley Realty Co., predecessor in interest

MAINE REAL ESTATE TAX PAID

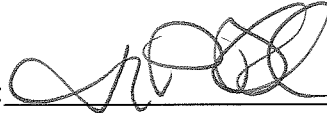
to Grantor by merger, by Trustee's Deed dated March 27, 1959 and recorded in the Cumberland County Registry of Deeds in Book 2462, Page 498; and Trustee's Deed dated August 23, 1967 and recorded in the Cumberland County Registry of Deeds in Book 3008, Page 836. The referenced merger was recorded as Plan and Agreement of Merger of Shawburn Realty Co. and Bradley Realty Co. with and into Shaw's Realty Co. dated December 27, 1968 and recorded in the Cumberland County Registry of Deeds in Book 3070, Page 777.

[signature on next page]

Witness our hands and seals this 5th day of March, 2008.

GRANTOR:

Shaw's Realty Co.
a/k/a Shaw's Realty Company
a Maine corporation

By: 
John P. Breedlove
Vice President

MINNESOTA
STATE OF ~~IDAHO~~
COUNTY OF HENNEPIN

March 5, 2008

PERSONALLY APPEARED the above-named John P. Breedlove, Vice President of Shaw's Realty Co. as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Shaw's Realty Co.

Before me,


Notary Public/Attorney at Law

Print Name:



EXHIBIT A

Legal Description

A certain lot or parcel of land with any building and improvements thereon, situated on the southerly side of Congress Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning on said southerly side of Congress Street at an iron located at the northeasterly corner of land conveyed by Mary O. Daveis, Trustee under the Will of Edward H. Daveis to C. W. Boyle by deed dated March 2, 1938 and recorded in Cumberland County Registry of Deeds in Book 1543 Page 373;

Thence running South $04^{\circ} 56'$ East by said Boyle land one hundred eight (108) feet to an iron;

Thence South $85^{\circ} 04'$ West ninety-one and sixty-seven hundredths (91.67) feet to an iron;

Thence South $9^{\circ} 27'$ East forty-two and twenty-eight hundredths (42.28) feet to an iron;

Thence South $15^{\circ} 21'$ East two hundred forty-three and thirty-eight hundredths (243.38) feet to an iron;

Thence South $15^{\circ} 06'$ East two hundred eighty-nine and fifty-four hundredths (289.54) feet to an iron, the last three (3) courses being along the easterly line of Congress Terrace, so-called, which plan is recorded in said Registry of Deeds in Plan Book 14, Page 61;

Thence North $85^{\circ} 46'$ East by land of Norman E. Blake, et al, five hundred seventy-four and two tenths (574.2) feet to an iron;

Thence North $01^{\circ} 36'$ West by land of the Roman Catholic Bishop of Portland three hundred one and two tenths (301.2) feet to an iron;

Thence North $32^{\circ} 54'$ East by said land of the Roman Catholic Bishop of Portland two hundred twenty-one and seventy-five hundredths (221.75) feet to an iron at the southerly side line of Congress Street;

Thence running by said Congress Street North $56^{\circ} 16'$ West two hundred twenty-eight and forty-five hundredths (228.45) feet to a point;

Thence by said Congress Street on a curving line with a radius of two hundred eighty-five and twenty-nine hundredths (285.29) feet a distance of ninety-five and one tenth (95.1) feet to an iron;

Thence South $10^{\circ} 04'$ West ninety-four and seventy-five hundredths (94.75) feet to an iron;

Thence South $85^{\circ} 04'$ West three hundred sixty-three and ninety-six hundredths (363.96) feet to an iron;

Thence North $04^{\circ} 56'$ West one hundred eight (108) feet to an iron on said southerly side of Congress Street;

Thence South $85^{\circ} 04'$ West by said Congress Street eighty-five and one tenth (85.1) feet to the iron at the point of beginning.

Also, another certain lot or parcel of land with any buildings and improvements thereon, situated in Portland, County of Cumberland and State of Maine on the southerly side of Congress Street and more particularly bounded and described as follows:

Beginning on the southerly side of Congress Street at an iron located three hundred twenty-three and fifty-five hundredths (323.55) feet westerly by Congress Street from land of Roman Catholic Bishop of Portland and at a corner on said Congress Street of land conveyed by the Trustees u/w/o Mabel S. Daveis to Bradley Realty Co, by deed dated March 27, 1959, and recorded in Cumberland County Registry of Deeds in Book 2462 Page 498;

Thence running South $10^{\circ} 04'$ West ninety-four and seventy-five hundredths (94.75) feet to an iron;

Thence running South $85^{\circ} 04'$ West three hundred sixty-three and ninety-six hundredths (363.96) feet to an iron;

Thence running North $04^{\circ} 56'$ West one hundred eight (108) feet to an iron on said southerly side of Congress Street, said last three courses being by said land conveyed to Bradley Realty Co. as aforesaid;

Thence running North $85^{\circ} 04'$ East by Congress Street to a point;

Thence running by said Congress Street on a curving line with a radius of two hundred eighty-five and ninety-nine hundredths (285.99) feet a distance of ninety-seven and forty-three hundredths (97.43) feet to the point of beginning.

Also, another certain lot or parcel of land with any buildings and improvements thereon; situated in Portland, County of Cumberland and State of Maine and more particularly bounded and described as follows:

Being Lots 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 and 31 as depicted on a plan entitled "Congress Terrace" made for A.H. Chapman Land Co. by W.M. Hicks, C.E., dated April, 1922 and recorded May 11, 1922 in the Cumberland County Registry of Deeds in Plan Book 14, Page 61.

Also, another certain lot or parcel of land with any buildings and improvements thereon, situated in Portland, County of Cumberland and State of Maine, commonly known as Ainsworth Street and being more particularly shown on a plan entitled "Congress Terrace" made for A.H. Chapman Land Co. by W.M. Hicks, CE., dated April, 1922 and

recorded May 11, 1922 in the Cumberland County Registry of Deeds in Plan Book 14,
Page 61.

Received
Recorded Register of Deeds
Mar 11, 2008 02:59:34P
Cumberland County
Pamela E. Lovley

NOTARIAL PUBLIC
STATE OF NORTH CAROLINA
JULY 11, 2008
CUMBERLAND COUNTY
PAMELA E. LOVLEY



Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level II: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

The Land Use Code (including Article V), the Technical Manual, and the Design Manual are available on the City's web site at <http://www.portlandmaine.gov/planning/default.asp>

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8721 or 874-8719

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

PROJECT NAME: Westgate Shopping Plaza

PROPOSED DEVELOPMENT ADDRESS:

1412 Congress Street

PROJECT DESCRIPTION:

Reuse of former Tim Horton's restaurant for a proposed Dunkin Donuts.

CHART/BLOCK/LOT: 197-B-18

PRELIMINARY PLAN

 (date)

FINAL PLAN

 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Karen Johnson, AICP - Charter Westgate, LLC Business Name, if applicable: c / o Charter Realty & Development Address: 800 Westchester Avenue, Suite S-632 City/State : Rye Brook, NY Zip Code: 10573	Applicant Contact Information Work # (617) 431-1091 Home# Cell # (203) 605-9175 Fax# e-mail: Karen@chartweb.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Address: City/State : Zip Code:	Agent/Representative Contact information Work # Cell # e-mail:
Billing Information Name: Address: City/State : Zip Code:	Billing Information Work # Cell # Fax# e-mail:

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or DVD with each plan submitted as separate files, with individual file names (see submittal requirements document attached).
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Planning Division Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist for a detailed list of submission requirements.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site <http://www.portlandmaine.gov/citycode/chapter014.pdf>

APPLICANT SIGNATURE:

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level II Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 3/31/14
--	------------------

PROJECT DATA

The following information is required where applicable, in order to complete the application.

Total Area of Site	22,092 sq. ft.
Proposed Total Disturbed Area of the Site	0 sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland	
Impervious Surface Area	
Impervious Area (Total Existing)	15,685.32 sq. ft.
Impervious Area (Total Proposed)	15,685.32 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	2,434 sq. ft.
Building Footprint (Total Proposed)	2,434 sq. ft.
Building Floor Area (Total Existing)	2,434 sq. ft.
Building Floor Area (Total Proposed)	2,434 sq. ft.
Zoning	
Existing	B-2
Proposed, if applicable	
Land Use	
Existing	Commercial
Proposed	Commercial1
Residential, If applicable	
# of Residential Units (Total Existing)	
# of Residential Units (Total Proposed)	
# of Lots (Total Proposed)	
# of Affordable Housing Units (Total Proposed)	
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	
# of One-Bedroom Units (Total Proposed)	
# of Two-Bedroom Units (Total Proposed)	
# of Three-Bedroom Units (Total Proposed)	
Parking Spaces	
# of Parking Spaces (Total Existing)	17
# of Parking Spaces (Total Proposed)	17
# of Handicapped Spaces (Total Proposed)	2
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	9
# of Bicycle Spaces (Total Proposed)	9
Estimated Cost of Project	

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
✓		1	* Completed Application form
✓		1	* Application fees
✓		1	* Written description of project
✓		1	* Evidence of right, title and interest
✓		1	* Evidence of state and/or federal permits
✓		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
✓		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
✓		1	* Evidence of financial and technical capacity
NA		1	Construction Management Plan
✓		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
NA		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
NA		1	Stormwater management plan and stormwater calculations
NA		1	Written summary of project's consistency with related city master plans
NA		1	Evidence of utility capacity to serve
NA		1	Written summary of solid waste generation and proposed management of solid waste
NA		1	A code summary referencing NFPA 1 and all Fire Department technical standards
NA		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
NA		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
✓		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Final Site Plans including the following:
✓			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
✓			Existing and proposed structures on parcels abutting site;
✓			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
✓			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
NA			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
NA			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
✓			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
✓			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
✓			Location of all snow storage areas and/or a snow removal plan;
NA			A traffic control plan as detailed in Section 1 of the Technical Manual;
NA			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
NA			Location and proposed alteration to any watercourse;
NA			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
NA			Proposed buffers and preservation measures for wetlands;
NA			Existing soil conditions and location of test pits and test borings;
NA			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
NA			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
NA			Grading plan;
NA			Ground water protection measures;
✓			Existing and proposed sewer mains and connections;

- Continued on next page -

✓		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
✓		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
✓		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
✓		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
✓		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
NA		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
NA		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
✓		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
NA		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
✓		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
✓		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



Conditional Use Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Conditional Use. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Conditional Use: Standards and Criteria – Section 14-474

Address the following criteria in your written application and any applicable conditional use standards contained in the zoning code for the specific use. Upon showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the Board determines that:

- There are unique or distinctive characteristics or effects associated with the proposed conditional use;
- There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding areas;
- Such impact differs substantially from the impact which would normally occur from such a use in that zone; and
- Zone Related Criteria

(Please submit the Conditional Use Application in addition to an applicable site plan application.)

The Land Use Code (including Article V), the Technical Manual, and the Design Manual are available on the City's web site at <http://www.portlandmaine.gov/planning/default.asp>

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8721 or 874-8719

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

PROJECT NAME: Westgate Shopping Center

PROPOSED DEVELOPMENT ADDRESS: 1412 Congress Street

CHART/BLOCK/LOT: 197-B-18

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Karen Johnson, AICP Charter Westgate, LLC Business Name, if applicable: Charter Realty & Development Corp. Address: 800 Westchester Avenue, Suite S-632 City/State : Rye Brook, NY Zip Code: 10573	Applicant Contact Information Work # Home# Cell # Fax# e-mail:
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Billing Information Name: Address: City/State : Zip Code:	Billing Information Work # Cell # Fax# e-mail:

RIGHT, TITLE OR INTEREST:

Owner via Quit Claim Deed Document 12644 Book 25887 Page 80

(Please identify the status provide documentary evidence, attached to this application, of the applicant's right, title, or interest in the subject property (ex: deed, option or contract to purchase or lease the property.)

VICINITY MAP: (Please attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use.)

EXISTING USE: Describe the existing use of the subject property.

Property was used as Tim Horton's Restaurant with Drive Through window until November 12, 2013.

TYPE OF CONDITIONAL USE PROPOSED:

Restaurant with drive-through window

SITE PLAN: Provide a site plan of the property, showing existing and proposed improvements, which meets the Dept. of Planning and Urban Development ~ Portland City Hall ~ 389 Congress St. ~ Portland, ME 04101 ~ ph (207)874-8721 or 874-8719 - 2 -

submission requirements of the applicable level of site plan review.

CONDITIONAL USE AUTHORIZED BY: SECTION 14- 183 Drive-throughs in the B-2 Zone

Address any specific conditional use standards for the specific use contained in the zoning code in the written submission.

APPLICATION FEES:

(Payment may be made by Cash or Check payable to the City of Portland.)

<u> X </u> Conditional Use Review (\$100.00) (Please submit a separate application for the applicable site plan review. Fees and charges are listed within the application)	The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.
--	--

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or DVD with each plan submitted as separate files, with individual file names (see submittal requirements document attached).
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Planning Division Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. Evidence of right, title and interest.
 - d. Written Submittals that address the conditional use standards of Sec. 14-474 and any applicable standards of review contained in the zoning code for the specific use.
 - e. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet and containing the information required for the applicable level of site plan review.
 - f. See Section 14-527 for plan and submission requirements. Refer to the application checklist for a detailed list as well.
 - g. One (1) set of plans reduced to 11 x 17.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site <http://www.portlandmaine.gov/citycode/chapter014.pdf>

APPLICANT SIGNATURE:

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that

the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Conditional Use Review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant:	Date:
--------------------------------	--------------

**Conditional Use Standards
For
Former Tim Horton's**

**Westgate Shopping Center
1412 Congress Street
Portland, Maine**

**By
Charter Realty & Development Corp. (applicant)
Charter Westgate, LLC (owner)
800 Westchester Avenue, Suite S-632
Rye Brook, NY 10573**

Dated April 7, 2014

Westgate Plaza is located at 1354 – 1422 Congress Street at the intersection with Stevens Avenue (“Site”) in the B-2 Community Business Zone. Westgate Plaza (“Plaza”) is an active neighborhood shopping center, which was originally developed in 1959 with a Shaw’s Supermarket. Shaw’s ultimately relocated to a larger space within the Plaza and developed several smaller retail spaces. The Plaza also contains three separate building pads with drive-through windows; a Bank of America, TD Banknorth and a Tim Horton’s Restaurant. A significant redevelopment to the Plaza took place between 2008 and 2011 which included new building façades, significant site improvements such as landscaping and drainage and a new bus turn-off and shelter, conversion of the old Friendly’s to a Tim Horton’s Restaurant as well as construction of the TD Banknorth building. An amended site plan and conditional use approval was granted on August 12, 2008 for the Tim Horton’s. They operated from early 2009 to November 2013, when closed by the corporate office. There were no operational issues associated with the Tim Horton’s and all conditional of approval were met. We are seeking an amendment to the 2008 approval to change tenancy to Dunkin Donuts, an identical use.

Permitted Uses

Existing uses within Westgate Plaza are permitted uses pursuant to Sec. 14-182 which lists:

- *General, business and professional offices, as defined in section 14-47;*
- *Personal services, as defined in section 14-47;*
- *Retail establishments;*
- *Restaurants, except that restaurants shall close for all purposes including the service of alcohol no later than 11:00 p.m.;*

Conditional Uses

Drive-through windows are permitted uses as accessory to permitted uses and require conditional approval pursuant to Section 14-183(a) (4) because the Site is adjacent to a

residential zone. The properties across Congress Street are zoned R-5. There are no proposed changes to anything related to the site layout. There are minor changes proposed to drive-through features related to branding and appropriate signage for a change in tenancy.

A Conditional Use approval is required for Drive-throughs in the B-2 or B-2b zones as they are adjacent to any residential use or zone pursuant to Section 14-183 Conditional Uses. They are allowed, as provided in section 14-474 (conditional uses), if they meet the following requirements:

6. *Drive-throughs, where permitted, shall also specifically comply with the following conditions:*
 - a. *Location of Drive-throughs: Features, such as windows, vacuum cleaners and menu/order boards, stacking lanes, must be placed, where practicable, to the side and rear of the principal building except where such placement will be detrimental to an adjacent residential zone or use, and shall be located no nearer than forty (40) feet from any residential zone. This distance shall be measured from the outermost edge of the outside drive-through feature to any property line. In addition, drive-through features shall not extend nearer than twenty-five feet to the street line. The site must have adequate stacking capacity for vehicles waiting to use these service features without impeding vehicular circulation or creating hazards to vehicular circulation on adjoining streets.*

The proposed drive-through features at the former Tim Horton's building are located behind and to the side of the building as shown on the attached Drive-Thru Exhibit Congress Street, Portland, ME dated April 3, 2014 ("Drive-Thru Exhibit"). The Drive-Thru Exhibit also illustrates the location of drive-through features and corresponding setbacks associated with the requirements of this section. This plan shows that the lot complies with the provisions of Section 14-183 6.a. The Dunkin Donuts use requires slightly more stacking than a Tim Horton's which can easily be accommodated as shown on the Drive-Thru Exhibit.

- b. *Noise: Any speakers, intercom systems, or other audible means of communication shall not play prerecorded messages. Any speakers, intercom systems, audible signals, computer prompts, or other noises generated by the drive-through services or fixtures shall not exceed 55 dB or shall be undetectable above the ambient noise level as measured by a noise meter at the property line, whichever is greater.*

No changes are proposed to any features that will impact noise. A stipulation of the 2008 Conditional Use approval required quarterly monitoring of the noise levels. The conclusion of the monitoring was that the operation of the drive-through speaker is undetectable above the ambient noise level and therefore in compliance with the Planning Board's requirements. We do not anticipate that ambient noise levels have changed and therefore noise monitoring is of no value in this location.

- c. *Lighting: Drive-through facilities shall be designed so that site and vehicular light sources shall not unreasonably spill over or be directed onto adjacent residential properties and shall otherwise conform to the lighting standards set forth in 14-526.*

No changes are proposed to lighting.

- d. *Screening and Enclosure: Where automobiles may queue, waiting for drive-through services, their impacts must be substantially mitigated to protect adjacent residential properties from headlight glare, exhaust fumes, noise, etc. As deemed necessary by the reviewing authority, mitigation measures shall consist of installation of solid fencing with landscaping along any residential property line which is exposed to the drive-through or the enclosure of the drive-through fixtures and lanes so as to buffer abutting residential properties and to further contain all associated impacts; and*

No changes are proposed to screening and enclosures nor are any additional provisions necessary as mitigation.

- e. *Pedestrian access: Drive-through lanes shall be designed and placed to minimize crossing principal pedestrian access-ways or otherwise impeding pedestrian access.*

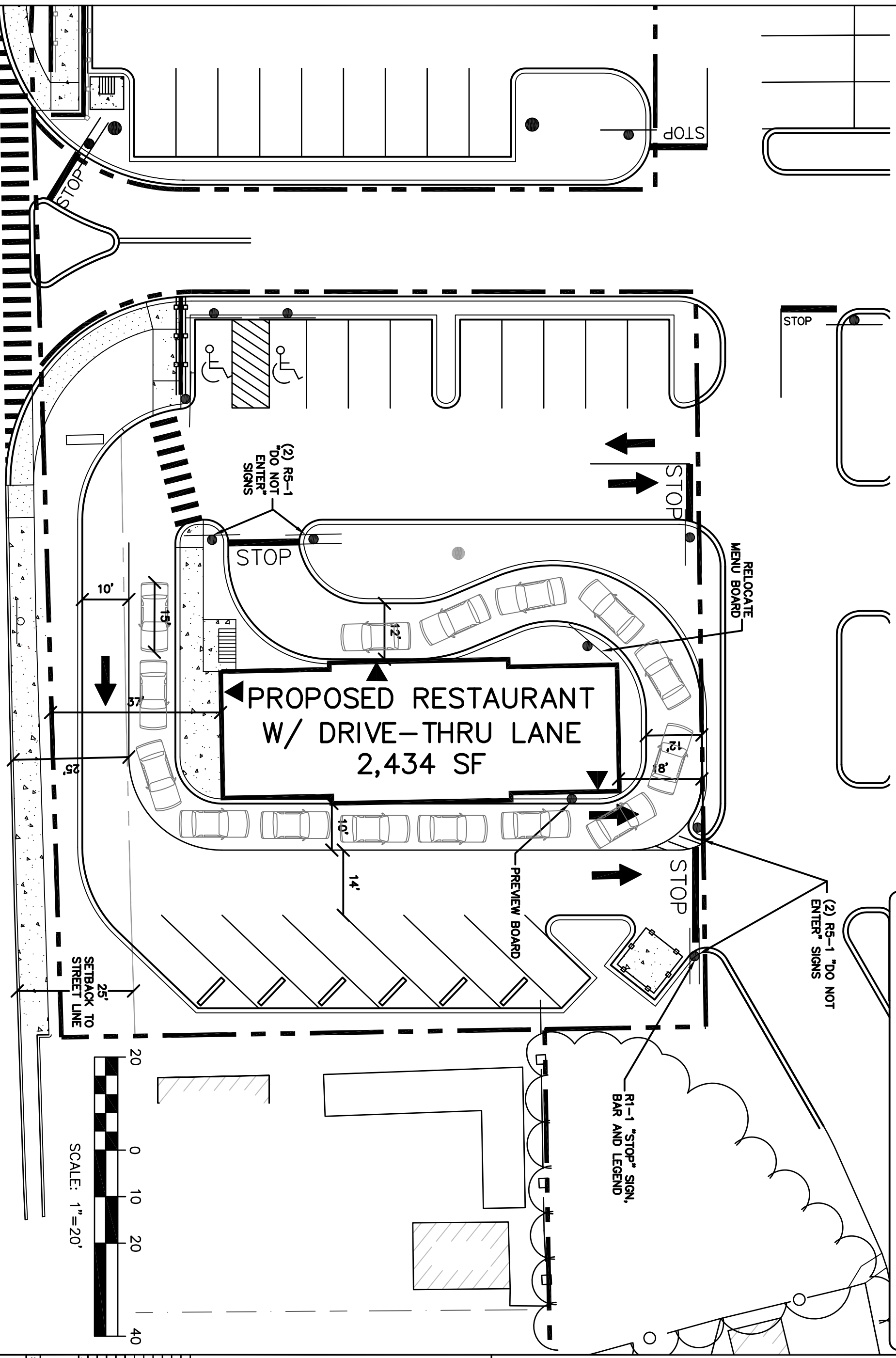
No changes are proposed which would impact existing pedestrian access.

- f. *Hours of Operation: The Board, as part of its review, may take into consideration the impact hours of operation may have on adjoining uses.*

No changes are proposed to the restaurant hours of operation which are: daily 5am – 11 pm.

**PICKUP WINDOW TO 25' SETBACK
MENU BOARD TO 25' SETBACK**

15 VEHICLES
12 VEHICLES



FILE:
 DRAWN BY:
 CHECKED:
 APPROVED BY:

PORTLAND, MAINE

CONGRESS STREET

WESTGATE
PLAZA

SCALE: 1"=20'

DRIVE-THRU EXHIBIT

SHEET 1 OF 1

DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING DIVISION

ID#: _____

Fees Paid: _____

Date Received: _____

APPLICATION FOR TRAFFIC MOVEMENT PERMIT MODIFICATION

This form shall be used to request approval of minor changes to: (a) project design or operation; or (b) the conditions of a permit as previously approved by the Department of Transportation or the Department of Environmental Protection.

A processing fee of \$500.00 (check payable to Treasurer, State of Maine) is required at the time of application submittal.

If significant changes are proposed, then a complete new or amendment application may be required by the Department.

(Please type or print)

Name of Applicant: Karen Johnson, AICP Charter Realty & Development Corp.Address: 800 Westchester Avenue, Suite S-632, Rye Brook, NY 10573Telephone Number: 617-431-1091Name of Contact or Agent: Diane W. Morabito, P.E. PTOE, Maine Traffic Resources, Gardiner, METelephone Number: (207) 582-5252

LOCATION OF ACTIVITY

Name of Project: Dunkin' Donuts to Replace Tim Horton's at Westgate Plaza on Congress StreetMunicipality or Township: Portland County: Cumberland

REQUIRED INFORMATION

1. Existing DOT or DEP Permit Number: Portland Planning # 2008-0027, # 2008-01132. DOT or DEP Project Manager for previous application (if known): Tom Errico for City of Portland3. Description of Proposed Change: No Significant Site Changes are Proposed. Only Modification is change in Tenant from Tim Horton's to Dunkin' Donuts

(Attach additional sheet(s), if necessary)

4. Provide all documentation necessary to support the proposed change. This documentation shall include, as appropriate, revised site plans, construction drawings and technical data. (If you are unsure of what information to include, please contact the original DOT or DEP project manager, or the Traffic Engineering Division.

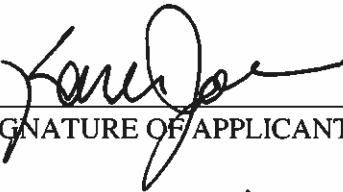
5. Does your proposal involve a significant expansion of the project, change the nature of the project, or modify any Department findings with respect to any licensing criteria? NO (if you are unsure how to answer this or if your answer is "yes", please contact the original DOT or DEP project manager, or the Division of Land Resource Regulation in either Portland, Augusta, or Bangor for assistance).

If yes, you must provide public notice (see attached form). By signing this application, you certify that the completed notice has been sent by certified mail to abutters and municipal officials; and has been published once in a newspaper circulated in the area where the project is located.

NOTE: All supporting documents summarized above must be attached to this form and sent to the nearest appropriate DOT Office located below: File the modification "Attention Division Traffic Engineer" in the appropriate Division office.

MDOT Division P.O. Box 1178 41 Rice Street Presque Isle, ME 04769 Tel: (207) 764-2060	MDOT Division 2 P.O. Box 539 High Street Ellsworth, ME 04605 Tel: (207) 667-5556	MDOT Division 3 P.O. Box 1208 219 Hogan Road Bangor, ME 04402-1208 Tel: (207) 941-4500
MDOT Division 4 Route 201 10 Mountain Ave. Fairfield, ME 04937 Tel: (207) 453-7377	MDOT Division 5 143 Rankin St. P.O. Box 566 Rockland, ME 04841 Tel: (207) 596-2230	MDOT Division 6 P.O. Box 1940 Portland, ME 04104 Tel: (207) 883-5546
MDOT Division 7 P.O. Box 817 Dixfield, ME 04224-0683 Tel: (207) 562-4228		

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment".


SIGNATURE OF APPLICANT

DATE: 3/21/14

Karen Johnson, AICP
PRINT OR TYPED NAME

V.P. Development
TITLE

THE APPLICATION FEE IS DUE AT THE TIME OF APPLICATION SUBMITTAL. THE APPLICATION WILL NOT BE PROCESSED UNTIL THIS FEE IS PAID.

SUMMARY MEMORANDUM

TO: Ms. Karen Johnson, AICP
Charter Realty & Development Corp.
800 Westchester Avenue, Suite S-632
Rye Brook, NY 10573

DATE: March 24, 2014

RE: Trip Generation and Traffic Analysis for Proposed Dunkin' Donuts at Westgate Plaza in Portland

The purpose of this memorandum is to summarize trip generation and capacity analysis prepared for a proposed new Dunkin' Donuts to be located in the Westgate Shopping Center in Portland, Maine. The site location is shown on the map in Figure 1. The proposed Dunkin' Donuts' building was previously occupied by a Tim Horton's and has an existing drive-through window. The Tim Horton's was approved by the City of Portland in a Traffic Movement Permit (TMP) in 2008. This traffic permit was issued for 174 AM peak hour trips, based upon the Supplemental AM Analysis for Westgate Plaza Expansion, prepared by Maine Traffic Resources and dated May 7, 2008. That analysis and permit was based upon a 3,000 square foot Tim Horton's. The existing building is actually 2,474 square feet (S. F.) in size based upon the site plan you provided. The proposed project will reoccupy this 2,474 S.F. building as a Dunkin' Donuts shop with drive-through facility.

Trip Generation

The number of trips to be generated by the proposed Dunkin' Donuts addition was estimated using the Institute of Transportation Engineers (ITE) "Trip Generation, 9th Edition" report and Maine's Dunkin' Donuts equations for the AM peak hour. AM peak traffic volumes were obtained from traffic counts performed by Maine Traffic Resources on February 4, 2014, factored to peak summer conditions. The Maine Dunkin' Donuts equations for the proposed 2,474 S.F. facility are shown below:

$$\text{Square Footage} \quad y = 0.0536(2,474) + 142.75 = 132.61 + 142.75 = 275 \text{ trips}$$

$$\text{AADT} \quad y = 0.0081X + 139.36$$

$$\text{AADT on Congress Street} = 19,160$$

$$y = 0.0081(19,160) + 139.36 = 155.2 + 139.36 = 295 \text{ trips}$$

$$\text{AM Peak Traffic} \quad y = 0.1061X + 144.49$$

$$y = 0.1061(1,895) = 201.06 + 144.49 = 346 \text{ trips}$$

$$\text{Average of Equations} = 305 \text{ AM peak hour trips}$$

As can be seen in the preceding calculations, the Dunkin' Donuts is projected to generate 305 trips during the AM peak hour. Trip generation for the Dunkin' Donuts on a daily and non-AM basis was estimated using ITE land use code (LUC) 934 – Fast-Food Restaurant with Drive-Through Window. The overall results for the proposed Dunkin' Donuts are summarized below:

**Trip Generation (one-way trip ends)
Proposed Dunkin' Donuts**

<u>Time Period</u>	<u>Trips</u>
Weekday	1,228
AM Peak Hour - Adj. Street	305
AM Peak Hour – Generator	305
PM Peak Hour - Adj. Street	81
PM Peak Hour – Generator	117

Trip generation for the former Tim Horton's shop was taken from the Traffic Movement Permit application and the supplemental AM analysis prepared by Maine Traffic Resources. The results are presented below:

**Trip Generation (one-way trip ends)
Former Tim Horton's**

<u>Time Period</u>	<u>S.F.</u>
Weekday	1,228
AM Peak Hour - Adj. Street	174
AM Peak Hour – Generator	174
PM Peak Hour - Adj. Street	87
PM Peak Hour – Generator	117

A comparison is shown below for projected Dunkin' Donuts volumes versus the permitted volumes for the former Tim Horton's.

New Trip Generation (one-way trip ends)

<u>Time Period</u>	<u>DD</u>	<u>Tim Horton's</u>	<u>New</u>
Weekday	1,228	1,228	0
AM Peak Hour - Adj. Street	305	174	131
AM Peak Hour – Generator	305	174	131
PM Peak Hour - Adj. Street	81	87	-6
PM Peak Hour – Generator	117	117	0

As can be seen in the preceding table, based upon ITE data and Maine's Dunkin Donuts equations, the Dunkin Donuts is projected to generate 131 new one-way trips during the AM peak hour. As a result, the project requires a Traffic Movement Permit modification. Given that there will be no new trips generated during the PM peak hour period, and given the high AM trip generation for Dunkin' Donuts, the AM peak hour is expected to be the only analysis period required by the City or Portland.

Not all of the trips generated by Dunkin Donuts will be new trips. Many of the trips will be pass-by trips, trips that are already on Congress Street or Stevens Avenue. Based upon Maine's Dunkin Donuts study, 70 % of the AM peak hour trips are pass-by trips. This results in the following trip summary for the AM analysis period:

<u>Time Period</u>	<u>Pass-by Trips</u>	<u>Primary Trips</u>	<u>Total Trips</u>
AM Peak Hour – Adj. Street	213	92	305
Entering	107	46	153
Exiting	106	46	152

The Additional Dunkin' Donuts trips were assigned to the Westgate Plaza access drives based upon the recorded traffic patterns. The results are shown in Figure 2.

Traffic Volumes

Updated turning movement/vehicle classification counts were conducted by Maine Traffic Resources at the following access intersections during the weekday AM peak hour period:

<u>Intersection Description</u>	<u>Count Date</u>	<u>Peak Hour</u>
Congress Street, Stevens Avenue and Westgate Plaza	2/4/2014	7:30 – 8:30 AM
Congress Street and Westgate Plaza Right-Turn Drive	2/11/2014	7:30 – 8:30 AM

The turning movement count summaries are attached to this memorandum. The counts were seasonally factored to represent 30th highest hour volumes, the volumes used for design and traffic analysis purposes, using MaineDOT factors, which generally occur in Maine under peak summer volumes in late July and early August. The resulting 2014 summer volumes for the study area are shown in Figure 3.

Capacity Analyses

Traffic operations are evaluated in terms of level of service (LOS). Level of service is a qualitative measure that describes operations by letter designation. The levels range from A - very little delay to F - extreme delays. Level of service "D" is generally considered acceptable in urban locations while LOS "E" is generally considered the capacity of a facility and the minimum tolerable level. The level of service for signalized intersections is based upon the average control or signal delay per vehicle. These criteria are defined in the following table excerpted from the 2000 "Highway Capacity Manual":

Signalized Intersection Level of Service

<u>LOS</u>	<u>Delay Range</u>
A	< = 10.0 seconds
B	> 10.0 and <= 20.0
C	> 20.0 and <= 35.0
D	> 35.0 and <= 55.0
E	> 55.0 and <= 80.0
F	> 80.0

The level of service for unsignalized intersections is based upon average control delay per vehicle for each minor, opposed movement, as defined in the following table:

Unsignalized Intersection Level of Service

<u>LOS</u>	<u>Delay Range</u>
A	< = 10.0 seconds
B	> 10.0 and <= 15.0
C	> 15.0 and <= 25.0
D	> 25.0 and <= 35.0
E	> 35.0 and <= 50.0
F	> 50.0

The level of service was calculated for the Congress Street access intersections for existing 2014, 2014 with the previous Tim Horton's and projected 2014 volumes with the proposed Dunkin' Donuts using Synchro 7 software for the AM peak hour analysis period. The results are summarized with the LOS followed by the delay in seconds in parentheses in the following table:

2014 AM Peak Hour Levels of Service			
Intersection of Congress Street, Stevens Avenue and Westgate Plaza			
<u>Movement</u>	<u>Existing</u>	<u>W/ Tim Horton's</u>	<u>Build with DD</u>
Eastbound Congress Street Lefts	D (46.5)	D (46.7)	D (46.7)
Eastbound Congress Streets Throughs/Rights	C (30.9)	D (37.0)	D (39.5)
Eastbound Congress Street Overall	C (31.4)	D (37.3)	D (39.8)

Westbound Congress Street Lefts	D (44.8)	D (42.6)	D (44.2)
Westbound Congress Street Throughs	C (28.9)	C (28.2)	C (27.4)
Westbound Congress Street Rights	A (5.3)	A (6.3)	A (7.0)
Westbound Congress Street Overall	C (25.0)	C (25.0)	C (25.1)
Northbound Westgate Plaza Lefts	D (44.7)	D (45.3)	D (50.6)
Northbound Westgate Plaza Throughs/Rights	D (44.7)	D (41.7)	D (40.2)
Northbound Westgate Plaza Overall	D (44.7)	D (43.7)	D (46.7)
Southbound Stevens Avenue Lefts	D (48.9)	D (48.9)	D (49.9)
Southbound Stevens Avenue Throughs/Rights	B (18.1)	B (18.6)	B (19.1)
Southbound Stevens Avenue Overall	D (43.6)	D (42.8)	D (43.0)
Overall Intersection	C (31.6)	C (33.3)	C (34.4)

As can be seen above, the signalized intersection of Congress Street, Stevens Avenue and Westgate Plaza currently operates at an acceptable LOS "C" overall during the AM analysis period, with all lane movements at LOS "D" or better. The intersection will remain at LOS "C" overall, with all lane movements at LOS "D" or better, with the addition of the Dunkin' Donuts trips. Furthermore, all lane movements are expected to operate at the same LOS as they did previously when the Tim Horton's Restaurant was open. Based upon this, the proposed Dunkin' Donuts will have no significant impact on this access intersection.

The level of service was also calculated for the Westgate Plaza right-turn drive using Synchro 7. The results are summarized for the AM analysis period below:

2014 AM Peak Hour Levels of Service			
Intersection of Congress Street and Right-Turn Drive			
<u>Movement</u>	<u>Existing</u>	<u>W/ Tim Horton's</u>	<u>Build with DD</u>
Northbound Westgate Plaza Rights	B (12.4)	B (13.4)	B (14.3)

As can be seen above, the right-turn exit drive operates a high LOS "B" under existing and projected build volumes as well as with the former Tim Horton's trips. There are no capacity concerns on Congress Street at this right-turn only drive and the additional Dunkin' Donuts trips can be accommodated on Congress Street.

On-Site Analysis

Queue observations were made at a similar Dunkin' Donuts facility to determine expected queue lengths at the drive-through window. The store observed is in Brunswick, Maine on Pleasant Street. This Dunkin' Donuts store is very similar to the proposed store since it will be under the same ownership and since it is on the right (AM direction) side of a high volume four-lane road facility. The traffic volumes on Pleasant Street in Brunswick at

the Dunkin' Donuts are actually higher than the Congress Street location in Portland, 28,470 on Pleasant Street versus 19,160 on Congress Street. Given this, the Brunswick Dunkin' Donuts observed would be expected to generate more traffic than the proposed Portland store and queues would be longer than expected.

A Friday and a Monday were selected for the queue observations given data provided by the Dunkin' Donuts owner for the Brunswick drive-through. This data is attached to this memo and shows highest drive-through sales in March occur on Mondays and Fridays. This same sales report shows that August drive-through sales are similar to March so no significant seasonal variation is anticipated based upon the sales reports.

Queue observations were recorded on Friday, March 21st from 7:00 AM to 9:00 AM. The maximum queue recorded was 12 vehicles (one occurrence). There were two occurrences of 11 vehicles. The average queue was 7 vehicles from 7:00 to 8:00 AM while the average queue was 5 vehicles from 8:00 to 9:00 AM. The queue observations were repeated on Monday, March 24th from 7:00 AM to 8:30 AM. The maximum queue on Monday was 9 vehicles with average queues of 5 vehicles. The queue summaries are attached to this memorandum.

Given that the proposed Dunkin' Donuts can currently store approximately 11 vehicles this storage should be adequate to provide for the expected maximum queues, based upon the observations on Pleasant Street in Brunswick.

Given that neither off-site or on-site traffic issues have been identified by this analysis and that the proposed site change is simply a change in tenant, a simple Traffic Movement Permit modification is all that should be required. As always, do not hesitate to contact me if you have any questions or concerns regarding this analysis or the traffic permitting process for the proposed Dunkin' Donuts.



Sincerely,

A handwritten signature in black ink that reads "Diane W. Morabito".

Diane W. Morabito, P.E. PTOE
President



Figure 1

Site Location Map
Westgate Dunkin' Donuts
Portland, Maine

Maine
Traffic
Resources

25 Vine Street
Gardiner, ME
04345
tel: (207) 582-5252
fax: (207) 582-1677



Not To Scale

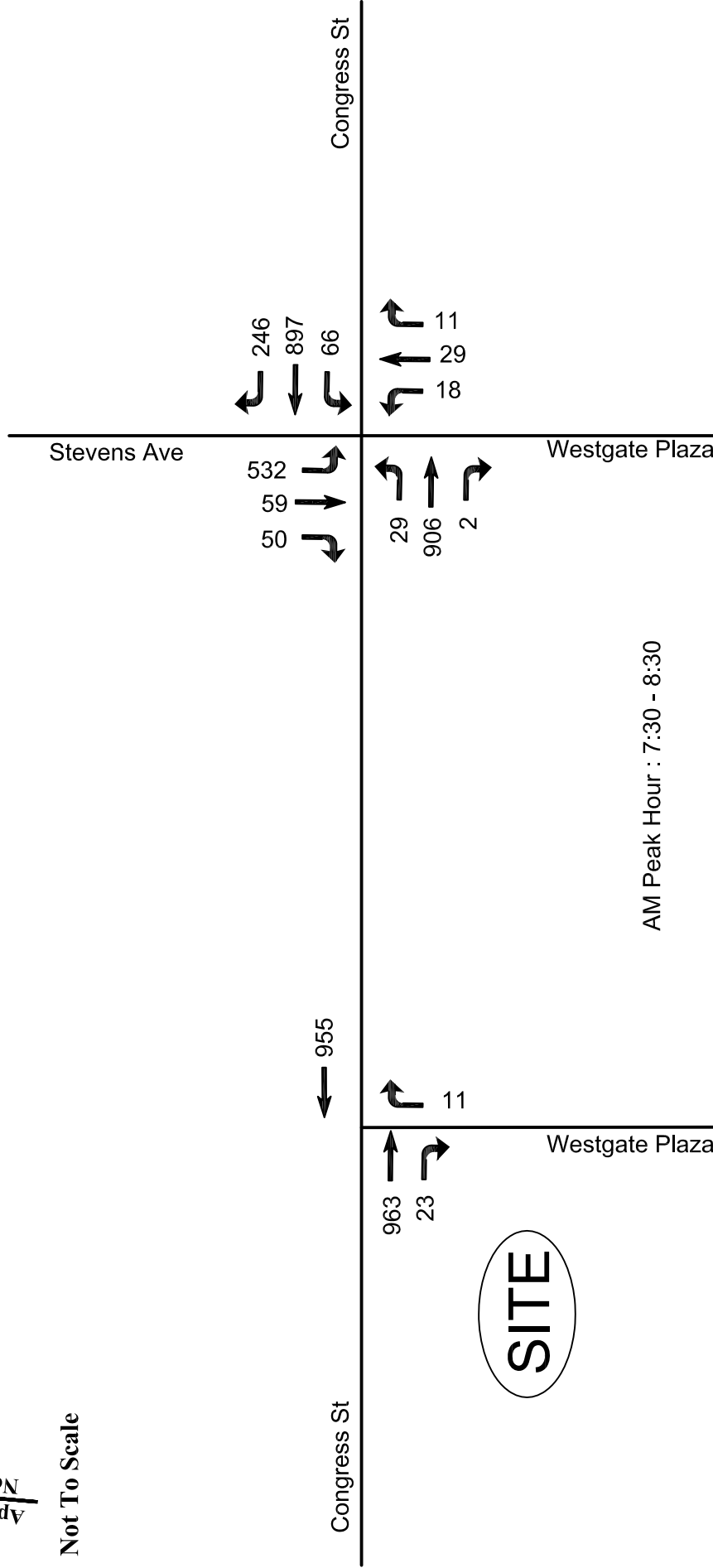


Figure 2

2014 Existing Peak Hour Volumes
Westgate Dunkin' Donuts
Portland, Maine

**Maine
Traffic
Resources**

25 Vine Street
Gardiner, ME
04345
tel: (207) 582-5252
fax: (207) 582-1677



Not To Scale

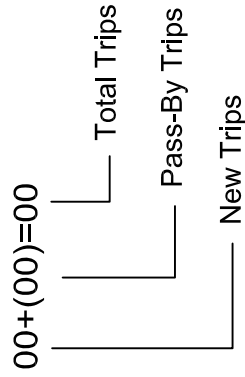


Figure 3

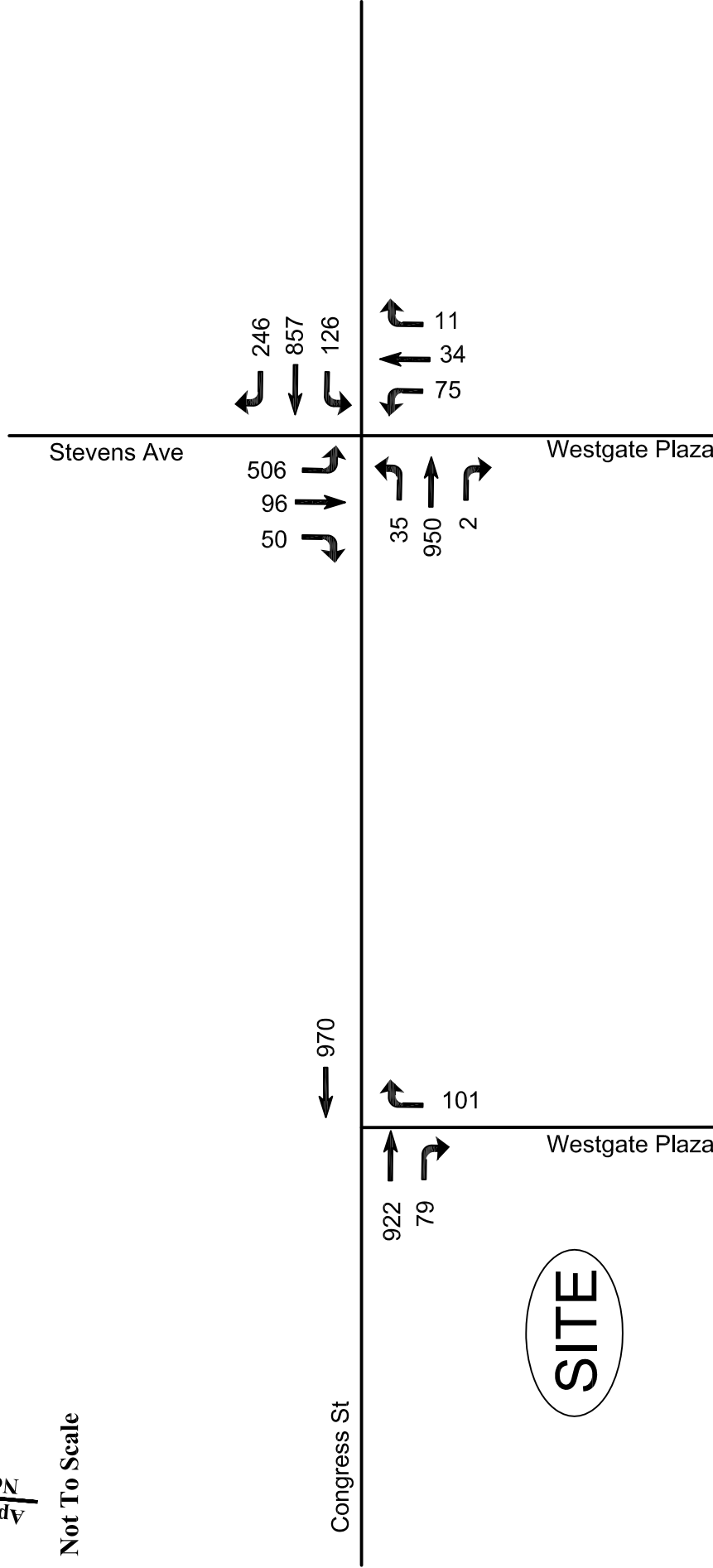
Trip Assignments
Westgate Dunkin' Donuts
Portland, Maine

Maine
Traffic
Resources

25 Vine Street
Gardiner, ME
04345
tel: (207) 582-5252
fax: (207) 582-1677



Not To Scale



SITE

Figure 4

2014 Build Volumes

Westgate Dunkin' Donuts

Portland, Maine

Maine Traffic Resources

25 Vine Street

Gardiner, ME 04345

mainetrafficresources.com

Congress St & Westgate Plaza

Town: Portland

Counter: ZG & DWM

Weather: Sunny

File Name : PortlandWestgateCongressStAM

Site Code : 00001234

Start Date : 2/4/2014

Page No : 1

Groups Printed- Passenger Vehicles - Light Trucks - Heavy Trucks

Start Time	Stevens Ave From North					Congress St From East					Westgate Plaza From South					Congress St From West					Int. Total
	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	6	9	70	0	85	36	118	8	1	163	0	4	1	1	6	0	152	1	1	154	408
07:15 AM	9	8	110	5	132	51	148	3	0	202	1	5	1	0	7	0	164	6	0	170	511
07:30 AM	8	14	132	1	155	61	155	13	2	231	0	3	3	0	6	1	204	3	0	208	600
07:45 AM	15	12	146	0	173	59	252	19	0	330	3	9	4	1	17	0	208	7	0	215	735
Total	38	43	458	6	545	207	673	43	3	926	4	21	9	2	36	1	728	17	1	747	2254
08:00 AM	12	13	110	0	135	46	214	10	0	270	2	8	3	1	14	0	199	4	1	204	623
08:15 AM	8	16	105	0	129	46	152	19	2	219	5	7	7	1	20	1	170	11	0	182	550
08:30 AM	9	4	108	0	121	41	180	15	0	236	1	1	6	0	8	0	203	8	0	211	576
08:45 AM	10	23	96	2	131	44	159	15	0	218	2	8	6	1	17	5	167	2	0	174	540
Total	39	56	419	2	516	177	705	59	2	943	10	24	22	3	59	6	739	25	1	771	2289
Grand Total	77	99	877	8	1061	384	1378	102	5	1869	14	45	31	5	95	7	1467	42	2	1518	4543
Apprch %	7.3	9.3	82.7	0.8		20.5	73.7	5.5	0.3		14.7	47.4	32.6	5.3		0.5	96.6	2.8	0.1		
Total %	1.7	2.2	19.3	0.2	23.4	8.5	30.3	2.2	0.1	41.1	0.3	1.0	0.7	0.1	2.1	0.2	32.3	0.9	0.0	33.4	

	Stevens Ave From North					Congress St From East					Westgate Plaza From South					Congress St From West					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	43	55	493	1	592	212	773	61	4	1050	10	27	17	3	57	2	781	25	1	809	2508
Percent	7.3	9.3	83.3	0.2		20.2	73.6	5.8	0.4		17.5	47.4	29.8	5.3		0.2	96.5	3.1	0.1		
07:45 Volume	15	12	146	0	173	59	252	19	0	330	3	9	4	1	17	0	208	7	0	215	735
Peak Factor																					0.853
High Int.	07:45 AM					07:45 AM					08:15 AM					07:45 AM					
Volume	15	12	146	0	173	59	252	19	0	330	5	7	7	1	20	0	208	7	0	215	
Peak Factor	50	59	532		0.855	246	897	66		0.795	11	29	18		0.713	2	906	29		0.941	

Congress St, Stevens Ave : $GRP I = \frac{1.02}{0.88} = 1.16$

Westgate Plaza = $\frac{1}{2} GRP I = 1.08$

Maine Traffic Resources

25 Vine Street

Gardiner, ME 04345

mainetrafficresources.com

Congress St & Westgate Plaza

Town: Portland

Counter: ZG

Weather: Clear

File Name : PortlandWestgateRtInRtOut

Site Code : 00001111

Start Date : 2/11/2014

Page No : 1

Groups Printed- Passenger Vehicles - Light Trucks - Heavy Trucks

Start Time	From North					Rte 22 (Congress St) From East					Westgate Plaza From South					Rte 22 (Congress St) From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	1	1	0	116	0	0	116	2	0	0	1	3	3	173	0	0	176	296
07:15 AM	0	0	0	1	1	0	168	0	0	168	1	0	0	0	1	2	191	0	0	193	363
07:30 AM	0	0	0	0	0	0	199	0	0	199	1	0	0	0	1	0	198	0	0	198	398
07:45 AM	0	0	0	0	0	0	251	1	0	252	3	0	0	0	3	6	185	0	0	191	446
Total	0	0	0	2	2	0	734	1	0	735	7	0	0	1	8	11	747	0	0	758	1503
08:00 AM	0	0	0	0	0	0	174	0	0	174	5	0	0	0	5	5	228	0	0	233	412
08:15 AM	0	0	0	0	0	0	199	0	0	199	1	0	1	0	2	10	219	0	0	229	430
08:30 AM	0	0	0	0	0	0	159	1	0	160	4	0	0	0	4	3	181	0	0	184	348
08:45 AM	0	0	0	0	0	0	166	0	0	166	1	0	0	0	1	6	160	0	0	166	333
Total	0	0	0	0	0	0	698	1	0	699	11	0	1	0	12	24	788	0	0	812	1523
Grand Total	0	0	0	2	2	0	143 2	2	0	1434	18	0	1	1	20	35	153 5	0	0	1570	3026
Apprch %	0.0	0.0	0.0	100. 0		0.0	99.9	0.1	0.0		90.0	0.0	5.0	5.0		2.2	97.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.1	0.1	0.0	47.3	0.1	0.0	47.4	0.6	0.0	0.0	0.0	0.7	1.2	50.7	0.0	0.0	51.9	

	From North					Rte 22 (Congress St) From East					Westgate Plaza From South					Rte 22 (Congress St) From West					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	0	0	0	0	0	0	823	1	0	824	10	0	1	0	11	21	830	0	0	851	1686
Percent	0.0	0.0	0.0	0.0		0.0	99.9	0.1	0.0		90.9	0.0	9.1	0.0		2.5	97.5	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	251	1	0	252	3	0	0	0	3	6	185	0	0	191	446
Peak Factor																					0.945
High Int.	6:45:00 AM					07:45 AM					08:00 AM					08:00 AM					
Volume	0	0	0	0	0	0	251	1	0	252	5	0	0	0	5	5	228	0	0	233	
Peak Factor																					0.913
						955 1					11 1					23 963					

$$\text{Congress St : GRP I} = \frac{1.02}{0.88} = 1.16$$

$$\text{Plaza : } \frac{1}{2} \text{ GRP I} = 1.08$$

Lanes, Volumes, Timings
Congress St, Stevens Ave & Westgate Plaza

2/12/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	906	2	66	897	246	18	29	11	532	59	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		25	75		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	165		25	300		25	25		25	190		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	*1.00	1.00	1.00	*1.00	1.00	1.00
Fr't						0.850		0.958			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	0	1752	3505	1568	1805	1820	0	1752	1717	0
Flt Permitted	0.950			0.950			0.679			0.472		
Satd. Flow (perm)	1770	3539	0	1752	3505	1568	1290	1820	0	871	1717	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						82		14			56	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		342			274			284			532	
Travel Time (s)		6.7			6.2			6.5			12.1	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.80	0.80	0.80	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	31	954	2	78	1055	289	22	36	14	591	66	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	956	0	78	1055	289	22	50	0	591	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot			Prot		pm+ov	Perm			custom		
Protected Phases	5	2		1	6	7		8		7	3 7	
Permitted Phases						6	8			3		

Lanes, Volumes, Timings

Congress St, Stevens Ave & Westgate Plaza

2/12/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6	7	8	8		7	3 7	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0		
Minimum Split (s)	21.0	21.0		21.0	21.0	25.0	21.0	21.0		25.0		
Total Split (s)	21.0	24.0	0.0	21.0	24.0	34.0	21.0	21.0	0.0	34.0	89.0	0.0
Total Split (%)	21.0%	24.0%	0.0%	21.0%	24.0%	34.0%	21.0%	21.0%	0.0%	34.0%	89.0%	0.0%
Maximum Green (s)	16.0	19.0		16.0	19.0	29.0	16.0	16.0		29.0		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lag		Lead		
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	C-Max		None	C-Max	None	None	None		None		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)	8.3	38.9		10.8	43.5	78.3	8.6	8.6		40.5	40.5	
Actuated g/C Ratio	0.08	0.39		0.11	0.44	0.78	0.09	0.09		0.40	0.40	
v/c Ratio	0.21	0.69		0.41	0.69	0.23	0.20	0.30		0.96	0.17	
Control Delay	45.6	31.9		47.4	28.7	4.0	45.8	37.1		54.6	10.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.6	31.9		47.4	28.7	4.0	45.8	37.1		54.6	10.1	
LOS	D	C		D	C	A	D	D		D	B	
Approach Delay		32.3			24.7			39.8			47.0	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 32.4

Intersection LOS: C

Intersection Capacity Utilization 74.9%

ICU Level of Service D

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 1: Congress Street & Stevens Avenue

 ø1	 ø2	 ø3	
21 s	24 s	55 s	
 ø5	 ø6	 ø7	 ø8
21 s	24 s	34 s	21 s

HCM Signalized Intersection Capacity Analysis

Congress St, Stevens Ave & Westgate Plaza

2/12/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	906	2	66	897	246	18	29	11	532	59	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	*1.00	1.00		*1.00	1.00	
Flt	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3538		1752	3505	1568	1805	1820		1752	1718	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.68	1.00		0.47	1.00	
Satd. Flow (perm)	1770	3538		1752	3505	1568	1289	1820		871	1718	
Peak-hour factor, PHF	0.95	0.95	0.95	0.85	0.85	0.85	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	31	954	2	78	1055	289	22	36	14	591	66	56
RTOR Reduction (vph)	0	0	0	0	0	24	0	13	0	0	33	0
Lane Group Flow (vph)	31	956	0	78	1055	265	22	37	0	591	89	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Turn Type	Prot			Prot		pm+ov	Perm			custom		
Protected Phases	5	2		1	6	7		8		7	3	7
Permitted Phases						6	8			3		
Actuated Green, G (s)	5.0	35.9		8.6	39.5	68.5	6.5	6.5		40.5	40.5	
Effective Green, g (s)	6.0	36.9		9.6	40.5	70.5	7.5	7.5		41.5	41.5	
Actuated g/C Ratio	0.06	0.37		0.10	0.40	0.70	0.08	0.08		0.42	0.42	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	106	1306		168	1420	1168	97	137		626	713	
v/s Ratio Prot	0.02	0.27		c0.04	c0.30	0.07		0.02		c0.28	0.05	
v/s Ratio Perm						0.10	0.02			c0.11		
v/c Ratio	0.29	0.73		0.46	0.74	0.23	0.23	0.27		0.94	0.13	
Uniform Delay, d1	45.0	27.3		42.8	25.3	5.2	43.5	43.7		26.0	18.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	3.7		2.0	3.6	0.1	1.2	1.1		23.0	0.1	
Delay (s)	46.5	30.9		44.8	28.9	5.3	44.7	44.7		48.9	18.1	
Level of Service	D	C		D	C	A	D	D		D	B	
Approach Delay (s)		31.4			25.0			44.7			43.6	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM Average Control Delay			31.6				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			74.9%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
Congress St, Stevens Ave & Westgate Plaza

3/11/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	932	2	100	874	246	51	31	11	517	80	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		25	75		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	165		25	300		25	25		25	190		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	*1.00	1.00	1.00	*1.00	1.00	1.00
Fr't						0.850		0.960			0.942	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	0	1752	3505	1568	1805	1824	0	1752	1738	0
Flt Permitted	0.950			0.950			0.665			0.520		
Satd. Flow (perm)	1770	3539	0	1752	3505	1568	1264	1824	0	959	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						84		14			44	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		342			274			284			532	
Travel Time (s)		6.7			6.2			6.5			12.1	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.80	0.80	0.80	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	35	981	2	118	1028	289	64	39	14	574	89	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	983	0	118	1028	289	64	53	0	574	145	0
Enter Blocked Intersection	No	No	No	No	Yes	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot			Prot		pm+ov	Perm			custom		
Protected Phases	5	2		1	6	7		8		7	3	7
Permitted Phases						6	8			3		

Lanes, Volumes, Timings
Congress St, Stevens Ave & Westgate Plaza

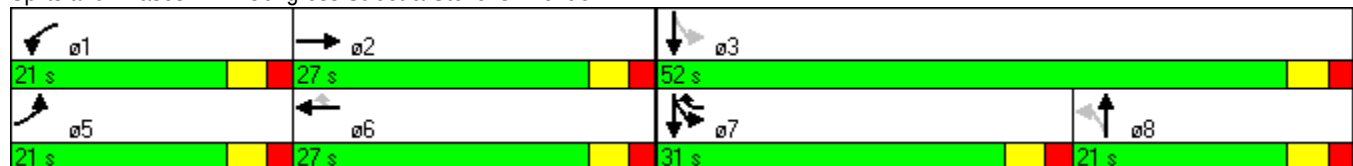
3/11/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6	7	8	8		7	3	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0		
Minimum Split (s)	21.0	21.0		21.0	21.0	25.0	21.0	21.0		25.0		
Total Split (s)	21.0	27.0	0.0	21.0	27.0	31.0	21.0	21.0	0.0	31.0	83.0	0.0
Total Split (%)	21.0%	27.0%	0.0%	21.0%	27.0%	31.0%	21.0%	21.0%	0.0%	31.0%	83.0%	0.0%
Maximum Green (s)	16.0	22.0		16.0	22.0	26.0	16.0	16.0		26.0		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lag		Lead		
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	C-Max		None	C-Max	None	None	None		None		
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0		
Act Effect Green (s)	8.5	34.8		13.0	43.6	75.4	11.4	11.4		40.3	40.3	
Actuated g/C Ratio	0.08	0.35		0.13	0.44	0.75	0.11	0.11		0.40	0.40	
v/c Ratio	0.23	0.80		0.52	0.67	0.24	0.44	0.24		0.96	0.20	
Control Delay	45.8	38.2		48.1	28.8	5.1	50.0	33.0		54.3	12.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.8	38.2		48.1	28.8	5.1	50.0	33.0		54.3	12.4	
LOS	D	D		D	C	A	D	C		D	B	
Approach Delay		38.5			25.6			42.3			45.9	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 34.6
Intersection LOS: C
Intersection Capacity Utilization 76.7%
ICU Level of Service D
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 1: Congress Street & Stevens Avenue



HCM Signalized Intersection Capacity Analysis

Congress St, Stevens Ave & Westgate Plaza

3/11/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	932	2	100	874	246	51	31	11	517	80	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	*1.00	1.00		*1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3538		1752	3505	1568	1805	1825		1752	1738	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.66	1.00		0.52	1.00	
Satd. Flow (perm)	1770	3538		1752	3505	1568	1263	1825		960	1738	
Peak-hour factor, PHF	0.95	0.95	0.95	0.85	0.85	0.85	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	35	981	2	118	1028	289	64	39	14	574	89	56
RTOR Reduction (vph)	0	0	0	0	0	27	0	13	0	0	26	0
Lane Group Flow (vph)	35	983	0	118	1028	262	64	40	0	574	119	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Turn Type	Prot			Prot		pm+ov	Perm			custom		
Protected Phases	5	2		1	6	7		8		7	3	7
Permitted Phases						6	8			3		
Actuated Green, G (s)	5.1	32.7		12.0	39.6	65.6	9.3	9.3		40.3	40.3	
Effective Green, g (s)	6.1	33.7		13.0	40.6	67.6	10.3	10.3		41.3	41.3	
Actuated g/C Ratio	0.06	0.34		0.13	0.41	0.68	0.10	0.10		0.41	0.41	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	108	1192		228	1423	1123	130	188		610	718	
v/s Ratio Prot	0.02	c0.28		c0.07	c0.29	0.06		0.02		c0.25	0.07	
v/s Ratio Perm						0.10	0.05			c0.13		
v/c Ratio	0.32	0.82		0.52	0.72	0.23	0.49	0.22		0.94	0.17	
Uniform Delay, d1	45.0	30.4		40.6	25.0	6.2	42.4	41.1		26.0	18.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	6.6		2.0	3.2	0.1	2.9	0.6		22.9	0.1	
Delay (s)	46.7	37.0		42.6	28.2	6.3	45.3	41.7		48.9	18.6	
Level of Service	D	D		D	C	A	D	D		D	B	
Approach Delay (s)		37.3			25.0			43.7			42.8	
Approach LOS		D			C			D			D	
Intersection Summary												
HCM Average Control Delay			33.3			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			76.7%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
Congress St, Stevens Ave, & Westgate Plaza

2/12/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	950	2	126	857	246	75	34	11	506	96	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		25	75		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	165		25	300		25	25		25	190		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	*1.00	1.00	1.00	*1.00	1.00	1.00
Fr't						0.850		0.962			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	0	1752	3505	1568	1805	1828	0	1752	1749	0
Flt Permitted	0.950			0.950			0.654			0.539		
Satd. Flow (perm)	1770	3539	0	1752	3505	1568	1243	1828	0	994	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						85		14			35	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		342			274			284			532	
Travel Time (s)		6.7			6.2			6.5			12.1	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.80	0.80	0.80	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	37	1000	2	148	1008	289	94	42	14	562	107	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	1002	0	148	1008	289	94	56	0	562	163	0
Enter Blocked Intersection	No	No	No	No	Yes	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot			Prot		pm+ov	Perm			custom		
Protected Phases	5	2		1	6	7		8		7	37	
Permitted Phases						6	8			3		

Lanes, Volumes, Timings

Congress St, Stevens Ave, & Westgate Plaza

2/12/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6	7	8	8		7	3 7	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0		
Minimum Split (s)	21.0	21.0		21.0	21.0	25.0	21.0	21.0		25.0		
Total Split (s)	21.0	29.0	0.0	21.0	29.0	29.0	21.0	21.0	0.0	29.0	79.0	0.0
Total Split (%)	21.0%	29.0%	0.0%	21.0%	29.0%	29.0%	21.0%	21.0%	0.0%	29.0%	79.0%	0.0%
Maximum Green (s)	16.0	24.0		16.0	24.0	24.0	16.0	16.0		24.0		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lag		Lead		
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	C-Max		None	C-Max	None	None	None		None		
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0		
Act Effct Green (s)	8.6	34.0		14.1	43.9	73.7	13.3	13.3		39.9	39.9	
Actuated g/C Ratio	0.09	0.34		0.14	0.44	0.74	0.13	0.13		0.40	0.40	
v/c Ratio	0.24	0.83		0.60	0.65	0.25	0.57	0.22		0.96	0.23	
Control Delay	45.9	40.6		50.2	28.3	5.6	53.6	31.6		55.4	14.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.9	40.6		50.2	28.3	5.6	53.6	31.6		55.4	14.7	
LOS	D	D		D	C	A	D	C		E	B	
Approach Delay		40.8			26.0			45.4			46.2	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 35.8

Intersection LOS: D

Intersection Capacity Utilization 78.0%

ICU Level of Service D

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 1: Congress Street & Stevens Avenue

01	02	03
21 s	29 s	50 s
05	06	07
21 s	29 s	29 s
		08
		21 s

HCM Signalized Intersection Capacity Analysis

Congress St, Stevens Ave, & Westgate Plaza

2/12/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	950	2	126	857	246	75	34	11	506	96	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	*1.00	1.00		*1.00	1.00	
Fr't	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3538		1752	3505	1568	1805	1829		1752	1750	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00		0.54	1.00	
Satd. Flow (perm)	1770	3538		1752	3505	1568	1242	1829		995	1750	
Peak-hour factor, PHF	0.95	0.95	0.95	0.85	0.85	0.85	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	37	1000	2	148	1008	289	94	42	14	562	107	56
RTOR Reduction (vph)	0	0	0	0	0	29	0	12	0	0	21	0
Lane Group Flow (vph)	37	1002	0	148	1008	260	94	44	0	562	142	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Turn Type	Prot			Prot		pm+ov	Perm			custom		
Protected Phases	5	2		1	6	7		8		7	3	7
Permitted Phases						6	8			3		
Actuated Green, G (s)	5.2	32.0		13.1	39.9	63.9	10.9	10.9		39.9	39.9	
Effective Green, g (s)	6.2	33.0		14.1	40.9	65.9	11.9	11.9		40.9	40.9	
Actuated g/C Ratio	0.06	0.33		0.14	0.41	0.66	0.12	0.12		0.41	0.41	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	110	1168		247	1434	1096	148	218		596	716	
v/s Ratio Prot	0.02	c0.28		c0.08	0.29	0.06		0.02		c0.24	0.08	
v/s Ratio Perm						0.11	0.08			c0.15		
v/c Ratio	0.34	0.86		0.60	0.70	0.24	0.64	0.20		0.94	0.20	
Uniform Delay, d1	44.9	31.3		40.3	24.5	6.9	42.0	39.8		26.3	19.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	8.2		3.9	2.9	0.1	8.6	0.5		23.5	0.1	
Delay (s)	46.7	39.5		44.2	27.4	7.0	50.6	40.2		49.9	19.1	
Level of Service	D	D		D	C	A	D	D		D	B	
Approach Delay (s)		39.8			25.1			46.7			43.0	
Approach LOS		D			C			D			D	

Intersection Summary

HCM Average Control Delay	34.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

Congress St & Right Turn Drive

2/12/2014

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	963	23	0	955	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.85	0.85	0.75	0.75
Hourly flow rate (vph)	1014	24	0	1124	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				342		
pX, platoon unblocked					0.75	
vC, conflicting volume			1038		1588	519
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1038		1106	519
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	97
cM capacity (veh/h)			660		154	504
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	676	362	562	562	15	
Volume Left	0	0	0	0	0	
Volume Right	0	24	0	0	15	
cSH	1700	1700	1700	1700	504	
Volume to Capacity	0.40	0.21	0.33	0.33	0.03	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	0.0	0.0	12.4	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		12.4	
Approach LOS					B	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			37.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Congress St & Right Turn Drive

3/11/2014

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Volume (veh/h)	940	55	0	964	0	63
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.85	0.85	0.90	0.90
Hourly flow rate (vph)	989	58	0	1134	0	70
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				342		
pX, platoon unblocked					0.75	
vC, conflicting volume			1047		1585	524
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1047		1119	524
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	86
cM capacity (veh/h)			660		152	501
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	660	388	567	567	70	
Volume Left	0	0	0	0	0	
Volume Right	0	58	0	0	70	
cSH	1700	1700	1700	1700	501	
Volume to Capacity	0.39	0.23	0.33	0.33	0.14	
Queue Length 95th (ft)	0	0	0	0	12	
Control Delay (s)	0.0	0.0	0.0	0.0	13.4	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		13.4	
Approach LOS					B	
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			38.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Congress St & Right-Turn Drive

2/12/2014

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Volume (veh/h)	922	79	0	970	0	101
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.85	0.85	0.90	0.90
Hourly flow rate (vph)	971	83	0	1141	0	112
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				342		
pX, platoon unblocked					0.76	
vC, conflicting volume			1054		1583	527
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1054		1137	527
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	77
cM capacity (veh/h)			656		150	498
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	647	407	571	571	112	
Volume Left	0	0	0	0	0	
Volume Right	0	83	0	0	112	
cSH	1700	1700	1700	1700	498	
Volume to Capacity	0.38	0.24	0.34	0.34	0.23	
Queue Length 95th (ft)	0	0	0	0	21	
Control Delay (s)	0.0	0.0	0.0	0.0	14.3	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		14.3	
Approach LOS					B	
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			40.9%		ICU Level of Service	A
Analysis Period (min)			15			

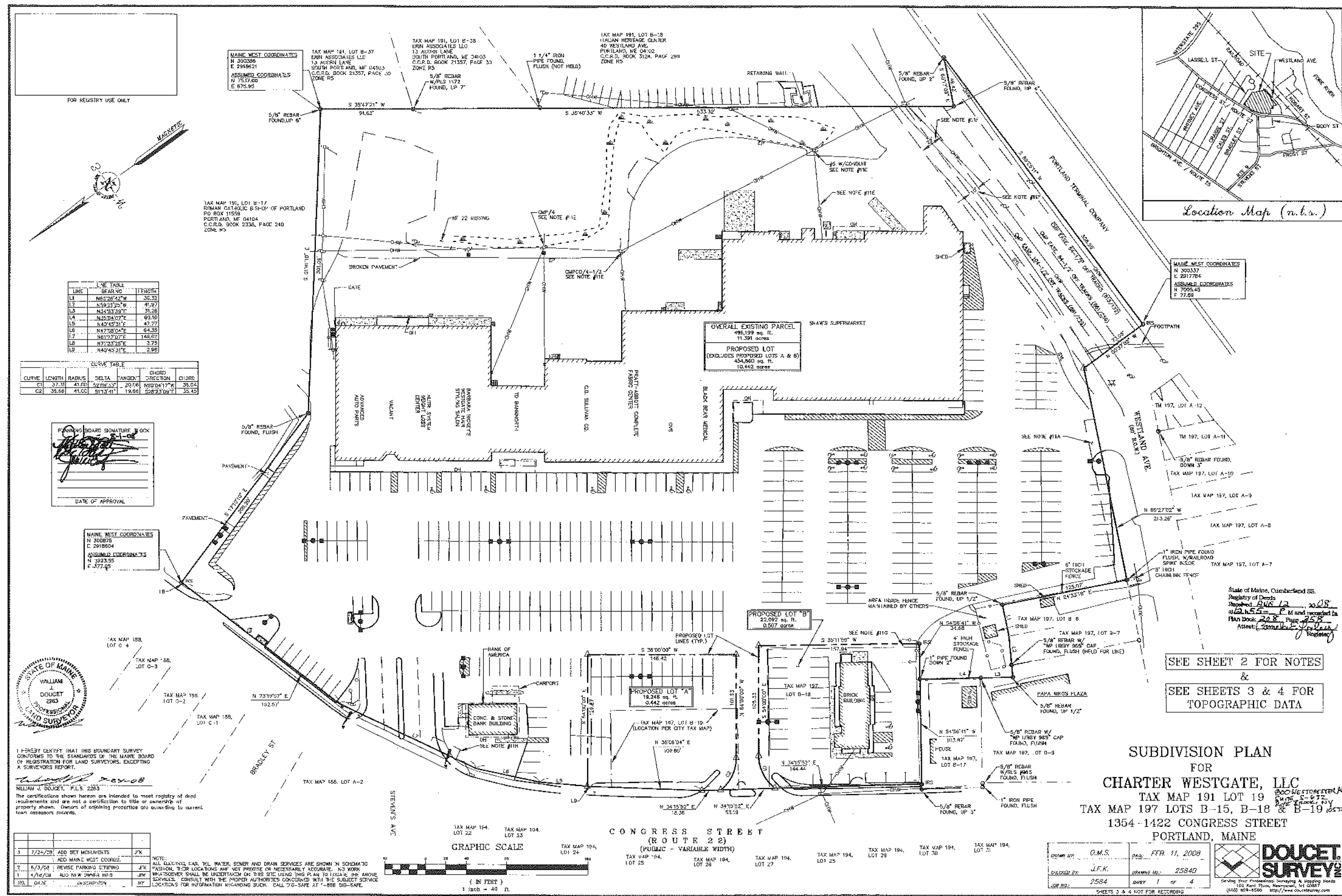
Dunkin Donuts Estimated Drive Thru Hour Report								
	3/9/2014	3/10/2014	3/11/2014	3/12/2014	3/13/2014	3/14/2014	3/15/2014	
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
5a-6a	12	28	26	26	19	29	18	
6a-7a	18	54	48	53	33	54	34	
7a-8a	21	75	73	83	56	78	52	
8a-9a	36	78	76	65	66	67	58	
9a-10a	43	55	73	53	53	69	56	
10a-11a	50	35	35	46	23	60	53	
11a-12p	48	35	36	25	26	41	44	
12p-1p	29	32	19	37	30	26	50	
1p-2p	31	22	23	21	20	29	23	
2p-3p	29	13	27	25	26	21	30	
3p-4p	29	32	35	30	41	34	26	
4p-5p	21	33	19	23	22	32	30	
5p-6p	18	19	13	10	11	23	16	
6p-7p	11	15	7	7	18	13	14	
7p-8p	5	5	8	3	5	6	7	
8p-9p	8	6	9	5	3	3	3	
9p-10p	4	6	3	9	6	4	9	
	413	543	530	521	458	589	523	3577
Avg Time	147	125	115	136	136	148	161	
Seconds								
To Meet Dunkin Standards, the drive thru time must be 150 seconds or less.								
	8/4/2013	8/5/2013	8/6/2013	8/7/2013	8/8/2013	8/9/2013	8/10/2013	
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
5a-6a	19	34	38	36	28	36	21	
6a-7a	21	68	63	72	63	51	35	
7a-8a	36	69	78	69	76	75	49	
8a-9a	35	70	73	74	68	56	58	
9a-10a	57	50	63	64	60	41	58	
10a-11a	58	39	46	41	41	54	47	
11a-12p	40	41	30	31	24	46	38	
12p-1p	35	31	24	23	32	32	45	
1p-2p	36	15	24	25	33	28	38	
2p-3p	36	29	21	28	24	32	28	
3p-4p	32	29	32	24	23	36	25	
4p-5p	31	19	22	18	17	23	22	
5p-6p	16	11	17	16	9	15	10	
6p-7p	21	10	13	9	21	9	16	
7p-8p	15	8	3	3	7	4	14	
8p-9p	8	3	7	2	4	8	8	
9p-10p	7	6	6	5	10	10	4	
	503	532	560	540	540	556	516	3747
Avg Time	154	162	138	141	155	173	162	
Seconds								

Queue Length Study for Westgate Dunkin' Donuts
Observed at Brunswick Dunkin' Donuts
3/21/2014

Time	# In Queue	Time	# In Queue	Time	# In Queue
6:55	6	8:00	4	8:31	4
7:00	7	8:01	7	8:32	5
7:05	9	8:02	8	8:33	4
7:10	8	8:03	5	8:34	6
7:12	6	8:04	8	8:35	4
7:13	7	8:05	7	8:36	5
7:14	8	8:06	8	8:37	6
7:15	7	8:07	5	8:38	6
7:16	8	8:08	2	8:39	4
7:17	7	8:09	0	8:40	3
7:18	8	8:10	2	8:41	1
7:19	8	8:11	1	8:42	2
7:20	7	8:12	0	8:43	6
7:21	9	8:13	2	8:44	5
7:22	7	8:14	0	8:45	4
7:23	6	8:15	1	8:46	6
7:24	5	8:16	0	8:47	3
7:25	4	8:17	3	8:48	3
7:26	5	8:18	5	8:49	2
7:27	7	8:19	5	8:50	3
7:28	9	8:20	4	8:51	2
7:29	7	8:21	3	8:52	3
7:30	6	8:22	2	8:53	2
7:31	7	8:23	3	8:54	3
7:32	6	8:24	6	8:55	5
7:33	5	8:25	3	8:56	4
7:34	6	8:26	4	8:57	6
7:35	6	8:27	5	8:58	5
7:36	5	8:28	2	8:59	7
7:37	5	8:29	2	9:00	5
7:38	6	8:30	3		
7:39	9				
7:40	8				
7:41	9			Maximum Queue Length	12 vehicles
7:42	11				
7:43	10			Average Queue 7:00 - 8:00	7.24 vehicles
7:44	9				
7:45	8			Average Queue 7:00 - 9:00	5.39 vehicles
7:46	8				
7:47	9				
7:48	9				
7:49	12				
7:50	10				
7:51	11				
7:52	8				
7:53	5				
7:54	5				
7:55	6				
7:56	7				
7:57	5				
7:58	4				
7:59	5				

Queue Length Study for Westgate Dunkin' Donuts
Observed at Brunswick Dunkin' Donuts
3/24/2014

Time	# In Queue	Time	# In Queue
7:00	2	8:00	3
7:01	3	8:01	2
7:02	4	8:02	2
7:03	1	8:03	4
7:04	2	8:04	5
7:05	3	8:05	6
7:06	2	8:06	5
7:07	4	8:07	8
7:08	5	8:08	7
7:09	4	8:09	6
7:10	4	8:10	9
7:11	3	8:11	8
7:12	5	8:12	6
7:13	4	8:13	7
7:14	6	8:14	6
7:15	5	8:15	8
7:16	6	8:16	7
7:17	6	8:17	7
7:18	7	8:18	7
7:19	7	8:19	6
7:20	6	8:20	5
7:21	6	8:21	4
7:22	9	8:22	3
7:23	8	8:23	1
7:24	8	8:24	4
7:25	7	8:25	6
7:26	6	8:26	5
7:27	4	8:27	2
7:28	4	8:28	4
7:29	4	8:29	3
7:30	4	8:30	1
7:31	3		
7:32	5		
7:33	7	Maximum Queue Length	9 vehicles
7:34	7		
7:35	8	Average Queue 7:00 - 8:00	5.03
7:36	6		
7:37	8	Average Queue 7:00 - 8:30	5.04
7:38	8		
7:39	7		
7:40	7		
7:41	9		
7:42	7		
7:43	5		
7:44	4		
7:45	2		
7:46	5		
7:47	5		
7:48	2		
7:49	8		
7:50	6		
7:51	6		
7:52	5		
7:53	4		
7:54	5		
7:55	4		
7:56	3		
7:57	3		
7:58	4		
7:59	0		



SITE NOTES:

1. STRIPE PARKING AREAS AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, HANDICAP SYMBOLS, PAINTED ISLANDS, ARROWS, LEGENDS AND CENTERLINES (ALL MARKINGS EXCEPT CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT, CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT. ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F").
2. ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS.
3. SEE DETAILS FOR PARKING STALL MARKINGS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.
4. CENTERLINES SHALL BE FOUR (4) INCH WIDE YELLOW LINES. STOP BARS SHALL BE EIGHTEEN (18) INCHES WIDE.
5. PAINTED ISLANDS SHALL BE FOUR (4) INCH WIDE DIAGONAL LINES AT 3'-0" O.C. BORDERED BY FOUR (4) INCH WIDE LINES.
6. THE CONTRACTOR SHALL EMPLOY A LICENSED ENGINEER/SURVEYOR TO DETERMINE ALL LINES AND GRADES. DESIGN ENGINEER TO PROVIDE COORDINATES FOR EDGE OF PAVEMENT, P.O'S & P.T'S.
7. CLEAN AND COAT VERTICAL FACE OF EXISTING PAVEMENT AT SAWCUT LINE WITH RS-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
8. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE AND/OR CITY CODES & SPECIFICATIONS.
9. CONTRACTOR TO SUBMIT AS-BUILT PLANS ON REPRODUCIBLE MYLARS AND IN DIGITAL FORMAT (.DWG FILE) ON DISK TO THE OWNER AND ARCHITECT UPON COMPLETION OF THE PROJECT. AS-BUILTS SHALL BE PREPARED AND CERTIFIED BY A LICENSED LAND SURVEYOR OR PROFESSIONAL ENGINEER.
10. SEE ARCHITECTURAL DRAWINGS FOR ALL CONCRETE PADS & SIDEWALKS ADJACENT TO BUILDING.
11. ALL WORK SHALL CONFORM TO THE CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS.
12. CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STRIPPED. COORDINATE WITH BUILDING CONTRACTOR.
13. ALL LIGHT POLE BASES NOT PROTECTED BY A RAISED CURB SHALL BE PAINTED YELLOW.
14. COORDINATE ALL WORK ADJACENT TO BUILDING WITH BUILDING CONTRACTOR.
15. COORDINATE ALL CONSTRUCTION ADJACENT TO THE LIMIT OF WORK WITH THE LANDLORD SITE CONTRACTOR.

SITE DATA

LOCATION: PORTLAND, MAINE
ZONING DISTRICT: B-2 COMMUNITY BUSINESS ZONE
PERMITTED USE: GENERAL BUSINESS AND PROFESSIONAL OFFICES, RETAIL ESTABLISHMENTS, RESTAURANTS.
CONDITIONAL USE: RESTAURANT WITH DRIVE-THRU ADJACENT TO ANY RESIDENTIAL USE OR ZONE. THIS SHALL INCLUDE USES ACROSS A STREET IF WITHIN 100 FEET OF THE SUBJECT LOT BOUNDARY.

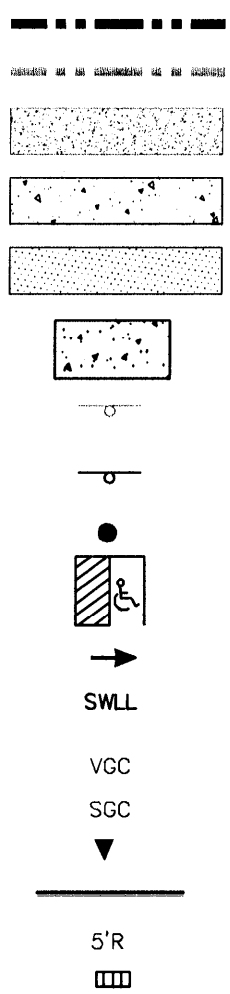
DIMENSIONAL REQUIREMENTS:

	REQUIRED	LOT 3
MINIMUM LOT AREA:	10,000 SF	22,092 SF
MINIMUM STREET FRONTAGE:	50 FT	±143 FT
MINIMUM YARD SETBACK:		
FRONT SETBACK	-	±37 FT
SIDE SETBACK	0 FT	±49 FT
SIDE ABUTTING RESIDENTIAL	20 FT	-
REAR SETBACK	0 FT	±18 FT
REAR ABUTTING RESIDENTIAL	20 FT	-
MAXIMUM LOT COVERAGE	80 %	79.6%
MAXIMUM HEIGHT	45 FT	<45 FT

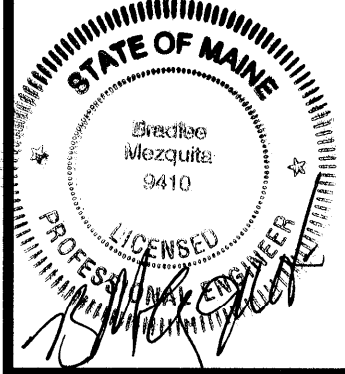
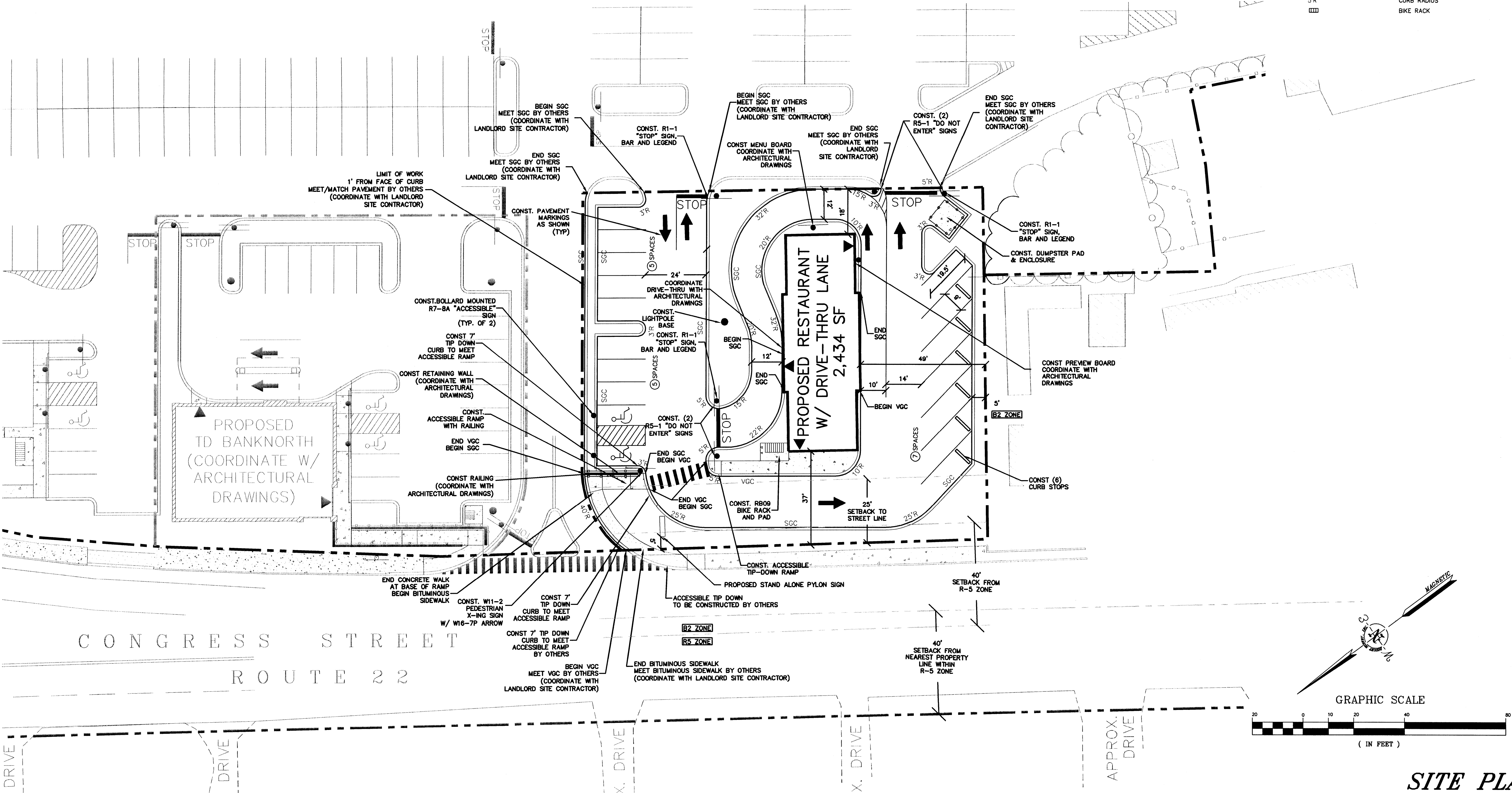
PARKING REQUIREMENTS

TENANTS:	FLOOR AREA	AREA COUNTED: TOWARD PARKING	PARKING REQUIREMENT:	REQUIRED:	PROVIDED:
PROPOSED RESTAURANT	2,434	1,914	1/150 SF	13	17

LEGEND



- PROPERTY LINE
- APPROXIMATE ABUTTER PROPERTY LINE
- EXISTING CONCRETE/BITUMINOUS SIDEWALK
- PROPOSED CONCRETE SIDEWALK
- PROPOSED BITUMINOUS SIDEWALK
- PROPOSED CONCRETE PAD
- EXISTING SIGN
- PROPOSED SIGN
- PROPOSED LIGHT POLE BASE
- PROPOSED ACCESSIBLE PARKING SPACE
- PROPOSED PAINTED ARROWS
- SINGLE WHITE LANE LINE
- VERTICAL GRANITE CURB
- SLOPED GRANITE CURB
- PROPOSED DOOR LOCATION
- PROPOSED CURB
- CURB RADIUS
- BIKE RACK

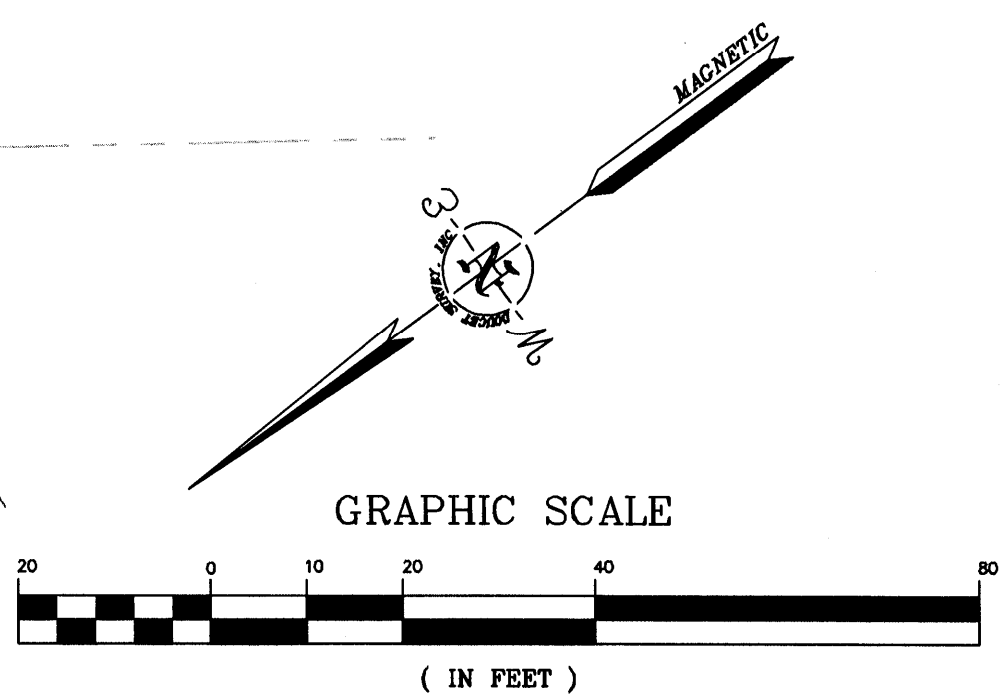


DATE: JULY 7, 2008	SCALE: AS SHOWN
DESIGNED BY: GY/BLM	DRAWN BY: SAM/KAM
APPROVED BY: BLM	PROJECT NO: 2256
FILE NO: 2256-SITE-REST	

PROPOSED RESTAURANT
CONGRESS STREET
PORTLAND, MAINE

AE APLEDORÉ ENGINEERING
177 CORPORATE DRIVE
PORTSMOUTH, NEW HAMPSHIRE 03801
(603) 433-8818
ael@apledoreeng.com

C-3



SITE PLAN

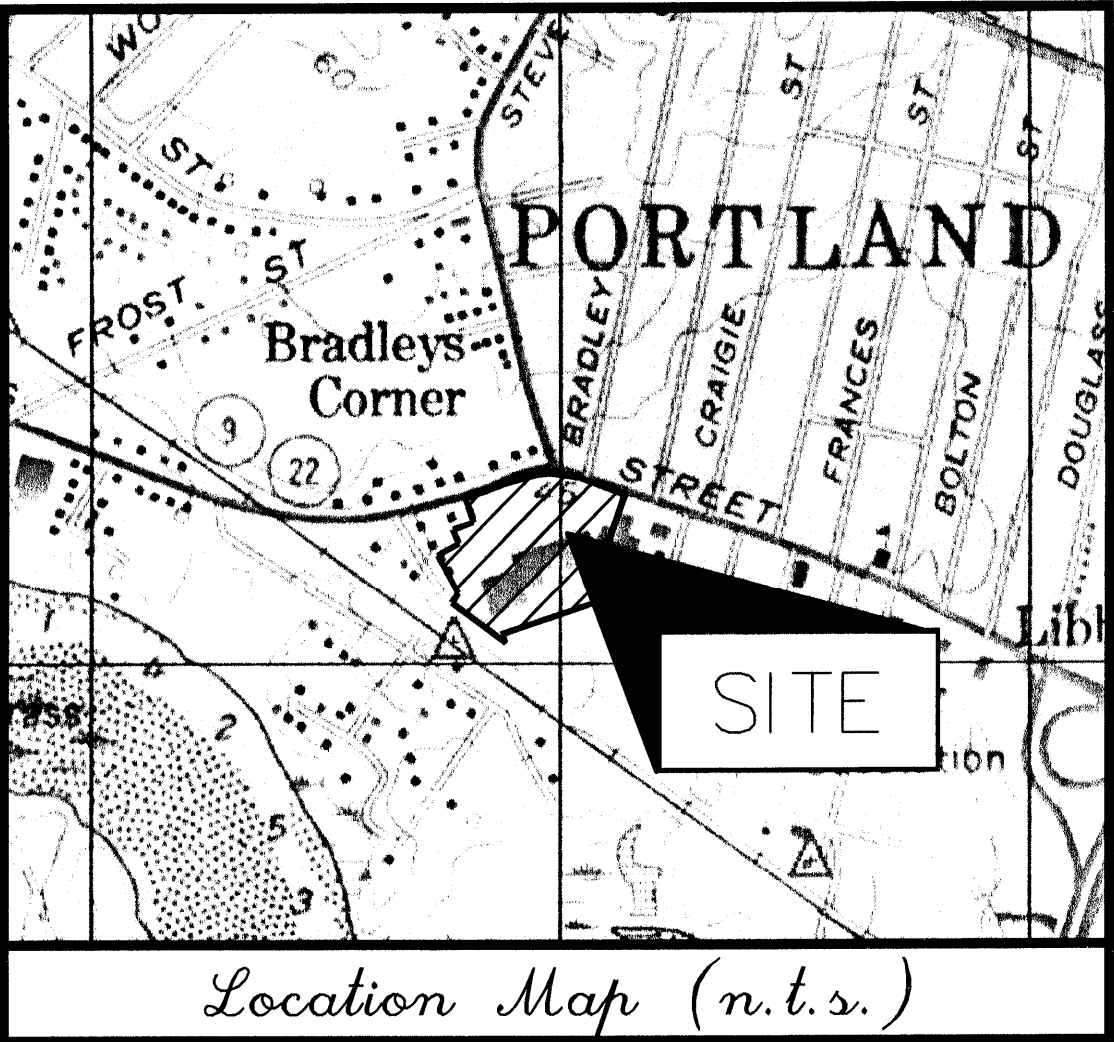
PROPOSED RESTAURANT

1412 CONGRESS STREET

PORTLAND, ME

SITE PLANS

August 13, 2008



Owner:

Tim Hortons (New England), Inc.
74 Nooseneck Hill Rd.
W. Greenwich, RI 02817

Prepared By:



177 Corporate Drive
Portsmouth, New Hampshire 03801

Survey Consultant:

Doucet Survey
102 Kent Place
Newmarket, New Hampshire 03857

Geotechnical Consultant:

JGI Eastern, Inc.
201 Hammer Mill Road
Rocky Hill, Connecticut 06067

INDEX

Existing Conditions Plan

Existing Conditions Plan

Overall Demolition Plan

Overall Site Plan

Site Plan

Grading, Drainage, & Erosion Control Plan

Utilities Plan

Landscape Plan

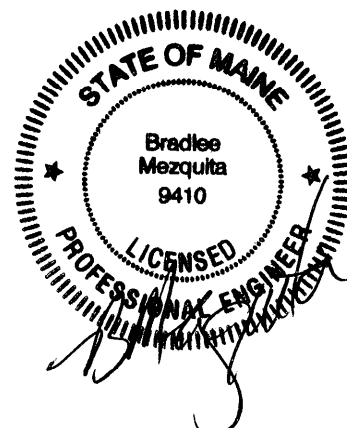
Erosion Control Notes Sheet

Erosion Control Details Sheet

Details Sheet

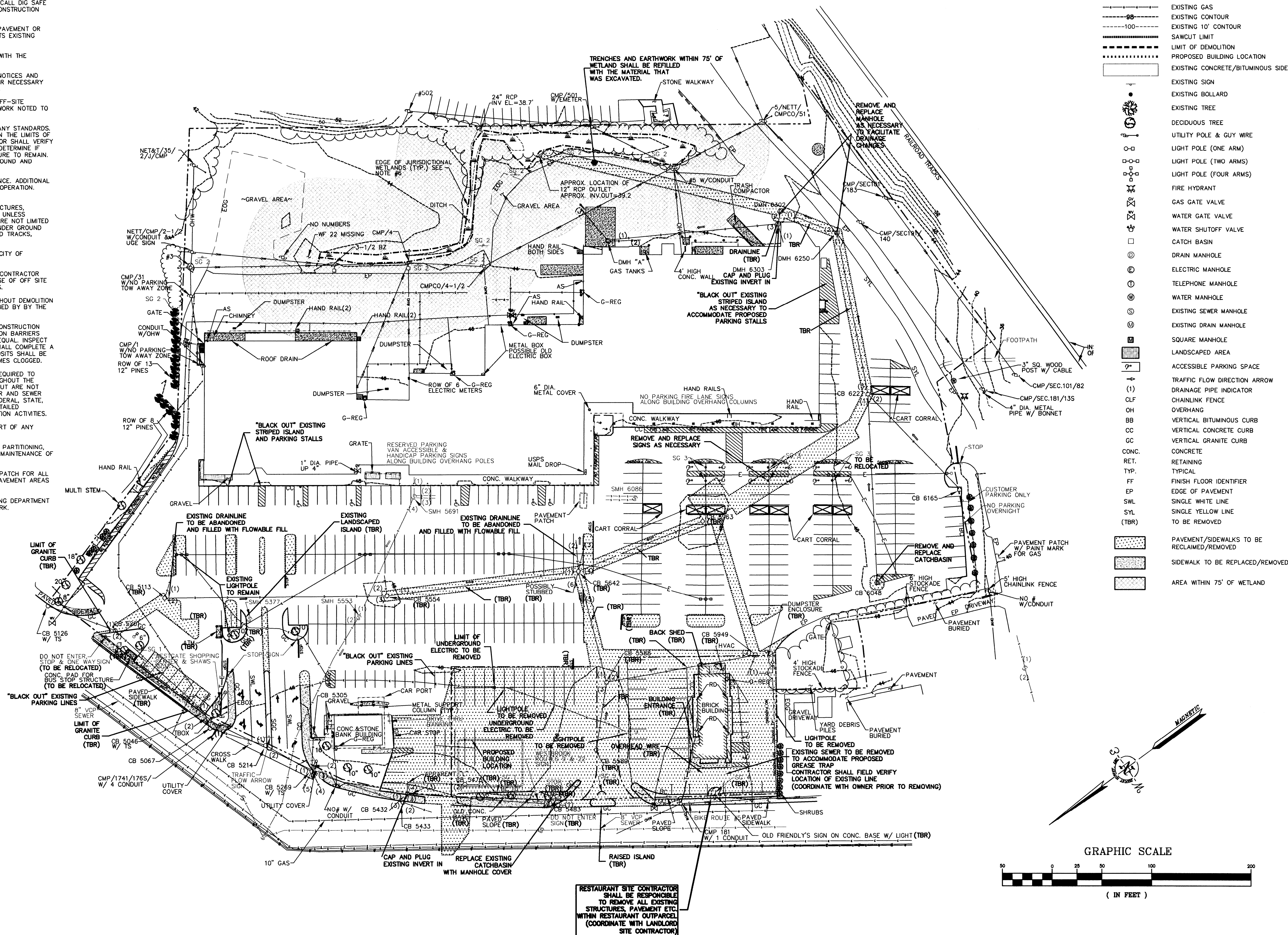
Details Sheet

Details Sheet

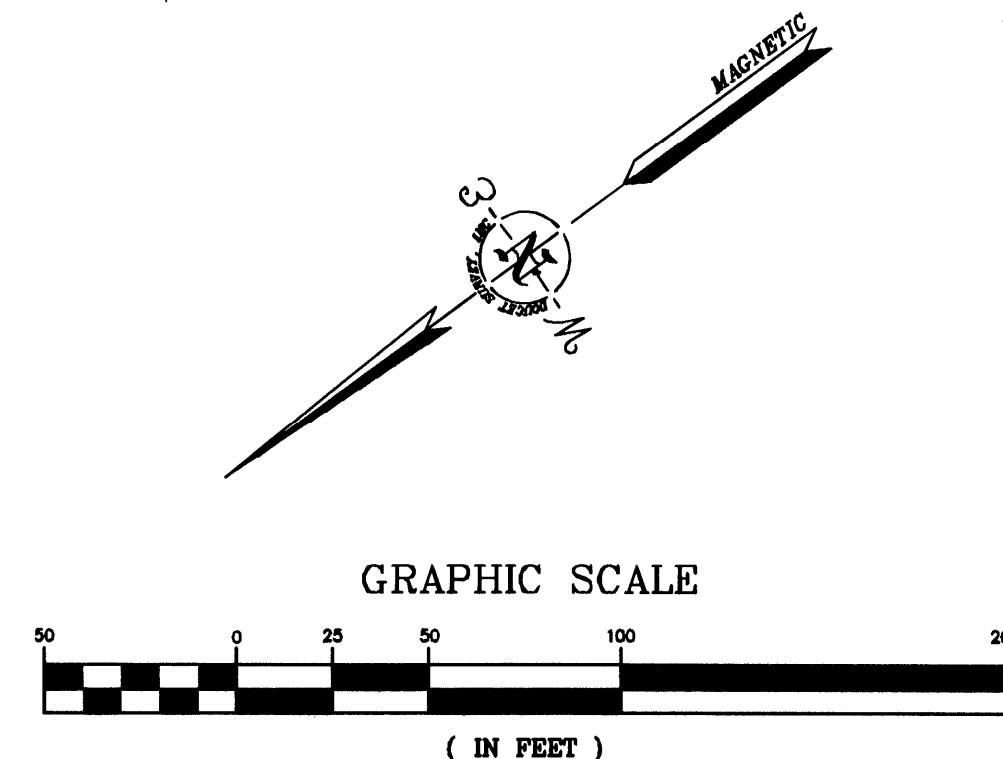


SHEET NO.	LAST REVISED
3 of 4	06/03/08
4 of 4	06/03/08
C-2	08/13/08
C-3A	08/13/08
C-3	08/13/08
C-4	08/13/08
C-5	08/13/08
C-6	08/13/08
C-7	08/13/08
C-8	08/13/08
C-9	08/13/08
C-10	08/13/08
C-11	08/13/08

1. THE LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATION IS NOT GUARANTEED BY THE OWNER OR THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK.
2. ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES.
3. COORDINATE REMOVAL, RELOCATION, DISPOSAL OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
4. ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO MATCH ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER
5. THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES, CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
6. SAWCUT AND REMOVE PAVEMENT ONE FOOT OFF PROPOSED EDGE OF PAVEMENT OR EXISTING CURB LINE IN ALL AREAS WHERE PAVEMENT TO BE REMOVED ABUTS EXISTING PAVEMENT OR CONCRETE TO REMAIN.
7. IT IS THE CONTRACTORS RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL OF THE PERMIT APPROVALS.
8. THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR NECESSARY INSPECTIONS AND PERMITS FROM THE AUTHORITIES HAVING JURISDICTION.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEMOLITION AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK, EXCEPT FOR WORK NOTED TO BE COMPLETED BY OTHERS.
10. UTILITIES SHALL BE TERMINATED AT THE MAIN LINE PER UTILITY COMPANY STANDARDS. THE CONTRACTOR SHALL REMOVE ALL ABANDONED UTILITIES LOCATED WITHIN THE LIMITS OF WORK EXCEPT WHERE NOTED TO BE FILLED WITH FLOWABLE FILL. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES, CALL DIG SAFE, PRIOR TO REMOVAL/TERMINATION TO DETERMINE IF DRAINS OR UTILITY IS ACTIVE AND SERVICES ANY ON OR OFF-SITE STRUCTURE TO REMAIN. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY SUCH UTILITY FOUND AND SHALL MAINTAIN THESE UTILITIES UNTIL PERMANENT SOLUTION IS IN PLACE.
11. PAVEMENT REMOVAL LIMITS ARE SHOWN FOR CONTRACTOR'S CONVENIENCE. ADDITIONAL PAVEMENT REMOVAL MAY BE REQUIRED DEPENDING ON THE CONTRACTOR'S OPERATION. CONTRACTOR TO VERIFY FULL LIMITS OF PAVEMENT REMOVAL PRIOR TO BID.
12. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, UTILITIES, AND PAVEMENT TO BE REMOVED. PAVEMENT TO BE REMOVED INCLUDES BUT ARE NOT LIMITED TO: CONCRETE, PAVEMENT, CURBS, LIGHTING, MANHOLES, CATCH BASINS, UNDER GROUND DRAINAGE, STORM DRAIN, FENCES, RAMPS, WALLS, BOLLARDS, RAILROAD TRACKS, BUILDING BAS, FOUNDATION, TREES AND LANDSCAPING.
13. COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAYS WITH THE CITY OF PORTLAND AND MEDOT.
14. REMOVE TREES AND BRUSH AS REQUIRED FOR COMPLETION OF WORK. CONTRACTOR SHALL REMOVE ALL STUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF-SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
15. CONTRACTOR SHALL PROTECT ALL PROPERTY MONUMENTATION THROUGHOUT DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED BY THE CONTRACTOR, HE SHALL EMPLOY A LICENSED SURVEYOR TO REPLACE IT.
16. PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS WITHIN CONSTRUCTION LIMITS AND MAINTAIN FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE "HIGH FLOW SILT SACK" BY ACF ENVIRONMENTAL OR APPROVED EQUIVALENT. INSPECT AND REPORT ALL CATCH BASIN SEDIMENT DEPOSITS TO THE CONTRACTOR. CONTRACTOR SHALL COMPLETE MAINTENANCE INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED.
17. THE CONTRACTOR SHALL PHASE DEMOLITION AND CONSTRUCTION AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO EXISTING BUSINESSES AND HOMES THROUGHOUT THE CONSTRUCTION PERIOD. EXISTING UTILITIES, COMMUNICATIONS, AND SERVICES INCLUDING BUT ARE NOT LIMITED TO: TELEPHONE, CABLE, COMMUNICATION, FIRE PROTECTION, DOMESTIC WATER AND SEWER SERVICES. TEMPORARY SERVICES, IF REQUIRED, SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND CONSTRUCTION SCHEDULE TO OWNER PRIOR TO ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
18. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
19. THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY, AND SAFETY DEVICES REQUIRED FOR THE MAINTENANCE OF A SAFE AND SECURE CONSTRUCTION SITE.
20. SAWCUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL UTILITIES TO BE REMOVED AND PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
21. CONTRACTOR SHALL COORDINATE WITH THE CITY OF PORTLAND PLANNING DEPARTMENT TO SCHEDULE A PRE-CONSTRUCTION MEETING PRIOR TO BEGINNING ANY WORK.



	PROPERTY LINE
	EDGE OF WETLAND
	AREA WITH 75% OF WETLAND
	EXISTING TREE LINE
	EXISTING FENCE
	EXISTING DRAINAGE
	EXISTING ELECTRIC/TELEPHONE/CABLE
	EXISTING OVERHEAD WIRE
	EXISTING WATER
	EXISTING SEWER
	EXISTING GAS
	EXISTING CONTOUR
	EXISTING 10' CONTOUR
	SAWCUT LIMIT
	LIMIT OF DEMOLITION
	PROPOSED BUILDING LOCATION
	EXISTING CONCRETE/BITUMINOUS SIDEWALK
	EXISTING SIGN
	EXISTING BOLLARD
	EXISTING TREE
	DECIDUOUS TREE
	UTILITY POLE & GUY WIRE
	LIGHT POLE (ONE ARM)
	LIGHT POLE (TWO ARMS)
	LIGHT POLE (FOUR ARMS)
	FIRE HYDRANT
	GAS GATE VALVE
	WATER GATE VALVE
	WATER SHUTOFF VALVE
	CATCH BASIN
	DRAIN MANHOLE
	ELECTRIC MANHOLE
	TELEPHONE MANHOLE
	WATER MANHOLE
	EXISTING SEWER MANHOLE
	EXISTING DRAIN MANHOLE
	SQUARE MANHOLE
	LANDSCAPED AREA
	ACCESSIBLE PARKING SPACE
	TRAFFIC FLOW DIRECTION ARROW
	DRAINAGE PIPE INDICATOR
	CHAINLINK FENCE
	OVERHANG
	VERTICAL BITUMINOUS CURB
	VERTICAL CONCRETE CURB
	VERTICAL GRANITE CURB
	CONCRETE
	RETAINING
	TYPICAL
	FINISH FLOOR IDENTIFIER
	EDGE OF PAVEMENT
	SINGLE WHITE LINE
	SINGLE YELLOW LINE
	TO BE REMOVED
	PAVEMENT/SIDEWALKS TO BE RECLAIMED/REMOVED
	SIDEWALK TO BE REPLACED/REMOVED
	AREA WITHIN 75% OF WETLAND



OVERALL DEMOLITION PLAN

**CONGRESS STREET
PORTLAND, MAINE**

AEI APPLIEDORE
ENGINEERING INC.

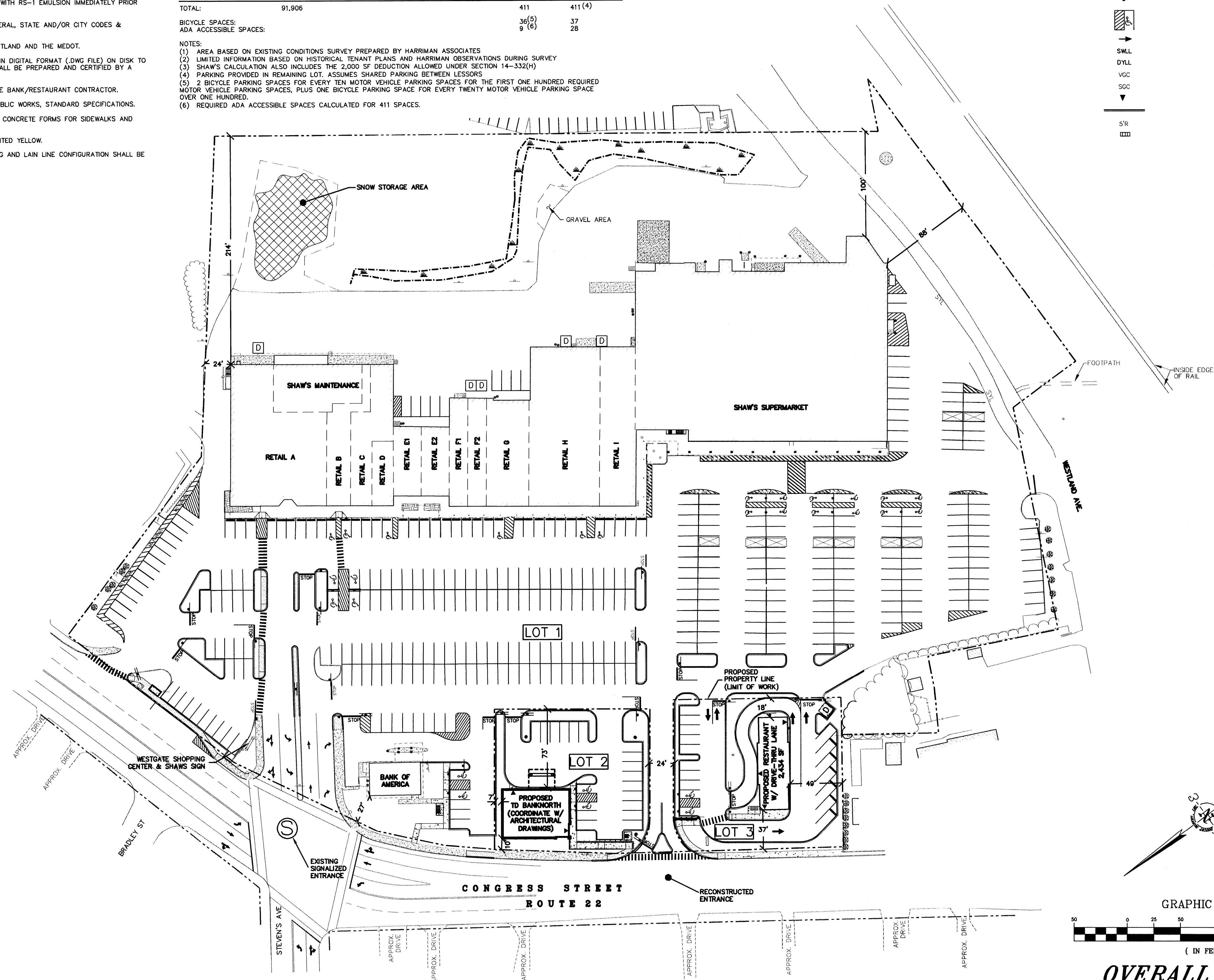
1777 CORPORATE DRIVE
PORTSMOUTH, NEW HAMPSHIRE 03801
(603) 433-8818
aei@appliedoreng.com

C-2

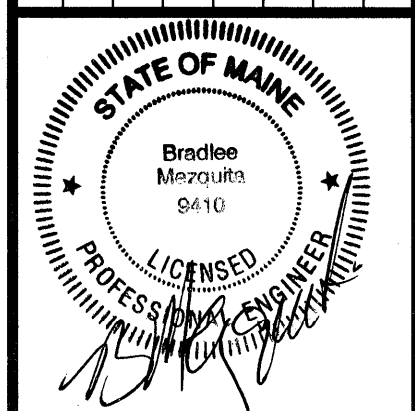
1. CROSS PARKING AREAS AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, HANDICAP SYMBOLS, PAINTED ISLANDS, STRIPES WALKS, ARROWS, LEGENDS AND CENTERLINES (ALL MARKINGS EXCEPT CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT. CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT. ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F").
2. ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS.
3. SEE DETAILS FOR PARKING STALL MARKINGS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.
4. CENTERLINES SHALL BE FOUR (4) INCH WIDE YELLOW LINES. STOP BARS SHALL BE EIGHTEEN (18) INCHES WIDE.
5. PAINTED ISLANDS SHALL BE FOUR (4) INCH WIDE DIAGONAL LINES AT 3'-0" O.C. BORDERED BY FOUR (4) INCH WIDE LINES.
6. THE CONTRACTOR SHALL EMPLOY A LICENSED ENGINEER/SURVEYOR TO DETERMINE ALL LINES AND GRADES. DESIGN ENGINEER TO PROVIDE COORDINATES FOR EDGE OF PAVEMENT, PC'S & PT'S.
7. CLEAN AND COAT VERTICAL FACE OF EXISTING PAVEMENT AT SAWCUT LINE WITH RS-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
8. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE AND/OR CITY CODES & SPECIFICATIONS.
9. WORK WITHIN CONGRESS STREET SHALL BE COORDINATED WITH CITY OF PORTLAND AND THE MEDOT.
10. CONTRACTOR TO SUBMIT AS-BUILT PLANS ON REPRODUCIBLE MYLARS AND IN DIGITAL FORMAT (.DWG FILE) ON DISK TO THE OWNER AND ARCHITECT UPON COMPLETION OF THE PROJECT. AS-BUILTS SHALL BE PREPARED AND CERTIFIED BY A LICENSED LAND SURVEYOR OR PROFESSIONAL ENGINEER.
11. COORDINATE ALL CONSTRUCTION ADJACENT TO THE LIMIT OF WORK WITH THE BANK/RESTAURANT CONTRACTOR.
12. ALL WORK SHALL CONFORM TO THE CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS.
13. CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STRIPPED. COORDINATE WITH BUILDING CONTRACTOR.
14. ALL LIGHT POLE BASES NOT PROTECTED BY A RAISED CURB SHALL BE PAINTED YELLOW.
15. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PARKING AND LANE LINE CONFIGURATION SHALL BE "BLACKED OUT"

TENANTS:	FLOOR AREA ⁽¹⁾	BULK STORAGE: ⁽²⁾	AREA COUNTED: TOWARD PARKING	PARKING REQUIREMENT:	REQUIRED: ⁽³⁾	PROVIDED:
SHAW'S	38,949	3,600	35,349	1/200 SF	167	
SHAW'S MAINTENANCE	3,772	1,500	2,272	1/354 SF	7	
OTHER RETAIL						
RETAIL A	9,370	1,700	7,670	1/200 SF	38	
RETAIL B	2,912		2,912	1/200 SF	15	
RETAIL C	2,922		2,922	1/200 SF	15	
RETAIL D	1,349		1,349	1/200 SF	7	
RETAIL E1	1,670		1,670	1/200 SF	9	
RETAIL E2	1,582		1,582	1/200 SF	8	
RETAIL F1	1,837		1,837	1/200 SF	9	
RETAIL F2	1,837		1,837	1/200 SF	9	
RETAIL G	4,008		4,008	1/200 SF	20	
RETAIL H	9,903	500	9,403	1/200 SF	47	
RETAIL I	4,921		4,921	1/200 SF	25	
BANK OF AMERICA	1,440		1,440	1/200 SF	7	
PROPOSED RESTAURANT	2,434		1,914	1/150 SF	13	375
PROPOSED TD BANKNORTH	3,000		3,000	1/200 SF	15	19
TOTAL:	91,906				411	411 ⁽⁴⁾
BICYCLE SPACES:					36 ⁽⁵⁾	37
ADA ACCESSIBLE SPACES:					9 ⁽⁶⁾	28

- (1) AREA BASED ON EXISTING CONDITIONS SURVEY PREPARED BY HARRIMAN ASSOCIATES
- (2) LIMITED INFORMATION BASED ON HISTORICAL TENANT PLANS AND HARRIMAN OBSERVATIONS DURING SURVEY
- (3) SHAW'S CALCULATION ALSO INCLUDES THE 2,000 SF DEDUCTION ALLOWED UNDER SECTION 14-332(H)
- (4) PARKING PROVIDED IN REMAINING LOT. ASSUMES SHARED PARKING BETWEEN LESSORS
- (5) 2 BICYCLE PARKING SPACES FOR EVERY TEN MOTOR VEHICLE PARKING SPACES FOR THE FIRST ONE HUNDRED REQUIRED MOTOR VEHICLE PARKING SPACES, PLUS ONE BICYCLE PARKING SPACE FOR EVERY TWENTY MOTOR VEHICLE PARKING SPACE OVER ONE HUNDRED.
- (6) REQUIRED ADA ACCESSIBLE SPACES CALCULATED FOR 411 SPACES.



	EXISTING CONCRETE/BITUMINOUS
	PROPOSED CONCRETE SIDEWALK
	PROPOSED BITUMINOUS SIDEWALK
	PROPOSED CONCRETE PAD
	EXISTING SIGN
	PROPOSED SIGN
	PROPOSED LIGHT POLE BASE
	PROPOSED BOLLARD
	PROPOSED ACCESSIBLE PARKING SPACE
	PROPOSED PAINTED ARROWS
SWLL	SINGLE WHITE LANE LINE
DYLL	DOUBLE YELLOW LANE LINE
VGC	VERTICAL GRANITE CURB
SGC	SLOPED GRANITE CURB
	PROPOSED DOOR LOCATION
	PROPOSED CURB
S'R	CURB RADIUS
	BIKE RACK

[illegible]

DATE: JULY 7, 2008
SCALE: AS SHOWN
DESIGNED BY: GY/BLM
DRAWN BY: SAM/KAM
APPROVED BY: BLM
PROJECT NO: 2256
FILE NO: 2256--SITE-REST

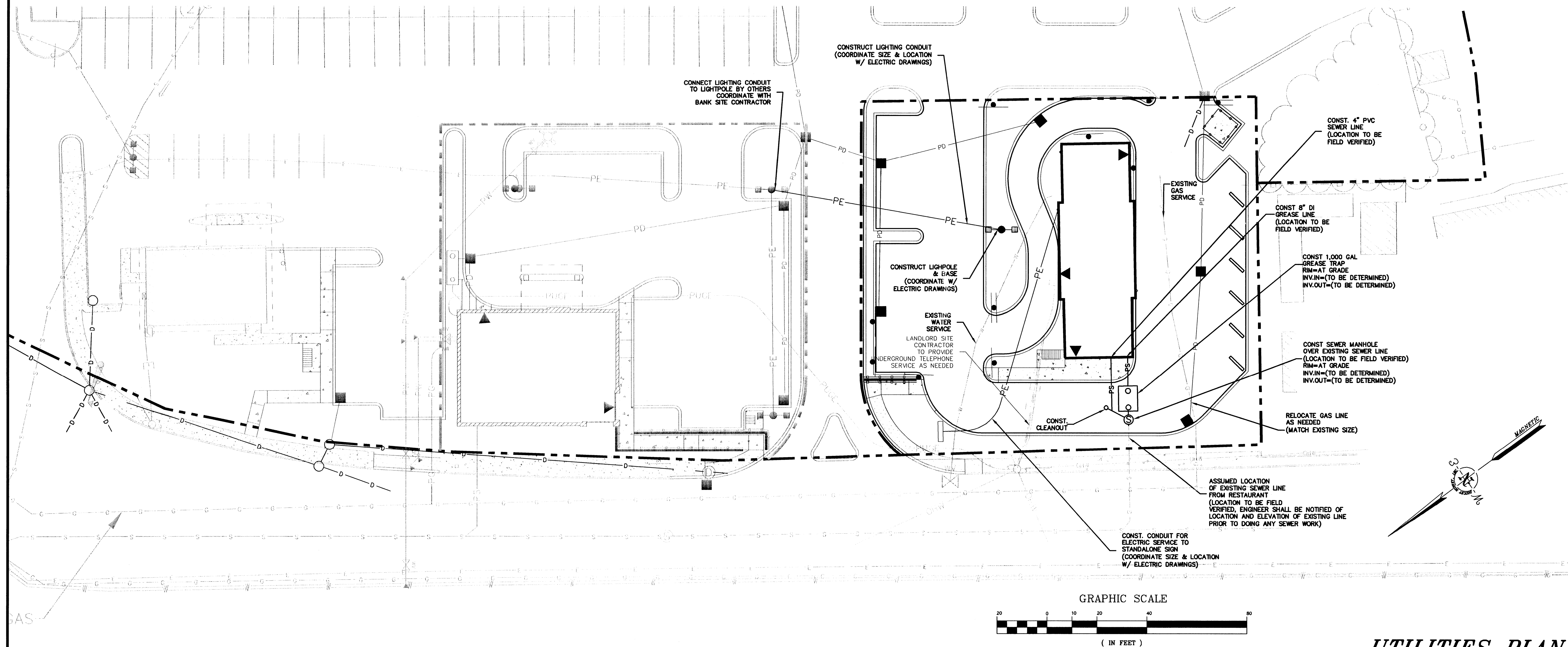
**PROPOSED RESTAURANT
CONGRESS STREET
PORTLAND, MAINE**

AEI APPLIEDORE
ENGINEERING ONI

177 CORPORATE DRIVE
PORTSMOUTH, NEW HAMPSHIRE 03801
(603) 433-8818
aei@appledoreeng.com

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES, AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK AT NO ADDITIONAL COST TO THE OWNER.
2. COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY COMPANY.
WATER - PORTLAND WATER DISTRICT - JAMIE PASCHAL (207) 774-5561 EX.3051
SEWER - CITY OF PORTLAND DEPARTMENT OF PUBLIC SERVICES - TODD MERKLE (207) 874-8493
ELECTRIC - CENTRAL MAINE POWER COMPANY - PAUL DUFRERE (207) 828-2882
GAS - NORTHERN UTILITIES - LINDA MURRAY (877) 427-4748
TELEPHONE - FAIRPOINT COMMUNICATIONS - JOHN CAPRIO (207) 797-1842
3. SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
4. SEE GRADING, DRAINAGE & EROSION CONTROL PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
5. ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.
6. THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE BUILDING DRAWINGS, OVERALL SITE CONTRACTOR AND THE UTILITY COMPANIES.
7. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO THE COMPLETION OF THIS PROJECT.
8. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES, AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THESE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.
9. A 10-FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18-INCH MINIMUM OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER/SANITARY SEWER CROSSINGS.
10. ALL SEWER PIPE WITH LESS THAN 4' OF COVER SHALL BE INSULATED.
11. SITE LIGHTING SPECIFICATIONS, CONDUIT LAYOUT AND CIRCUITRY FOR PROPOSED SITE LIGHTING AND SIGN ILLUMINATION SHALL BE PROVIDED BY THE PROJECT ELECTRICAL ENGINEER.

1. CONTRACTOR TO COORDINATE WITH ELECTRICAL SITE LIGHTING PHOTOMETRICS DRAWINGS FOR LIGHTING FIXTURES, CONDUIT SIZE, LOCATION AND CIRCUITRY PLAN.
2. THE CONTRACTOR SHALL PROVIDE ALL CONDUITS, CONCRETE BASES, WIRING AND INSTALLATION OF ALL LIGHT FIXTURES AND WARRANTEE LABOR.
3. THE CONTRACTOR SHALL PROVIDE INSURANCE AGAINST DAMAGE AND THEFT OF THE FIXTURES UNTIL SUBSTANTIAL COMPLETION INSTALLING THE FIXTURE AND WIRING THE FIXTURES TO THE SITE ELECTRICAL JUNCTION BOX LOCATED ON THE FRONT WALL OF THE BUILDING.

[illegible]

LANDSCAPE NOTES:

PLANTING NOTES:

1. THE CONTRACTOR SHALL FURNISH AND PLANT ALL PLANTS IN QUANTITIES AS SHOWN ON THIS PLAN. NO SUBSTITUTIONS WILL BE PERMITTED UNLESS APPROVED BY OWNER. ALL PLANTS SHALL BE NURSERY GROWN.
2. ALL PLANTS SHALL BE NURSERY GROWN AND PLANTS AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO ARRIVAL ON-SITE AND AFTER PLANTING.
3. PLANT STOCK SHALL BE GROWN WITHIN THE HARDINESS ZONES 4 THRU 7 ESTABLISHED BY THE PLANT HARDINESS ZONE MAP, MISCELLANEOUS PUBLICATIONS NO. 814, AGRICULTURAL RESEARCH SERVICE, UNITED STATES DEPARTMENT AGRICULTURE, LATEST REVISION.
4. ALL PLANTS MUST BE MOVED WITH THE ROOT SYSTEMS AS SOLID UNITS WITH BALLS OF EARTH FIRMLY WRAPPED WITH BURLAP. NO PLANT SHALL BE ACCEPTED WHEN THE BALL OF EARTH SURROUNDING ITS ROOTS HAS BEEN BADLY CRACKED OR BROKEN BEFORE PLANTING. ALL PLANTS SHALL BE FRESHLY DUG. ALL PLANTS THAT CANNOT BE PLANTED AT ONCE MUST BE HEELED-IN BY SETTING IN THE GROUND, AND COVERING THE BALLS WITH SOIL AND THEN WATERING. DURING TRANSPORT, ALL PLANT MATERIALS SHALL BE WRAPPED WITH WIND PROOF COVERING.
5. PLANT MATERIAL SHALL BARE THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.
6. THE NUMBER OF EACH INDIVIDUAL PLANT TYPE AND SIZE PROVIDED IN THE PLANT LIST OR ON THE PLAN IS FOR THE CONTRACTOR'S CONVENIENCE ONLY. IF A DISCREPANCY EXISTS BETWEEN THE NUMBER OF PLANTS ON THE LABEL AND THE NUMBER OF SYMBOLS SHOWN ON THE DRAWINGS, THE GREATER NUMBER SHALL APPLY.
7. NO SUBSTITUTION OF PLANT MATERIALS WILL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER'S REPRESENTATION.
8. THE CONTRACTOR SHALL LOCATE, VERIFY AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTING AND UTILITIES SHALL IMMEDIATELY BE REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.
9. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED, SHALL RECEIVE FOUR (4) INCHES OF LOAM AND SEED. NO FILL SHALL BE PLACED IN ANY WETLAND AREA.

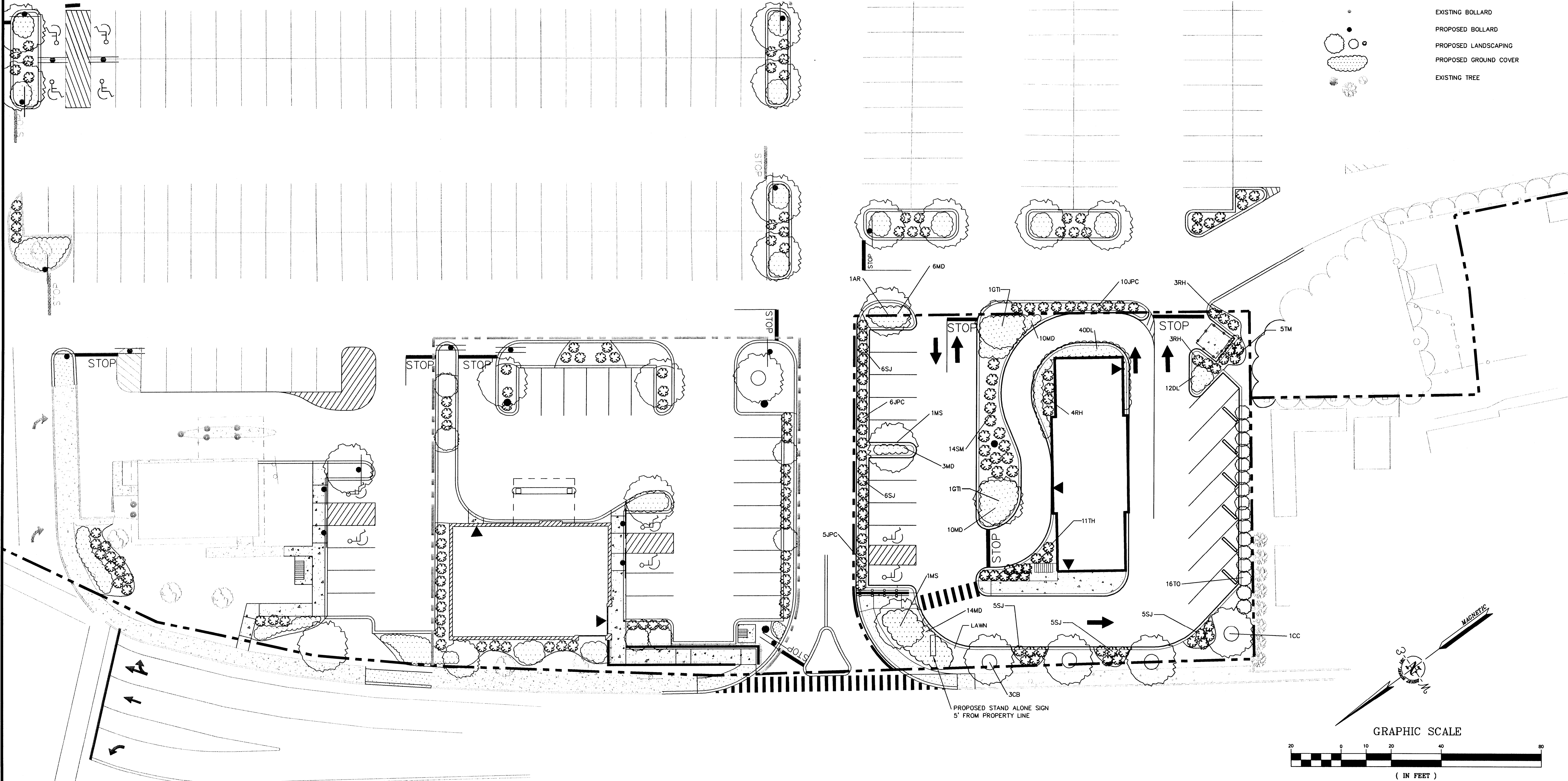
10. THREE (3) INCH BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS TO BE USED IN A CURBED ISLAND THE BARK MULCH SHALL MEET THE TOP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE FOUR (4) INCHES OF LOAM AND SEED.
11. SEE PLANTING DETAILS FOR WEED BARRIER INFORMATION.
12. SEE PLANTING DETAILS AND SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
13. TREE STAKES SHALL REMAIN IN PLACE FOR NO LESS THAN 6 MONTHS AND NO MORE THAN 1 YEAR.
14. PLANTING SHALL BE COMPLETED FROM APRIL 15TH THROUGH NOVEMBER 15TH. NO PLANTING DURING JULY AND AUGUST UNLESS SPECIAL PROVISIONS ARE MADE FOR DROUGHT.
15. PARKING AREA PLANTED ISLANDS TO HAVE MINIMUM OF 1'-0" TOPSOIL PLACED TO THE TOP OF CURB ELEVATION. REMOVE ALL CONSTRUCTION DEBRIS BEFORE PLACING TOPSOIL.
16. TREES SHALL BE PRUNED IN ACCORDANCE WITH THE LATEST EDITION OF ANSI A300 'TREES, SHRUBS AND OTHER WOOD PLANT MAINTENANCE STANDARD PRACTICES.
17. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24 HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL BE WATERED WEEKLY, OR MORE OFTEN, IF NECESSARY DURING THE FIRST GROWING SEASON.
18. EXISTING TREES SHOWN ON THE PLAN ARE TO REMAIN UNDISTURBED. ALL EXISTING TREES SHOWN TO REMAIN ARE TO BE PROTECTED WITH A 4-FOOT SNOW FENCE PLACED AT THE DRIP LINE OF THE BRANCHES OR AT 8 FEET MINIMUM FROM THE TREE TRUNK. ANY EXISTING TREE SHOWN TO REMAIN, WHICH IS REMOVED DURING CONSTRUCTION, SHALL BE REPLACED BY A 2 1/2-3" CALIPER SHADE TREE AS DIRECTED BY THE LANDSCAPE ARCHITECT. WHEN AN AREA OF EXISTING TREES IS SHOWN TO BE SAVED, AND AN AREA OF SUCH TREES HAS BEEN REMOVED, A 2 1/2-3" CALIPER SHADE TREE SHALL BE REPLACED FOR EACH 500 SF OF AREA DISTURBED.
19. THE CONTRACTOR SHALL GUARANTEE ALL PLANTINGS TO BE IN GOOD HEALTHY, FLOURISHING AND ACCEPTABLE CONDITION FOR A PERIOD OF (1) YEAR BEGINNING AT THE DATE OF ACCEPTANCE OF SUBSTANTIAL COMPLETION. ALL GRASSES, TREES AND SHRUBS THAT, IN THE OPINION OF THE LANDSCAPE ARCHITECT, SHOW LESS THAN 80% HEALTHY GROWTH AT THE END OF (1) YEAR PERIOD SHALL BE REPLACED BY THE CONTRACTOR.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.
21. PRE PLANT MATERIAL AND ARRANGE FOR DELIVERY TO MEET PROJECT SCHEDULE AS REQUIRED IT MAY BE NECESSARY TO PRE-DIG CERTAIN SPECIES WELL IN ADVANCE OF ACTUAL PLANTING DETAILS.

PLANTING SCHEDULE:

TREES:				
CODE	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
AR	ACER RUBRUM 'RED SUNSET'	RED SUNSET RED MAPLE	2 1/2 - 3" CALIPER	B & B
CC	CORYLUS COLURNA	TURKISH FILBERT	2 1/2 - 3" CALIPER	B & B
GTI	GLEDITSIA TRIACANTHOS 'SKYLINE'	SKYLINE HONEYLOCUST	2 1/2 - 3" CALIPER	B & B
MS	MALUS 'SPRING SNOW'	SPRING SNOW CRABAPPLE	2 - 2 1/2" CALIPER	B & B
CB	CARPINUS BETULUS 'FASTIGIATA'	PYRAMIDAL EUROPEAN HORNBEAM	2 - 2 1/2" CALIPER	B & B
AC	AMALANCHIER CANADENSIS	SHADBLOW SERVICE BERRY	7 - 8' HT	B & B (CLUMP)
TO	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	6 - 7' HT	B & B
SHRUBS:				
CODE	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
SM	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	2 1/2 - 3' HT	CONTAINER
RH	RHODODENDRON HAAGA	HAAGA RHODODENDRON	2 1/2 - 3' HT	CONTAINER
RPJM	RHODODENDRON 'PJM'	PJM RHODODENDRON	2 - 2 1/2' HT	CONTAINER
TH	TAXUS MEDIA 'TAUNTON'	TAUNTON YEW	2 - 2 1/2' HT	CONTAINER
JPC	TAXUS MEDIA 'HICKSI'	HICKS UPRIGHT YEW	3 - 3 1/2' HT	B & B
TH	JUNIPERUS CHINENSIS 'PITZERIANA 'COMPACTA'	COMPACT PITZER JUNIPER	18 - 24" SPREAD	CONTAINER
SJ	SPIREA JAPONICA 'MAGIC CARPET'	MAGIC CARPET SPIREA	18 - 24" HT	CONTAINER
GROUNDCOVER & PERENNIALS:				
CODE	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
MD	MICROBITOTA DECUSSATA	RUSSIAN CYPRESS	#3	CONTAINER
PV	PANICUM VIRGATUM SHENANDOAH	SHENANDOAH SWITCH GRASS	#2	CONTAINER
DL	HEMEROCALLIS 'STELLA DORO'	STELLA DORO DAYLILY	#1	CONTAINER

LEGEND

	PROPERTY LINE
	EDGE OF WETLAND
	EXISTING TREE LINE
	PROPOSED TREE LINE
	EXISTING STONE WALL
	EXISTING FENCE
	PROPOSED FENCE
	EXISTING CONCRETE/BITUMINOUS SIDEWALK
	PROPOSED CONCRETE SIDEWALK
	PROPOSED BITUMINOUS SIDEWALK
	PROPOSED CONCRETE PAD
	EXISTING SIGN
	PROPOSED SIGN
	PROPOSED LIGHT POLE BASE
	EXISTING BOLLARD
	PROPOSED BOLLARD
	PROPOSED LANDSCAPING
	PROPOSED GROUND COVER
	EXISTING TREE



DATE: AUGUST 13, 2008
SCALE: AS SHOWN
DESIGNED BY: GY/BLM
DRAWN BY: SAM/KAM
APPROVED BY: BLM
PROJECT NO: 2256
FILE NO: 2256-SITE-REST

STATE OF MAINE
Brady Masquitta
9410
LICENSED PROFESSIONAL ENGINEER

PROPOSED RESTAURANT
CONGRESS STREET
PORTLAND, MAINE

AEI APPLIEDORE
ENGINEERING
177 CORPORATE DRIVE
PORTSMOUTH, NEW HAMPSHIRE 03801
(603) 433-8818
aei@appliedoreeng.com

REVISIONS

Appd Date

No.

C-6

PROJECT NAME AND LOCATION

WESTGATE SHOPPING PLAZA
CONGRESS ST
PORTLAND, ME 04102

LATITUDE:

43°-39'-31"N

LONGITUDE:

70°-17'-53"W

DESCRIPTION

THE PROJECT CONSISTS OF REDEVELOPING AN EXISTING RESTAURANT WITH ASSOCIATED, UTILITY LANDSCAPE AND PARKING IMPROVEMENTS.
THE WORK IS ANTICIPATED TO START IN JUNE, 2008, AND BE COMPLETED BY NOVEMBER, 2008.

DISTURBED AREA

THE TOTAL AREA TO BE DISTURBED IS APPROXIMATELY ±0.44 ACRES.

SOIL CHARACTERISTICS

BASED ON THE NATURAL RESOURCES CONSERVATION SERVICE WEB SOIL SURVEY, THE SOILS CONSIST OF W6 AND D6B SOILS THAT ARE POORLY DRAINED AND MODERATELY WELL DRAINED, RESPECTIVELY.

SEQUENCE OF MAJOR ACTIVITIES

1. CONSTRUCT TEMPORARY AND PERMANENT SEDIMENT, EROSION AND DETENTION CONTROL FACILITIES. EROSION, SEDIMENT AND DETENTION MEASURES SHALL BE INSTALLED PRIOR TO ANY EARTH MOVING OPERATIONS THAT WILL INFLUENCE STORMWATER RUNOFF SUCH AS:

- NEW CONSTRUCTION
- DEVELOPMENT OF BORROW PIT AREAS
- DISPOSAL OF SEDIMENT SPOIL, STUMP AND OTHER SOLID WASTE
- CONTROL OF DUST

2. ALL PERMANENT DITCHES, SWALES, DETENTION, RETENTION AND SEDIMENTATION BASINS TO BE STABILIZED USING THE VEGETATIVE AND NON-STRUCTURAL BMPs PRIOR TO DIRECTING RUNOFF TO THEM.

3. CLEAR AND DISPOSE OF DEBRIS.

4. CONSTRUCT TEMPORARY CULVERTS AND DIVERSION CHANNELS AS REQUIRED.

5. GRADE AND GRAVEL ROADWAYS AND PARKING AREAS - ALL ROADS AND PARKING AREA SHALL BE SEEDED IMMEDIATELY AFTER THEIR CONSTRUCTION.

6. BEGIN PERMANENT AND TEMPORARY SEEDING AND MULCHING. ALL CUT AND FILL SLOPES SHALL BE SEEDED AND MULCHED IMMEDIATELY AFTER THEIR CONSTRUCTION.

7. DAILY, OR AS REQUIRED, CONSTRUCT TEMPORARY BERMS, DRAINS, DITCHES, SILT FENCES, SEDIMENT TRAPS, ETC., MULCH AND SEED AS REQUIRED.

8. FINISH PAVING ALL ROADWAYS AND PARKING LOTS.

9. INSPECT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES.

10. COMPLETE PERMANENT SEEDING AND LANDSCAPING.

11. REMOVE TRAPPED SEDIMENTS FROM COLLECTOR DEVICES AS APPROPRIATE AND THEN REMOVE TEMPORARY EROSION CONTROL MEASURES.

NOTE: THE CONSTRUCTION SEQUENCE MUST LIMIT THE DURATION AND AREA OF DISTURBANCE.

NAME OF RECEIVING WATERS

THE MAJORITY OF STORM WATER RUNOFF WILL CONVEY TO THE EXISTING ON-SITE CLOSED DRAINAGE SYSTEM WHICH ENTERS AN UNNAMED WETLAND PRIOR TO DISCHARGING TO THE MUNICIPAL STORM SYSTEM. A PORTION OF THE RUNOFF WILL CONVEY DIRECTLY INTO THE MUNICIPAL SYSTEM IN CONGRESS STREET.

EROSION AND SEDIMENT CONTROLS AND TEMPORARY STABILIZATION PRACTICES

STABILIZATION SHALL BE INITIATED ON ALL LOAM STOCKPILES AND DISTURBED AREAS WHERE CONSTRUCTION ACTIVITY WILL NOT OCCUR FOR MORE THAN SEVEN (7) CALENDAR DAYS.
ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 60 DAYS OF INITIAL DISTURBANCE.

STABILIZATION MEASURES TO BE USED INCLUDE:

- A. TEMPORARY SEEDING.
- B. MULCHING.
- C. STONE RIP RAP.

DURING CONSTRUCTION, RUNOFF WILL BE DIVERTED AROUND THE SITE WITH EARTH DIKES, PIPING OR STABILIZED CHANNELS WHERE POSSIBLE. SHEET RUNOFF FROM THE SITE WILL BE FILTERED THROUGH HAYBALE BARRIERS AND SILT FENCES. ALL STORM DRAIN INLETS SHALL BE PROVIDED WITH BARRIER FILTERS. ALL CATCHBASINS WILL BE COVERED WITH A GEOTEXTILE FABRIC PRIOR TO THE BASE PAVEMENT COURSE BEING PLACED. PLACED. STONE RIPRAP SHALL BE PROVIDED AT THE OUTLETS OF DRAINAGE PIPES WHERE EROSIVE VELOCITIES ARE ENCOUNTERED.

ALL AREAS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE

REMOVE TEMPORARY SEDIMENT CONTROL MEASURES WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED.

PERMANENT STABILIZATION PRACTICES

IF THE AREA WILL NOT BE WORKED FOR MORE THAN ONE YEAR OR HAS BEEN BROUGHT TO FINAL GRADE, THEN PERMANENTLY STABILIZE THE AREA WITHIN 7 DAYS BY PLANTING VEGETATION, SEEDING, SOD, OR THROUGH THE USE OF PERMANENT MULCH, OR RIPRAP, OR ROAD SUB-BASE; IF USING VEGETATION FOR STABILIZATION, SELECT THE PROPER VEGETATION FOR THE LIGHT, SOIL AND MOISTURE CONDITIONS, AMEND AREAS OF DISTURBED SUBSOILS WITH TOPSOIL, COMPOST, OR FERTILIZERS; PROTECT SEEDED AREAS WITH MULCH OR, IF NECESSARY, EROSION CONTROL BLANKETS; AND SCHEDULE SODDING, PLANTING, AND SEEDING TO AVOID DIE-OFF FROM SUMMER DROUGHT AND FALL FROSTS. NEWLY SEEDED OR SODDED AREAS MUST BE PROTECTED FROM VEHICLE TRAFFIC, EXCESSIVE PEDESTRIAN TRAFFIC, AND CONCENTRATED RUNOFF UNTIL GERMINATION IS SPARSE, PLANT COVERAGE IS SPOTTY, OR TOPSOIL EROSION IS EVIDENT, ONE OR MORE OF THE FOLLOWING MAY APPLY TO A PARTICULAR SITE.

- (A) FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS A 90% COVER OF HEALTHY PLANTS WITH NO EVIDENCE OF WASHING OR RILLING OF THE TOPSOIL.
- (B) FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THE COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE-OFF.
- (C) FOR MULCHED AREAS, PERMANENT MULCHING MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL. EROSION CONTROL MIX MAY BE USED AS MULCH FOR PERMANENT STABILIZATION ACCORDING TO THE APPROVED APPLICATION RATES AND LIMITATIONS.
- (D) FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE COMPACTED GRAVEL SUBBASE IS COMPLETED.

OFF SITE VEHICLE TRACKING

STABILIZED CONSTRUCTION ENTRANCES WILL BE INSTALLED BY THE OVERALL SITE CONTRACTOR.

INSTALLATION, MAINTENANCE AND INSPECTION PROCEDURES OF EROSION AND SEDIMENT CONTROLS

A. GENERAL

THESE ARE THE GENERAL INSPECTION AND MAINTENANCE PRACTICES THAT WILL BE USED TO IMPLEMENT THE PLAN.

- o STABILIZATION OF ALL SWALES, DITCHES AND PONDS IS REQUIRED PRIOR TO DIRECTING FLOW TO THEM.
- o THE SMALLEST PRACTICAL PORTION OF THE SITE WILL BE DENUDAT AT ONE TIME.
- o ALL CONTROL MEASURES WILL BE INSPECTED AT LEAST ONCE EACH WEEK AND FOLLOWING ANY STORM EVENT OF 0.25 INCHES OR GREATER.
- o ALL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER; IF A REPAIR IS NECESSARY, IT WILL BE INITIATED WITHIN 24 HOURS OF REPORT.
- o BUILT UP SEDIMENT WILL BE REMOVED FROM SACK WHEN IT HAS REACHED ONE THIRD THE HEIGHT OF THE FENCE OR BALE.
- o THEN DIVERSION DIKES WILL BE INSPECTED AND ANY BREACHES PROMPTLY REPAIRED.
- o TEMPORARY SEEDING AND PLANTING WILL BE INSPECTED FOR BARE SPOTS, WASHOUTS, AND UNHEALTHY GROWTH.
- o A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION.
- o THE CONTRACTOR'S SITE SUPERINTENDENT WILL BE RESPONSIBLE FOR INSPECTIONS, MAINTENANCE AND REPAIR ACTIVITIES, AND FILING OUT THE INSPECTION AND MAINTENANCE REPORT.
- o THE INSPECTIONS AND MAINTENANCE REPORT SHALL BE MADE ACCESSIBLE TO THE DEP UPON REQUEST AND PROVIDED TO OWNER UPON COMPLETION OF CONSTRUCTION. THE REPORT SHALL INCLUDE THE FOLLOWING:
 - NAME AND QUALIFICATIONS OF PERSON MAKING INSPECTION
 - DATE OF INSPECTION
 - MAJOR OBSERVATIONS INCLUDING REQUIRED MAINTENANCE AND FAILURE OF BMP'S
 - NOTE CORRECTION ACTION WHEN IT IS TAKEN

FILTERS

SILT SACK

- A. SACK SHALL BE INSTALLED WITHIN CATCHBASIN, MAKING SURE EMPTY STRAPS ARE LAID FLAT OUTSIDE THE BASIN.
- B. SACK SHALL FIT TIGHTLY WITHIN THE BASIN TO PREVENT SEDIMENT FROM GOING THROUGH.
- C. ALL STRUCTURES SHOULD BE INSPECTED AFTER EVERY RAINSTORM AND REPAIRS MADE AS NECESSARY.
- D. SEDIMENT SHOULD BE REMOVED FROM THE DEVICES AFTER THE SEDIMENT HAS REACHED A MAXIMUM OF ONE-THIRD THE DEPTH OF THE TRAP.
- E. SILT SACK SHALL BE REMOVED UPON THE COMPLETION OF PROJECT.

SILT FENCE

A. SYNTHETIC FILTER FABRIC SHALL BE A PEROUS SHEET OF PROPYLENE, NYLON, POLYESTER OR ETHYLENE YARN AND SHALL BE CERTIFIED BY THE MANUFACTURER OR SUPPLIER AS CONFORMING TO THE FOLLOWING REQUIREMENTS:

PHYSICAL PROPERTY	TEST	REQUIREMENTS
FILTERING EFFICIENCY	VTM-51	75% MINIMUM
TENSILE STRENGTH AT 20% MAXIMUM ELONGATION*	VTM-52	EXTRA STRENGTH 50 LB/LIN IN (MIN)
FLOW RATE	VTM-51	0.3 GAL/SF/MIN (MIN)

- * REQUIREMENTS REDUCED BY 50 PERCENT AFTER SIX (6) MONTHS OF INSTALLATION.

SYNTHETIC FILTER FABRIC SHALL CONTAIN ULTRAVIOLET RAY INHIBITORS AND STABILIZERS TO PROVIDE A MINIMUM OF SIX (6) MONTHS OF EXPECTED USABLE CONSTRUCTION LIFE AT A TEMPERATURE RANGE OF 0 DEGREES F TO 120 DEGREES F.

B. THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED THIRTY-SIX (36) INCHES.

C. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL OUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPICED TOGETHER ONLY AT SUPPORT POST, WITH A MINIMUM SIX (6) INCH OVERLAP, AND SECURELY SEALED.

D. POSTS SHALL BE SPACED A MAXIMUM OF TEN (10) FEET APART AT THE BARRIER LOCATION AND DRIVEN TO THE GROUND (MINIMUM OF 16 INCHES). WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 6 FEET.

E. POSTS FOR SILT FENCES SHALL BE EITHER 4-INCH DIAMETER WOOD OR 1.33 POUNDS PER LINEAR FOOT STEEL WITH A MINIMUM LENGTH OF 5 FEET. STEEL POSTS SHALL HAVE PROJECTIONS FOR FASTENING WIRE TO THEM.

F. WIRE FENCE REINFORCEMENT FOR SILT FENCES USING STANDARD STRENGTH FILTER CLOTH SHALL BE A MINIMUM OF 42 INCHES IN HEIGHT, A MINIMUM OF 14 GAUGE AND SHALL HAVE A MAXIMUM MESH SPACING OF 6 INCHES.

G. A TRENCH SHALL BE EXCAVATED APPROXIMATELY FOUR (4) INCHES WIDE AND FOUR (4) INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.

H. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST ONE (1) INCH LONG. THE WIRES OR HOG RINGS, THE WIRE SHALL EXTEND NO MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACES.

I. THE "STANDARD STRENGTH" FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND EIGHT (8) INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.

J. WHEN EXTRA STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF ITEM (I) APPLYING.

K. THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FILTER FABRIC.

L. SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREAS HAS BEEN PERMANENTLY STABILIZED.

M. SILTFENCE SHALL BE KEVED IN AND OVERLAPPED AT JOINTS.

C. MULCHING

1. TIMING

IN ORDER FOR MULCH TO BE EFFECTIVE, IT MUST BE IN PLACE PRIOR TO MAJOR STORM EVENTS.

- A. APPLY MULCH PRIOR TO ANY STORM EVENT.

THIS IS APPLICABLE WHEN WORKING WITHIN 100 FEET OF WETLANDS. IT WILL BE NECESSARY TO CLOSELY MONITOR WEATHER PREDICTIONS, USUALLY BY CONTACTING THE NATIONAL WEATHER SERVICE IN CONCORD, TO HAVE ADEQUATE WARNING OF SIGNIFICANT STORMS.

B. REQUIRED MULCHING WITHIN A SPECIFIED TIME PERIOD.

- THE TIME PERIOD CAN RANGE FROM 14 TO 21 DAYS OF INACTIVITY ON A AREA, THE LENGTH OF TIME VARYING WITH SITE CONDITIONS. PROFESSIONAL JUDGMENT SHALL BE USED TO EVALUATE THE INTERACTION OF SITE CONDITIONS (SOIL ERODIBILITY, SEASON OF YEAR, EXTENT OF DISTURBANCE, PROXIMITY TO SENSITIVE RESOURCES, ETC.) AND THE POTENTIAL IMPACT OF EROSION ON ADJACENT AREAS TO CHOOSE AN APPROPRIATE TIME RESTRICTION.

2. GUIDELINES FOR WINTER MULCH APPLICATION.

A. WHEN MULCH IS APPLIED TO PROVIDE PROTECTION OVER WINTER (PAST THE GROWING SEASON) IT SHALL BE AT A RATE OF 6,000 POUNDS OF HAY OR STRAW PER ACRE. A TACKIFIER MAY BE ADDED TO THE MULCH.

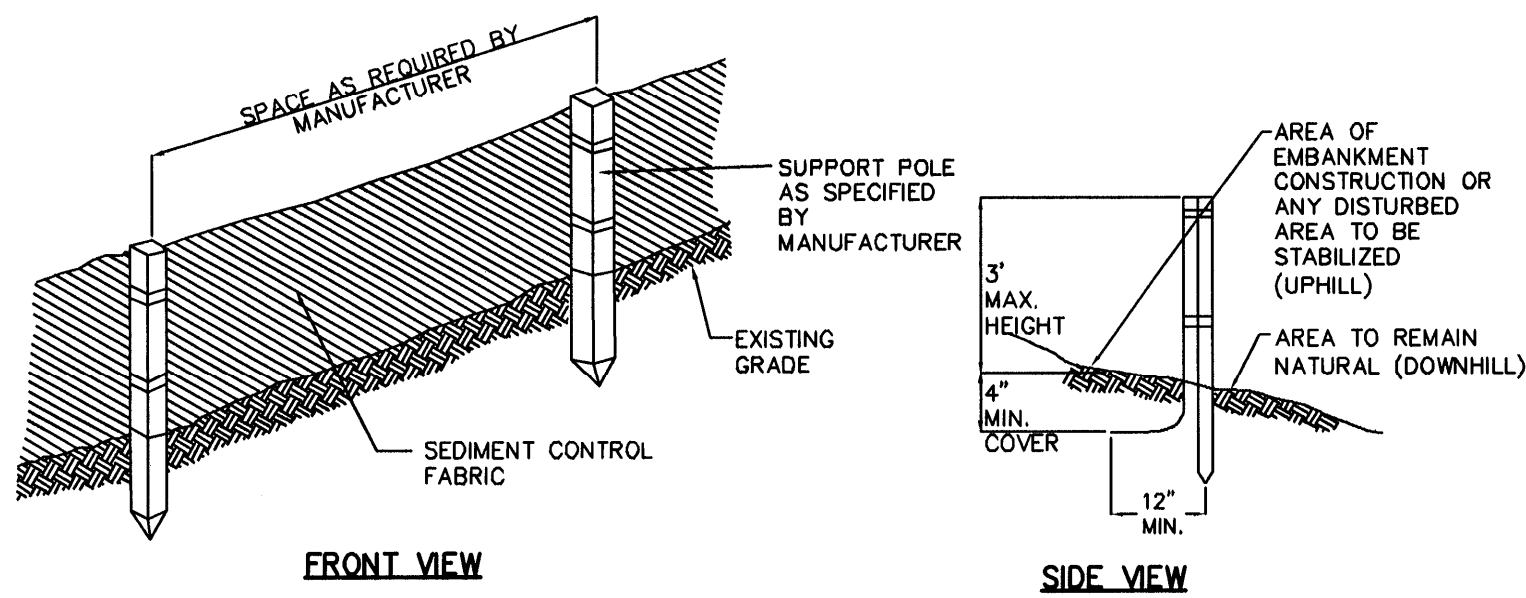
B. MAINTENANCE

- ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED.

C. VEGETATIVE PRACTICE

FOR PERMANENT MEASURES AND PLANTINGS FROM EARLY SPRING TO SEPTEMBER 30:

- AFTER ROUGH GRADING OF THE SUBGRADE HAS BEEN

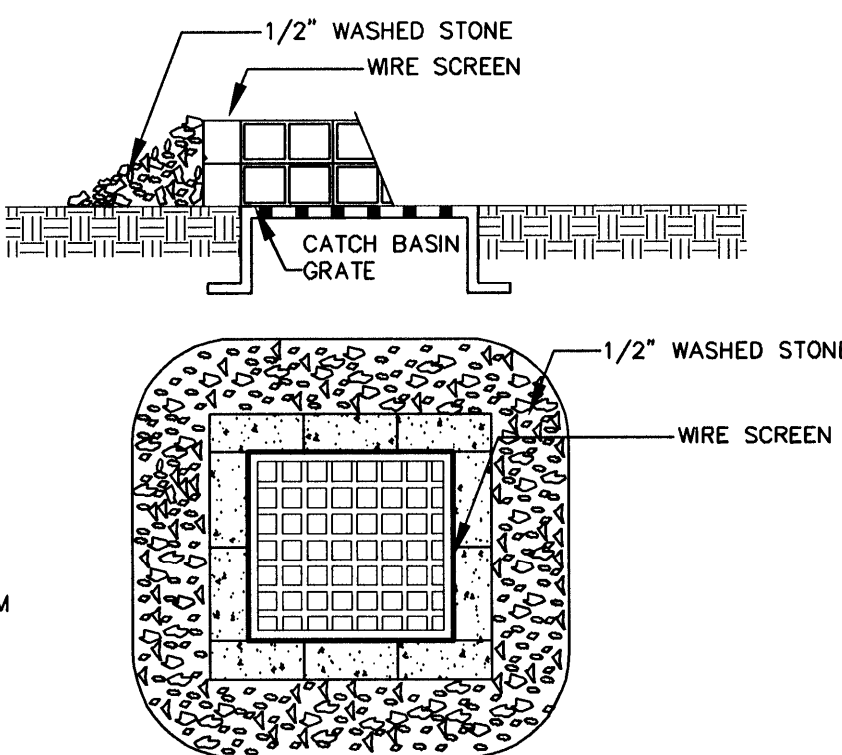


NOTES:
1. SEE EROSION CONTROL NOTES FOR MATERIAL, INSTALLATION AND MAINTENANCE REQUIREMENTS.

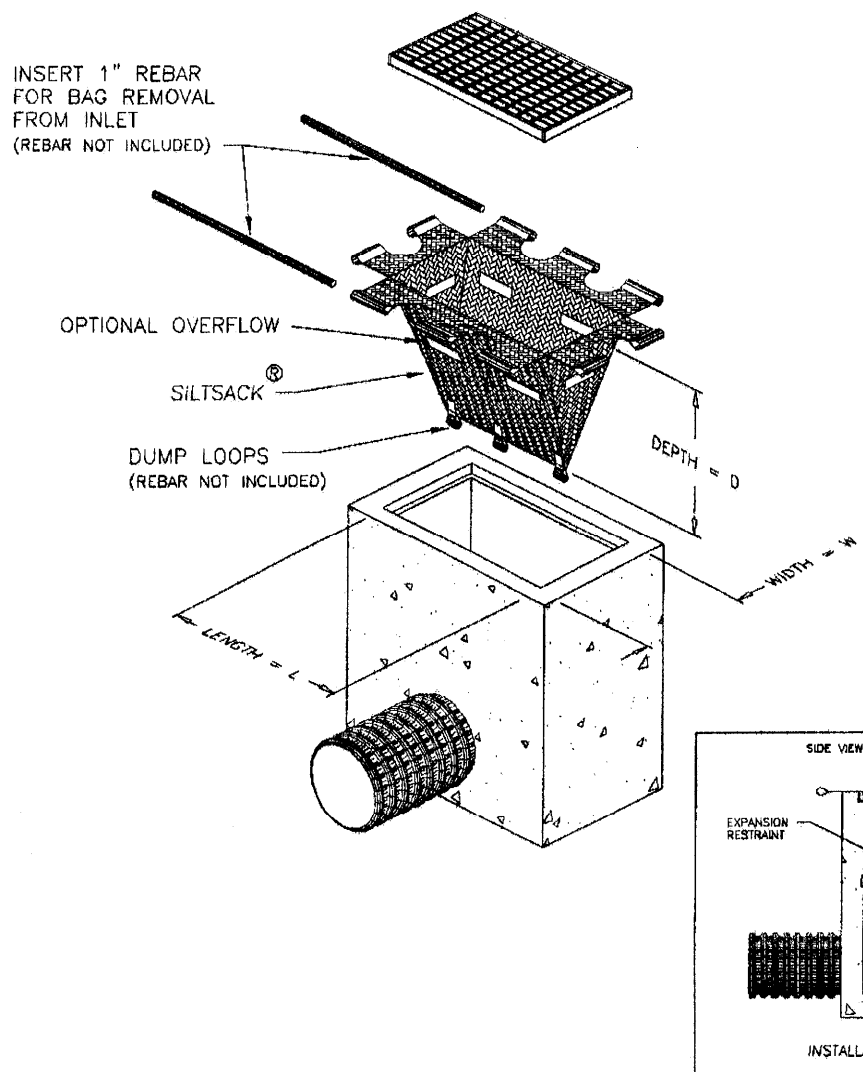
SILT FENCE
NOT TO SCALE

CONSTRUCTION SPECIFICATIONS:
1. CONCRETE BLOCKS SHOULD BE PLACED LENGTHWISE ON THEIR SIDE IN A SINGLE ROW AROUND THE PERIMETER OF THE INLET. THE ENDS OF EACH BLOCK SHOULD BE ABUTTING. THE HEIGHT OF THE BARRIER CAN BE VARIED DEPENDING ON THE DESIGN BY STACKING VARIOUS COMBINATIONS OF DIFFERENT SIZED BLOCKS. THE BARRIER SHOULD BE A MINIMUM OF 12 INCHES HIGH AND A MAXIMUM OF 24 INCHES HIGH.
2. HARDWARE CLOTH OR WIRE MESH SHOULD BE PLACED OVER THE OPENINGS OF THE CONCRETE BLOCKS AND EXTENDED AT LEAST 12 INCHES AROUND THE OPENING TO PREVENT AGGREGATE FROM BEING TRANSPORTED THROUGH THE OPENINGS IN THE BLOCK.
3. SEWER STONE OR CLEAN COARSE AGGREGATE SHOULD BE PLACED AGAINST THE BLOCK TO THE TOP OF THE BARRIER.

MAINTENANCE:
ALL STRUCTURES SHOULD BE INSPECTED AFTER EVERY RAIN STORM AND REPAIRS MADE AS NECESSARY. SEDIMENT SHOULD BE REMOVED FROM THE TRAPPING DEVICES AFTER THE SEDIMENT HAS REACHED A MAXIMUM OF ONE HALF THE DEPTH OF THE TRAP. THE SEDIMENT SHOULD BE DISPOSED OF IN A SUITABLE AREA AND PROTECTED FROM EROSION BY EITHER STRUCTURAL OR VEGETATIVE MEANS. THE TEMPORARY TRAPS SHOULD BE REMOVED AND THE AREA REPAIRED AS SOON AS THE CONTRIBUTING DRAINAGE AREA TO THE INLET HAS BEEN COMPLETELY STABILIZED.



INLET PROTECTION BARRIER
NOT TO SCALE

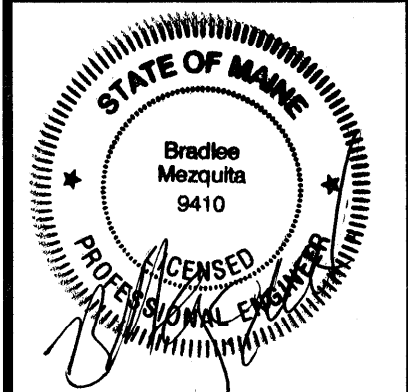


- SILT SACK**
- A. SACK SHALL BE INSTALLED WITHIN CATCHBASIN, MAKING SURE EMPTY STRAPS ARE LAID FLAT OUTSIDE THE BASIN.
 - B. SACK SHALL FIT TIGHTLY WITHIN THE BASIN TO PREVENT SEDIMENT FROM GOING THROUGH ANY GAPS.
 - C. ALL STRUCTURES SHOULD BE INSPECTED AFTER EVERY RAINSTORM AND REPAIRS MADE AS NECESSARY.
 - D. SEDIMENT SHOULD BE REMOVED FROM THE DEVICES AFTER THE SEDIMENT HAS REACHED MAXIMUM OF ONE-THIRD THE DEPTH OF THE TRAP.
 - E. SILT SACK SHALL BE REMOVED UPON THE COMPLETION OF PROJECT.

NOTES:
1. COORDINATE INLET PROTECTION WITH APPROVED MANUFACTURER AND SITE ENGINEER.
2. SILT SACKS SHALL BE USED IN CATCHBASIN WHERE PATH IS WITHIN VEHICULAR TRAVEL WAY.

SILT SACK
NOT TO SCALE

No.	Description	Appd	Date



DATE: AUGUST 13, 2008
SCALE: AS SHOWN
DESIGNED BY: GY/BLM
DRAWN BY: SAM/KAM
APPROVED BY: BLM
PROJECT NO: 2256
FILE NO: 2256-CDETAILS-REST

PROPOSED RESTAURANT
CONGRESS STREET
PORTLAND, MAINE

AEI APPLEDORE
ENGINEERING
177 CORPORATE DRIVE
PORTSMOUTH, NEW HAMPSHIRE 03801
(603) 433-8818
aei@appledoreeng.com



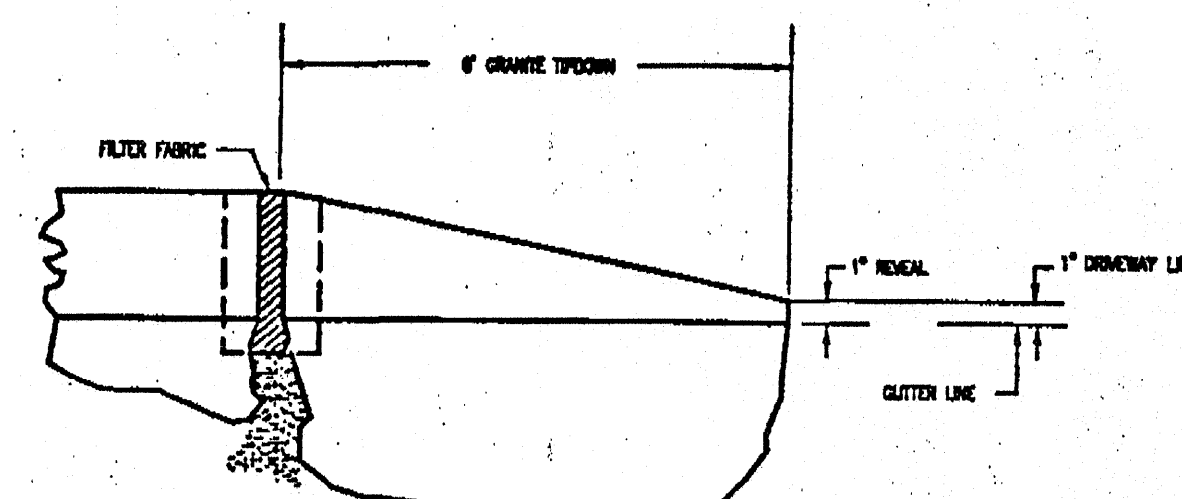
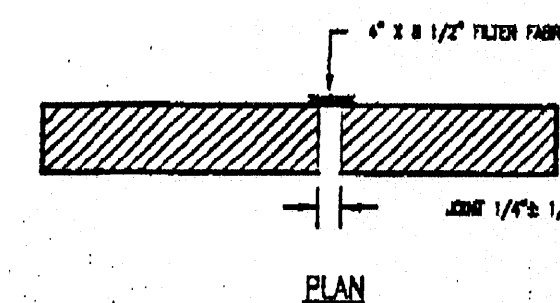
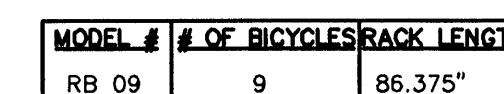
NOT TO SCALE

FIGURE I - 13
CONCRETE SIDEWALK AND DRIVEWAY CONSTRUCTION



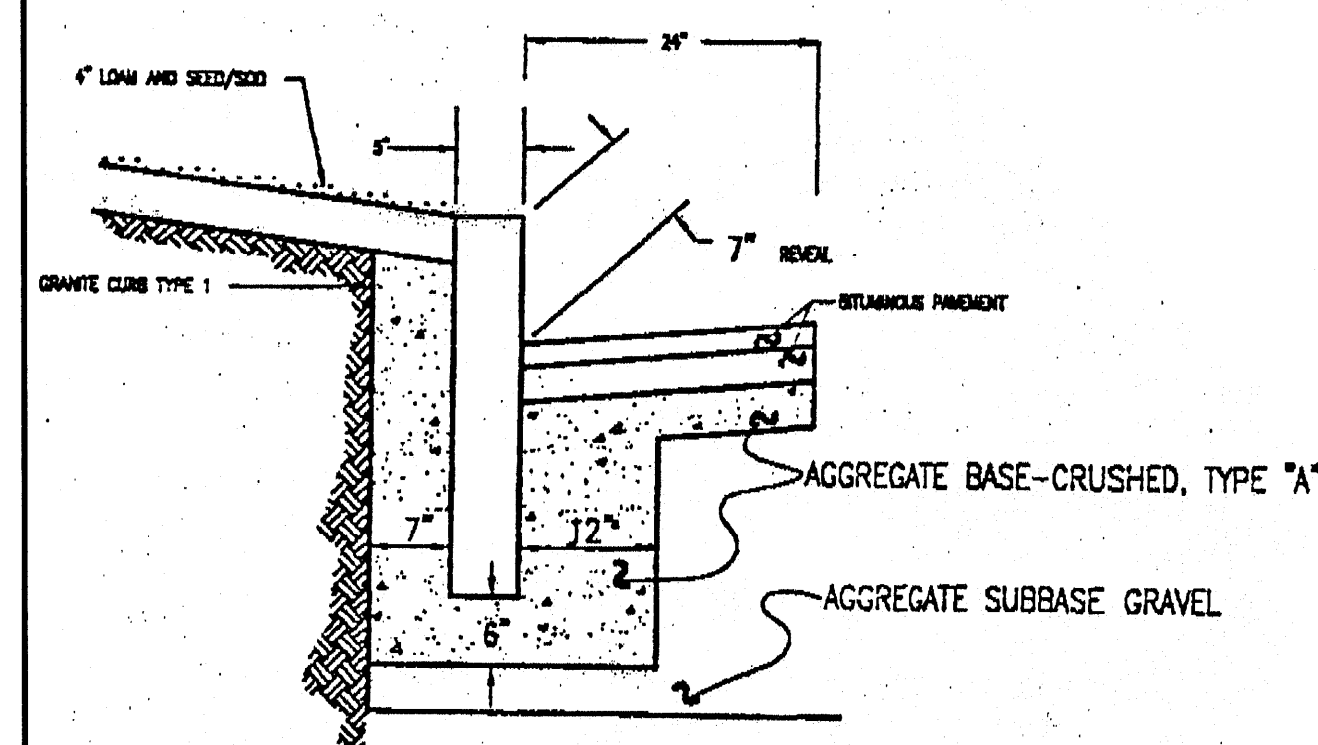
BIKE RACK AND PAD DETAIL

NOT TO SCALE



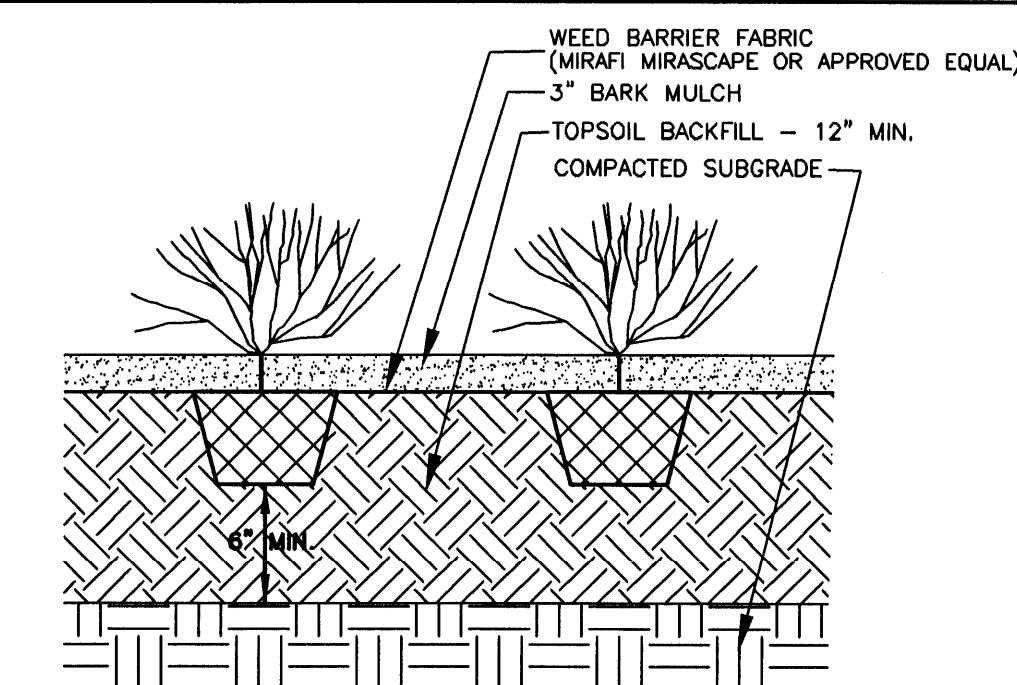
TYPICAL TIPDOWN CURB INSTALLATION

NOT TO SCALE



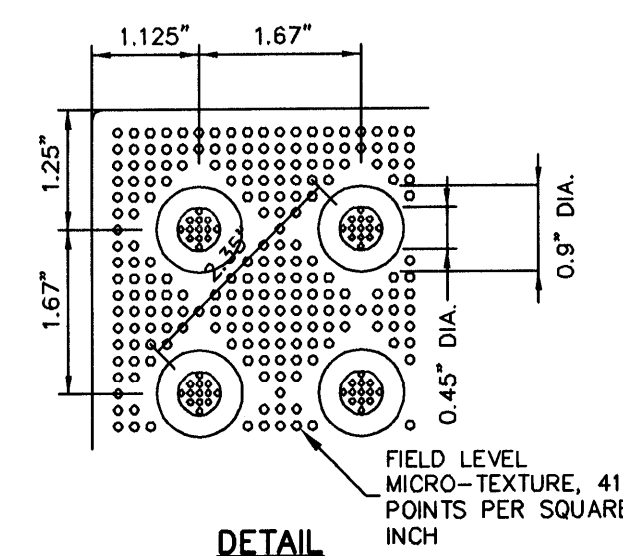
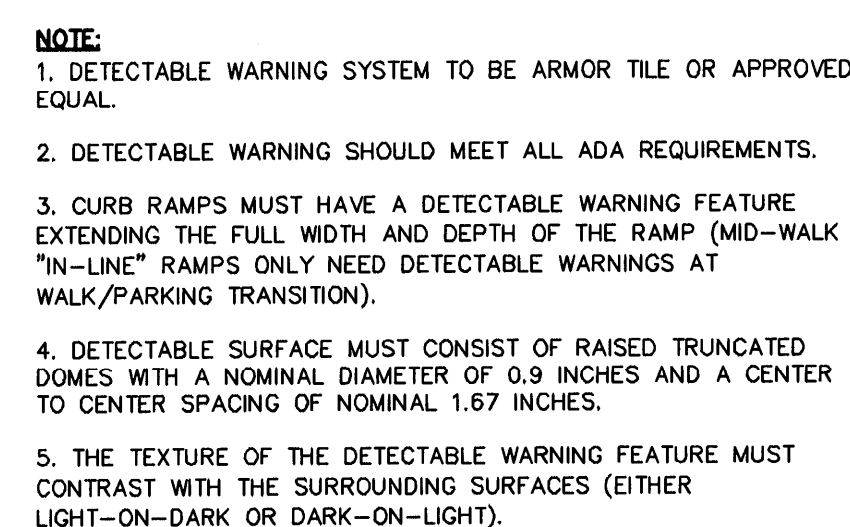
SECTION
INSTALLATION OF CURB
NOT TO SCALE

FIGURE I - 15
CURB INSTALLATION



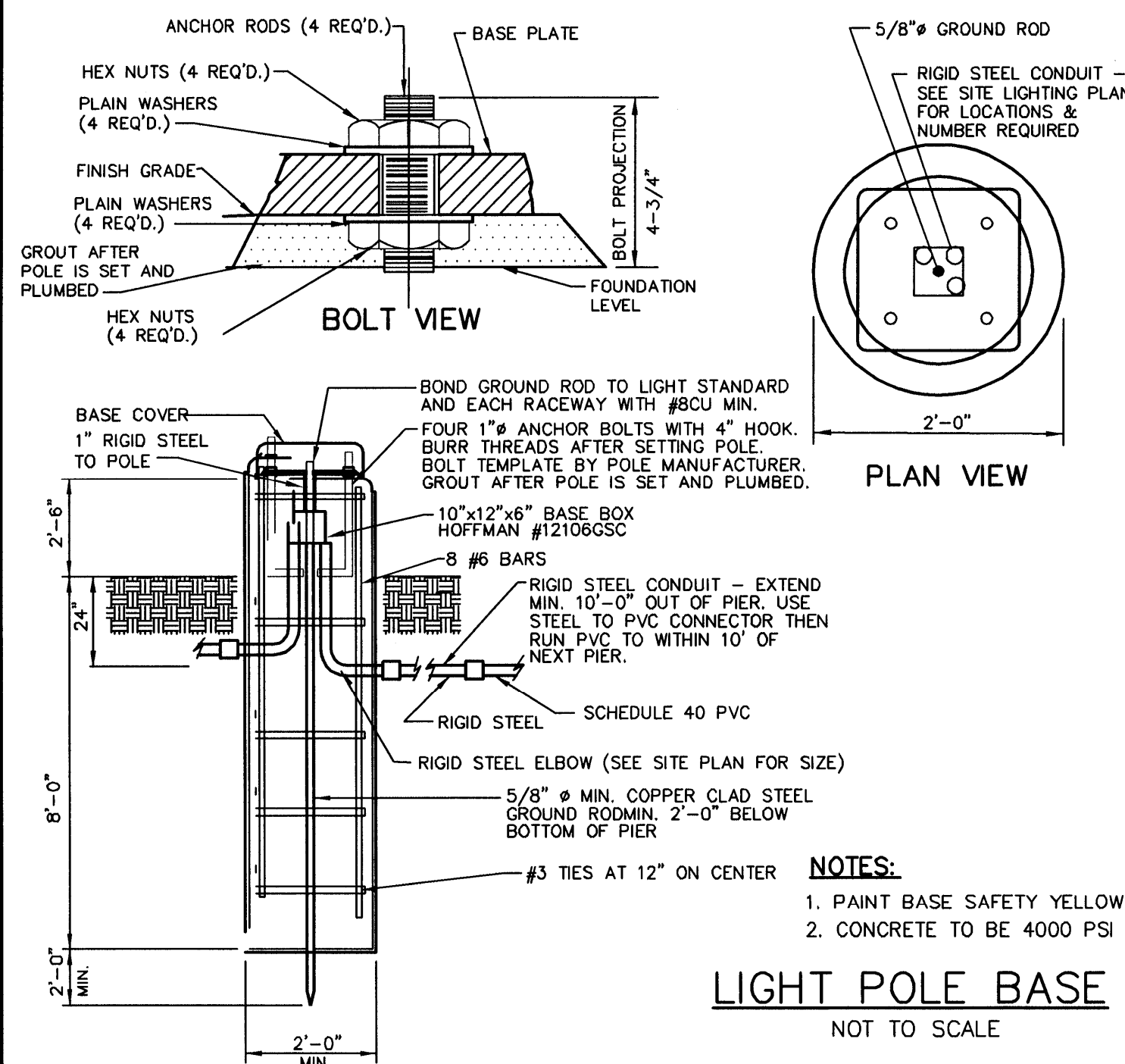
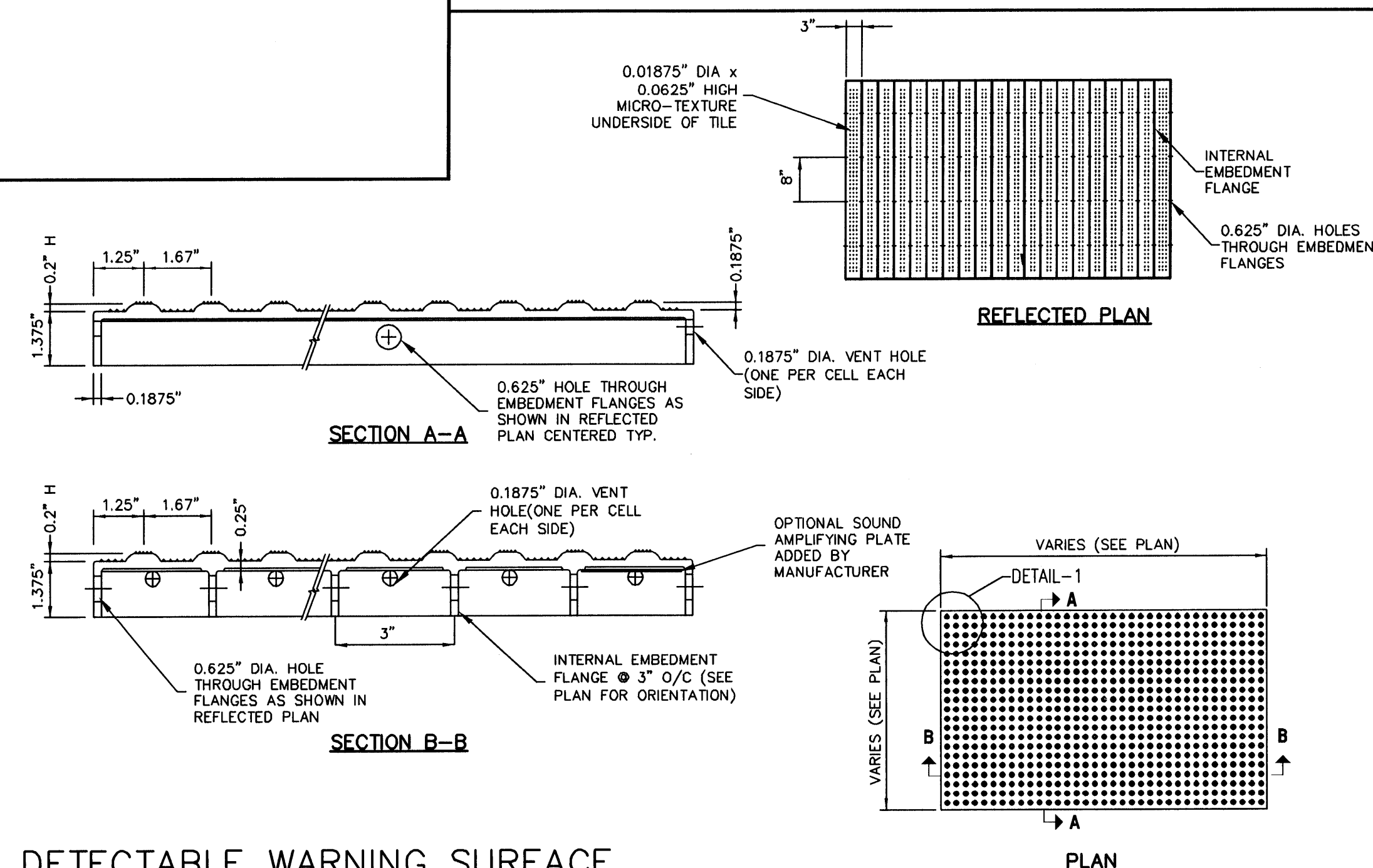
PERENNIAL PLANTING

NOT TO SCALE



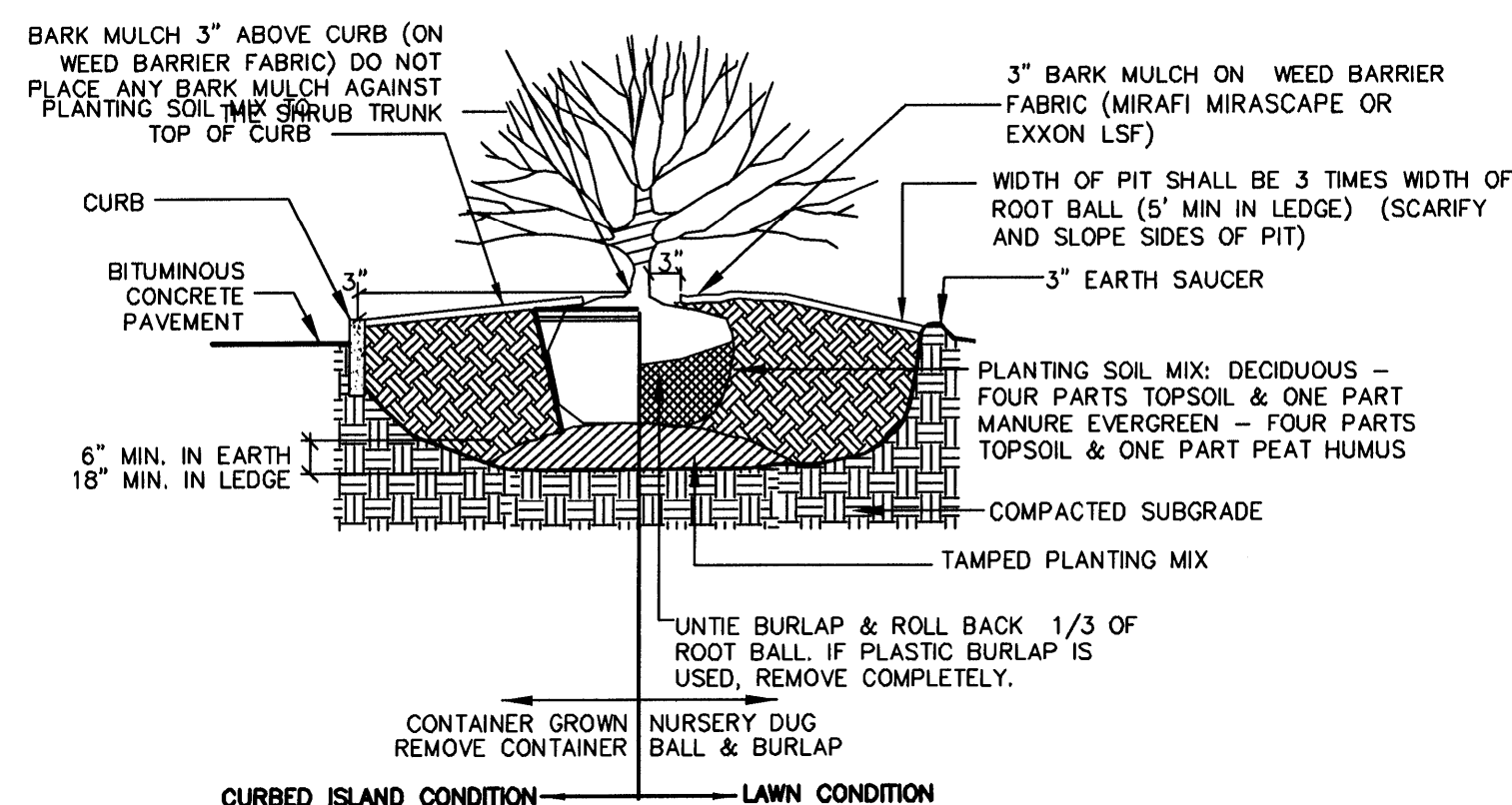
DETECTABLE WARNING SURFACE

NOT TO SCALE



LIGHT POLE BASE

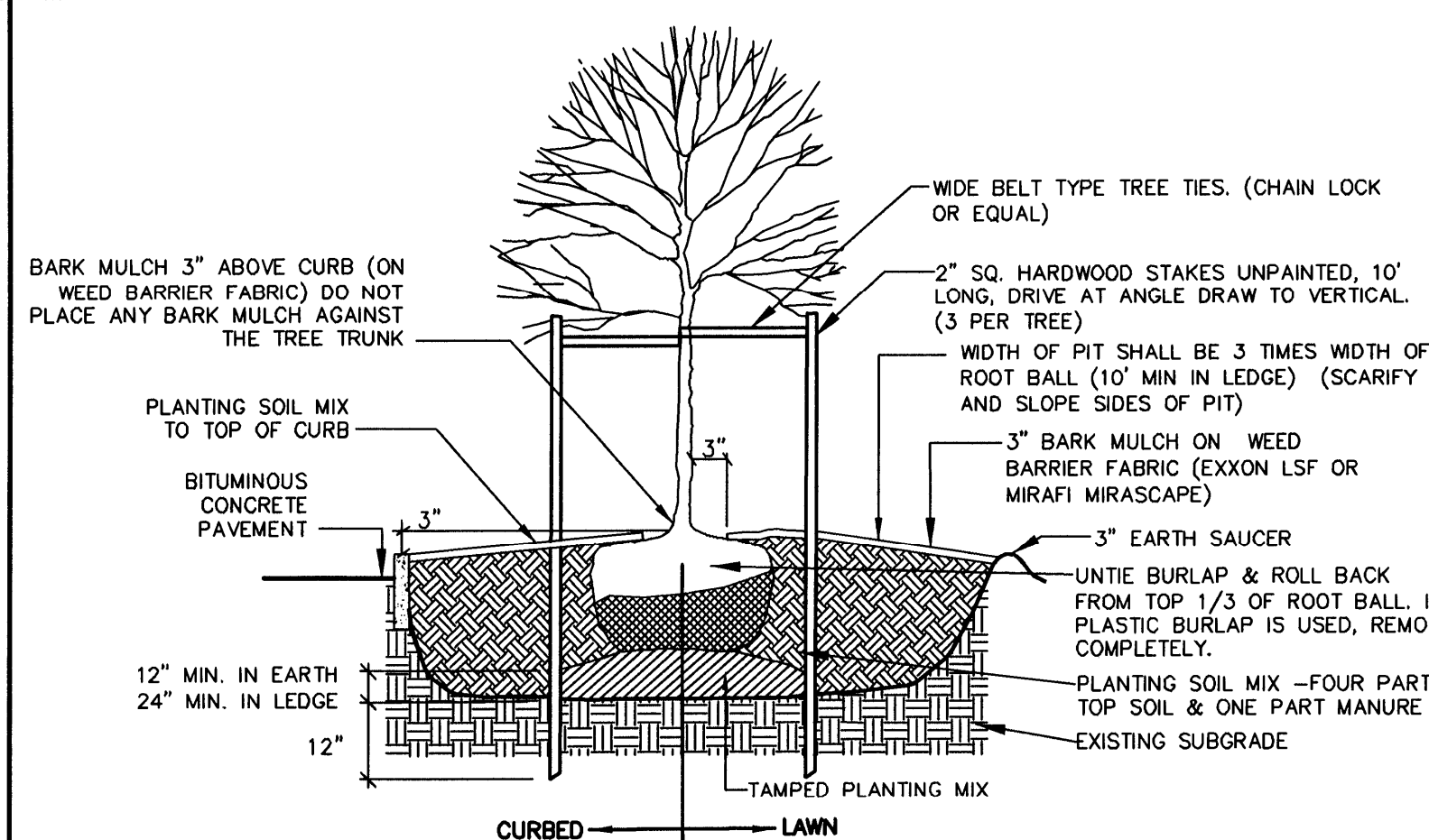
NOT TO SCALE



NOTE:
PLANT AT SAME DEPTH AS PREVIOUSLY PLANTED, OR WITHIN 2" ABOVE.

SHRUB PLANTING

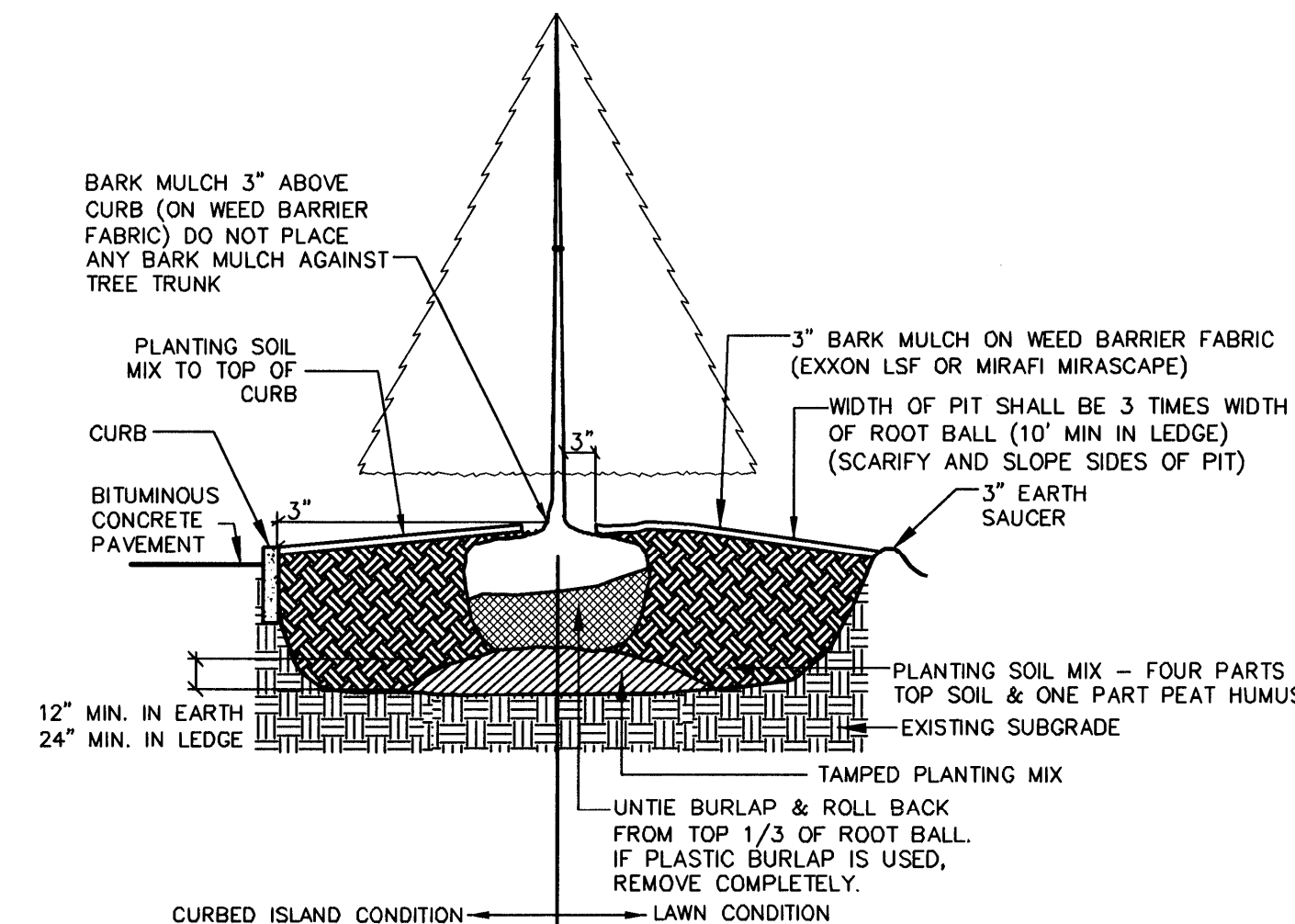
NOT TO SCALE



NOTE:
PLANT AT SAME DEPTH AS PREVIOUSLY PLANTED IN NURSERY, OR WITHIN 2"
ABOVE.

DECIDUOUS PLANTING

NOT TO SCALE

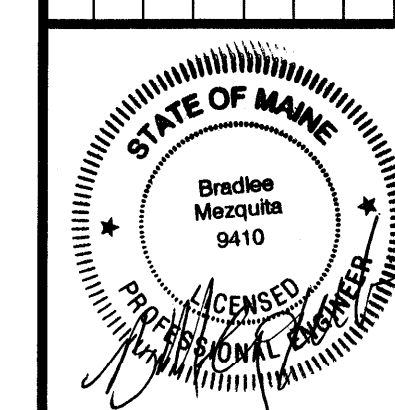


NOTE:
PLANT AT SAME DEPTH AS PREVIOUSLY PLANTED IN NURSERY, OR WITHIN
2" ABOVE.

2 ABOVE.

EVERGREEN TREE PLANTING

NOT TO SCALE

[illegible]

DATE: AUGUST 13, 2008
SCALE: AS SHOWN
DESIGNED BY: GY/BLM
DRAWN BY: SAM/KAM
APPROVED BY: BLM
PROJECT NO: 2256
FILE NO: 2256-CDETAILS-REST

**PROPOSED RESTAURANT
CONGRESS STREET
PORTLAND, MAINE**

AEI APPLIEDORE^{INC}
ENGINEERING

177 CORPORATE DRIVE
PORTSMOUTH, NEW HAMPSHIRE 03801
(603) 433-8818
aei@appliedoreng.com

C-10

Diagram illustrating the connection of a precast rubber foot to an existing pipe using a ferro-c adaptor and tie band, attached to a new manhole or catch basin wall.

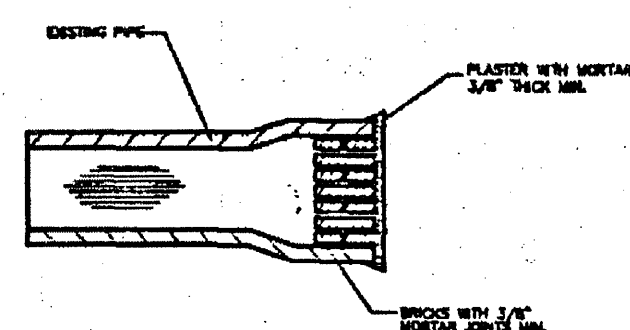
Labels in the diagram:

- FERRO-C ADAPTOR
- 8"
- NEW MANHOLE OR CATCH BASIN WALL
- EXISTING PIPE
- TIE BAND
- PRECAST RUBBER FOOT

Diagram illustrating the connection of a plastic pipe to a new manhole or catch basin wall. The components shown are:

- PRECAST RUBBER BOOT
- NEW MANHOLE OR CATCH BASIN WALL
- PLASTIC PIPE
- TIE BAND

NOTE:
USE CAP OR PLUG
FOR PVC PIPE



DESIGN NOTES:

- 1 - CONCRETE 5000 PSI AT 28 DAYS.
- 2 - H-20 LOADING.
- 3 - JOINTS SEALED WITH BUTYL RUBBER JOINT SEALANT, MSHTO H-19
- 4 - ALL TEES/Baffles PROVIDED BY PRECAST.

TOP VIEW

Remote vent or connect intermally
TBD
8'-0"
6'-0"
5'-0"
11'-0"
10'-0"
6'-0"
S.S. Bracket w/ support
24" OPENINGS (2 TYP.)
4"
6" SDR-35 COUPLING CAST INTO Baffle

FRONT VIEW

24" Ø FRAME & GREASE TRAP COVER (TYP 2)
Secondary plastic covers for odor control (all three years)
6" SDR-35 PIPE WITH 8" HOLE FOR 8B BOOTS (TYP 2)
3'-0"
3'-6"
4'-8"
3'-3"
2'-6"
1'-0" TYP.
S.S. Bracket w/ support
2'-0"
6'-8"
3'-4"
6'-0"

This structure most discharge to a City of Portland Standard Manhole Channel (Control/Sampling M/H)

STANDARD G. L. MANHOLE
FRAME AND COVER

DEPT. STEP TO BE
1" BELOW TOP OF
FRAME

STANDARD MANHOLE
FRAME AND COVER

FLUNG "W" COG.
TO BE 12"

13"

14"

15 5/16"

8 1/4"

1 5/2"

13/32"

1 1/8"

MANHOLE WALL

3 1/8"

5 1/8"

CONCRETE POLYPROPYLENE
PLASTIC

3/8" GRADE 80 STEEL REBAR
CONTINUOUS THROUGHOUT STEP

SECTION A - A

NOT TO SCALE

D	A	B	C	W. BASE 200
12"	3'-0"	0'-10"	0'-2"	IMPERIAL D. 30.168
18"	3'-0"	0'-10"	0'-2"	20 1/2"
24"	3'-0"	0'-10"	0'-2"	24 1/2"
30"	3'-0"	0'-10"	0'-2"	30 1/2"
36"	3'-0"	0'-10"	0'-2"	36 1/2"
42"	3'-0"	0'-10"	0'-2"	42 1/2"
48"	3'-0"	0'-10"	0'-2"	48 1/2"
54"	3'-0"	0'-10"	0'-2"	54 1/2"
60"	3'-0"	0'-10"	0'-2"	60 1/2"
66"	3'-0"	0'-10"	0'-2"	66 1/2"
72"	3'-0"	0'-10"	0'-2"	72 1/2"
78"	3'-0"	0'-10"	0'-2"	78 1/2"
84"	3'-0"	0'-10"	0'-2"	84 1/2"
90"	3'-0"	0'-10"	0'-2"	90 1/2"
96"	3'-0"	0'-10"	0'-2"	96 1/2"
102"	3'-0"	0'-10"	0'-2"	102 1/2"
108"	3'-0"	0'-10"	0'-2"	108 1/2"
114"	3'-0"	0'-10"	0'-2"	114 1/2"
120"	3'-0"	0'-10"	0'-2"	120 1/2"
126"	3'-0"	0'-10"	0'-2"	126 1/2"
132"	3'-0"	0'-10"	0'-2"	132 1/2"
138"	3'-0"	0'-10"	0'-2"	138 1/2"
144"	3'-0"	0'-10"	0'-2"	144 1/2"
150"	3'-0"	0'-10"	0'-2"	150 1/2"
156"	3'-0"	0'-10"	0'-2"	156 1/2"
162"	3'-0"	0'-10"	0'-2"	162 1/2"
168"	3'-0"	0'-10"	0'-2"	168 1/2"
174"	3'-0"	0'-10"	0'-2"	174 1/2"
180"	3'-0"	0'-10"	0'-2"	180 1/2"
186"	3'-0"	0'-10"	0'-2"	186 1/2"
192"	3'-0"	0'-10"	0'-2"	192 1/2"
198"	3'-0"	0'-10"	0'-2"	198 1/2"
204"	3'-0"	0'-10"	0'-2"	204 1/2"
210"	3'-0"	0'-10"	0'-2"	210 1/2"
216"	3'-0"	0'-10"	0'-2"	216 1/2"
222"	3'-0"	0'-10"	0'-2"	222 1/2"
228"	3'-0"	0'-10"	0'-2"	228 1/2"
234"	3'-0"	0'-10"	0'-2"	234 1/2"
240"	3'-0"	0'-10"	0'-2"	240 1/2"
246"	3'-0"	0'-10"	0'-2"	246 1/2"
252"	3'-0"	0'-10"	0'-2"	252 1/2"
258"	3'-0"	0'-10"	0'-2"	258 1/2"
264"	3'-0"	0'-10"	0'-2"	264 1/2"
270"	3'-0"	0'-10"	0'-2"	270 1/2"
276"	3'-0"	0'-10"	0'-2"	276 1/2"
282"	3'-0"	0'-10"	0'-2"	282 1/2"
288"	3'-0"	0'-10"	0'-2"	288 1/2"
294"	3'-0"	0'-10"	0'-2"	294 1/2"
300"	3'-0"	0'-10"	0'-2"	300 1/2"
306"	3'-0"	0'-10"	0'-2"	306 1/2"
312"	3'-0"	0'-10"	0'-2"	312 1/2"
318"	3'-0"	0'-10"	0'-2"	318 1/2"
324"	3'-0"	0'-10"	0'-2"	324 1/2"
330"	3'-0"	0'-10"	0'-2"	330 1/2"
336"	3'-0"	0'-10"	0'-2"	336 1/2"
342"	3'-0"	0'-10"	0'-2"	342 1/2"
348"	3'-0"	0'-10"	0'-2"	348 1/2"
354"	3'-0"	0'-10"	0'-2"	354 1/2"
360"	3'-0"	0'-10"	0'-2"	360 1/2"
366"	3'-0"	0'-10"	0'-2"	366 1/2"
372"	3'-0"	0'-10"	0'-2"	372 1/2"
378"	3'-0"	0'-10"	0'-2"	378 1/2"
384"	3'-0"	0'-10"	0'-2"	384 1/2"
390"	3'-0"	0'-10"	0'-2"	390 1/2"
396"	3'-0"	0'-10"	0'-2"	396 1/2"
402"	3'-0"	0'-10"	0'-2"	402 1/2"
408"	3'-0"	0'-10"	0'-2"	408 1/2"
414"	3'-0"	0'-10"	0'-2"	414 1/2"
420"	3'-0"	0'-10"	0'-2"	420 1/2"
426"	3'-0"	0'-10"	0'-2"	426 1/2"
432"	3'-0"	0'-10"	0'-2"	432 1/2"</

D	A	B	C	VOL. BASE 7100 INCHES	BASE 6000 INCHES
10"	0"	1" - 1/2"	0" - 1/2"	7.185	12 1/2"
12"	0"	2" - 1/2"	0" - 1/2"	7.185	12 1/2"
14"	0"	3" - 1/2"	0" - 1/2"	7.185	12 1/2"
16"	0"	4" - 1/2"	0" - 1/2"	7.185	12 1/2"
18"	0"	5" - 1/2"	0" - 1/2"	7.185	12 1/2"
20"	0"	6" - 1/2"	0" - 1/2"	7.185	12 1/2"
22"	0"	7" - 1/2"	0" - 1/2"	7.185	12 1/2"
24"	0"	8" - 1/2"	0" - 1/2"	7.185	12 1/2"
26"	0"	9" - 1/2"	0" - 1/2"	7.185	12 1/2"
28"	0"	10" - 1/2"	0" - 1/2"	7.185	12 1/2"
30"	0"	11" - 1/2"	0" - 1/2"	7.185	12 1/2"
32"	0"	12" - 1/2"	0" - 1/2"	7.185	12 1/2"
34"	0"	13" - 1/2"	0" - 1/2"	7.185	12 1/2"
36"	0"	14" - 1/2"	0" - 1/2"	7.185	12 1/2"
38"	0"	15" - 1/2"	0" - 1/2"	7.185	12 1/2"
40"	0"	16" - 1/2"	0" - 1/2"	7.185	12 1/2"
42"	0"	17" - 1/2"	0" - 1/2"	7.185	12 1/2"
44"	0"	18" - 1/2"	0" - 1/2"	7.185	12 1/2"
46"	0"	19" - 1/2"	0" - 1/2"	7.185	12 1/2"
48"	0"	20" - 1/2"	0" - 1/2"	7.185	12 1/2"
50"	0"	21" - 1/2"	0" - 1/2"	7.185	12 1/2"
52"	0"	22" - 1/2"	0" - 1/2"	7.185	12 1/2"
54"	0"	23" - 1/2"	0" - 1/2"	7.185	12 1/2"
56"	0"	24" - 1/2"	0" - 1/2"	7.185	12 1/2"
58"	0"	25" - 1/2"	0" - 1/2"	7.185	12 1/2"
60"	0"	26" - 1/2"	0" - 1/2"	7.185	12 1/2"
62"	0"	27" - 1/2"	0" - 1/2"	7.185	12 1/2"
64"	0"	28" - 1/2"	0" - 1/2"	7.185	12 1/2"
66"	0"	29" - 1/2"	0" - 1/2"	7.185	12 1/2"
68"	0"	30" - 1/2"	0" - 1/2"	7.185	12 1/2"
70"	0"	31" - 1/2"	0" - 1/2"	7.185	12 1/2"
72"	0"	32" - 1/2"	0" - 1/2"	7.185	12 1/2"
74"	0"	33" - 1/2"	0" - 1/2"	7.185	12 1/2"
76"	0"	34" - 1/2"	0" - 1/2"	7.185	12 1/2"
78"	0"	35" - 1/2"	0" - 1/2"	7.185	12 1/2"
80"	0"	36" - 1/2"	0" - 1/2"	7.185	12 1/2"
82"	0"	37" - 1/2"	0" - 1/2"	7.185	12 1/2"
84"	0"	38" - 1/2"	0" - 1/2"	7.185	12 1/2"
86"	0"	39" - 1/2"	0" - 1/2"	7.185	12 1/2"
88"	0"	40" - 1/2"	0" - 1/2"	7.185	12 1/2"
90"	0"	41" - 1/2"	0" - 1/2"	7.185	12 1/2"
92"	0"	42" - 1/2"	0" - 1/2"	7.185	12 1/2"
94"	0"	43" - 1/2"	0" - 1/2"	7.185	12 1/2"
96"	0"	44" - 1/2"	0" - 1/2"	7.185	12 1/2"
98"	0"	45" - 1/2"	0" - 1/2"	7.185	12 1/2"
100"	0"	46" - 1/2"	0" - 1/2"	7.185	12 1/2"

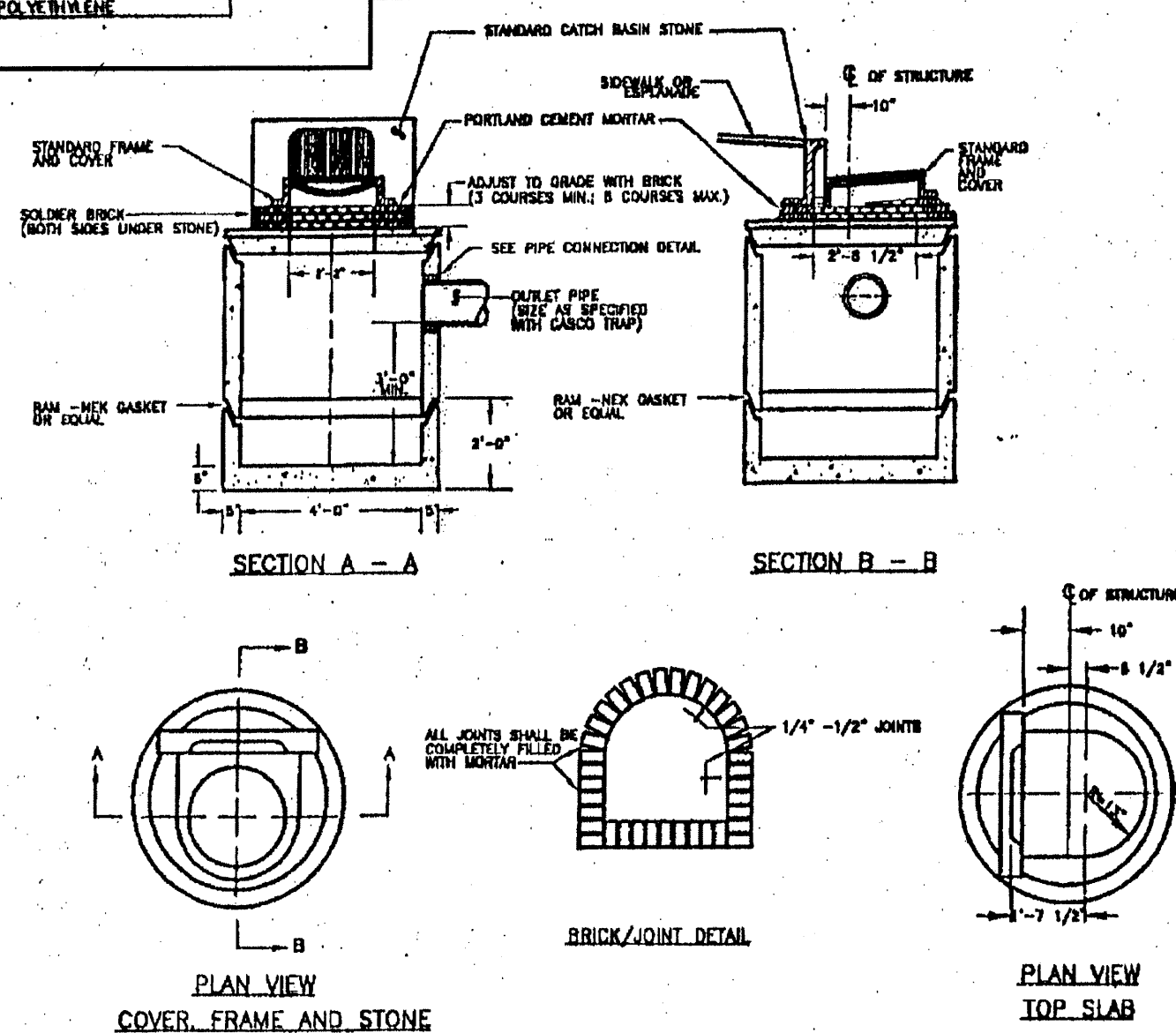
A = WIDTH OF UNSHEATHED TRENCH
B = THICKNESS OF BASE PLATE

Diagram illustrating a utility trench cross-section. The trench is 4' wide. The bottom and sides are lined with 2" RIGID INSULATION (CLOSED CELL). The top of the trench is covered with FINISH GRADE. A reference line indicates that the backfill specifications are detailed in the PAVEMENT SECTION AND UTILITY TRENCH DETAILS.

NOTES:

1. INSTALLATION SHALL MEET THE STANDARDS OF THE CITY OF PORTLAND

2. ALL DRAIN PIPES WITH LESS THAN 4' OF COVER SHALL BE INSULATED.



*PROPOSED RESTAURANT
CONGRESS STREET
PORTLAND, MAINE*

AEI APPLIEDORE^{INC}
ENGINEERING

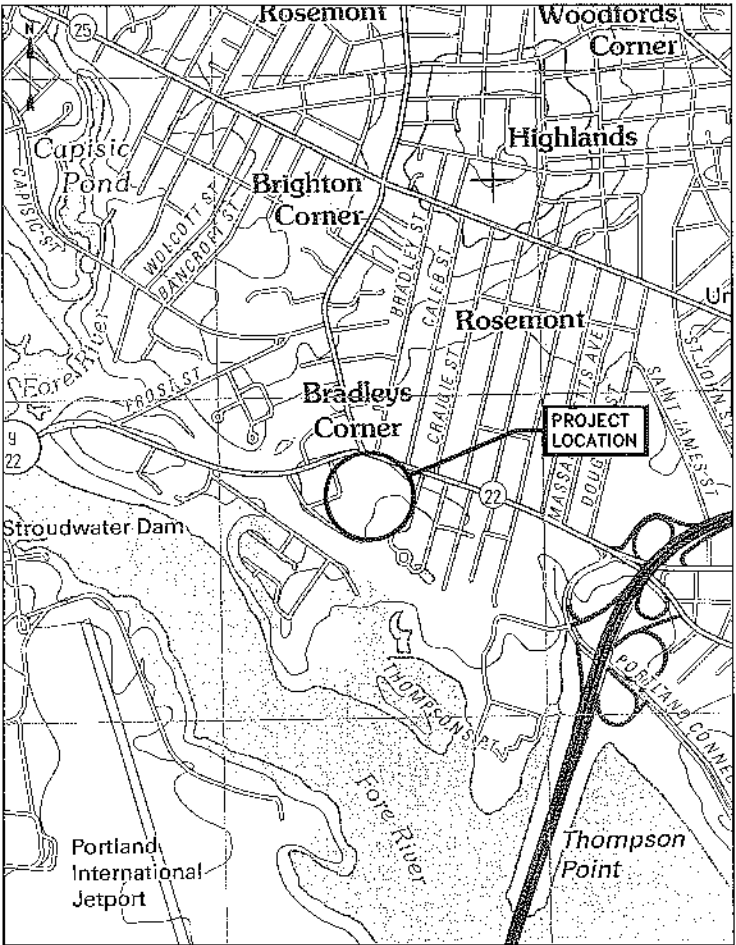
1777 CORPORATE DRIVE
PORTSMOUTH, NEW HAMPSHIRE 03801
(603) 433-8818
aei@appliedoreeng.com

C-11

PROPOSED DRIVE-THRU RESTAURANT
1412 CONGRESS STREET
PORTLAND, ME
SITE PLANS
March 28, 2014

P4

SHEET NO.	TITLE	DATE
	COVER SHEET	03/28/2014
1	SUBDIVISION PLAN	02/11/2008
2	EXISTING CONDITIONS PLAN	03/28/2014
3	SITE PLAN	03/28/2014



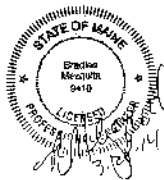
SCALE: 1:1000

Owner/Applicant:

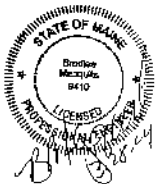
Charter Westgate, LLC
800 Westchester Avenue
Suite S-632
Rye Brook, NY 10573

Prepared By:

Tighe & Bond
Consulting Engineers
177 Corporate Drive
Portsmouth, NH 03801



COMPLETE SET 4 SHEETS



**Proposed
Drive-thru
Restaurant**

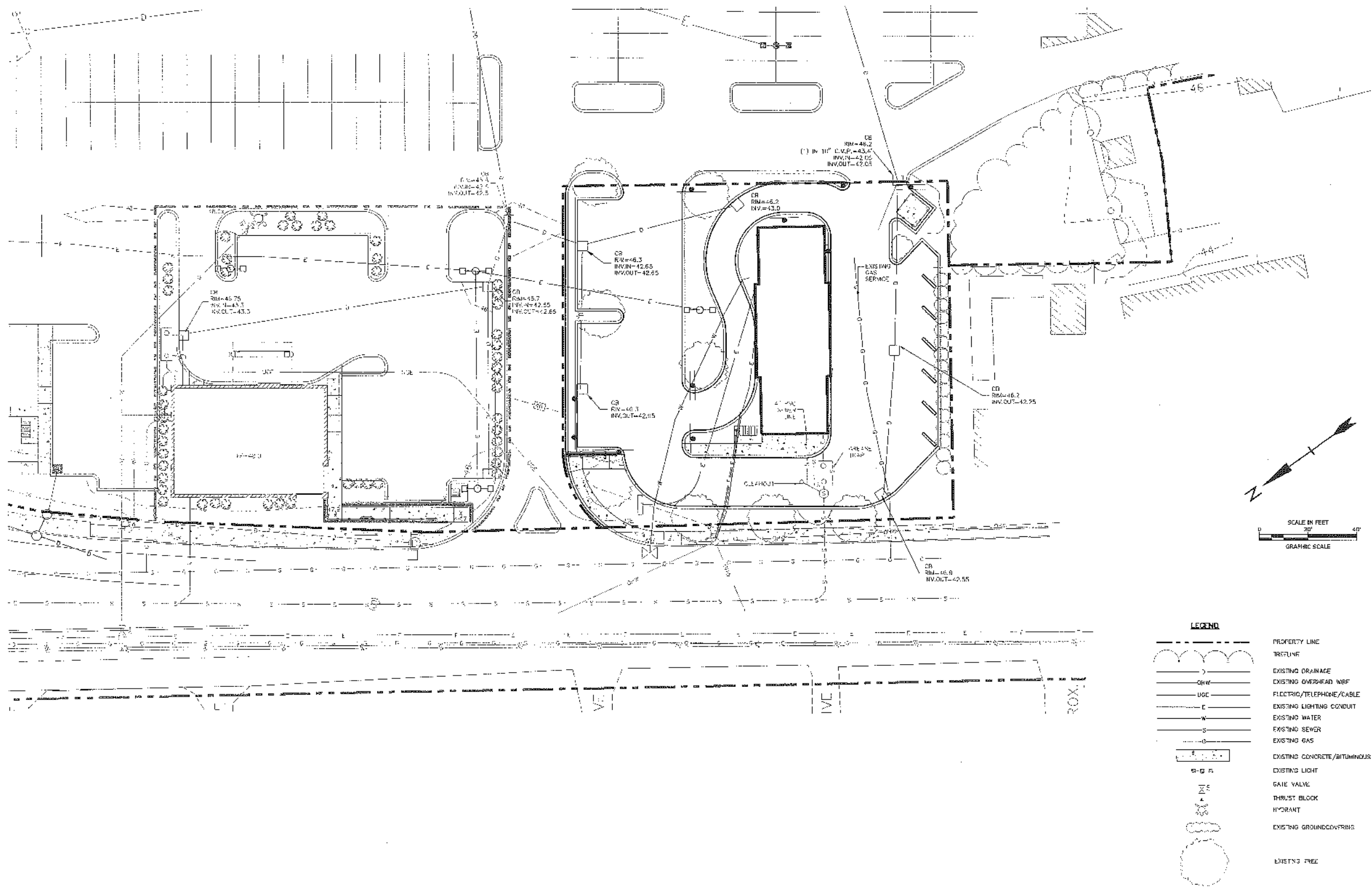
Congress Street
Portland, Maine

March 28, 2014

Work	Discipline
PROJECT NO:	C-0942
FILE:	C-0942_Site.dwg
DRAWN BY:	B.J.
CHECKED:	H.M.
APPROVED BY:	H.M.

**EXISTING
CONDITIONS PLAN**

SCALE: AS SHOWN





Proposed
Drive-thru
Restaurant

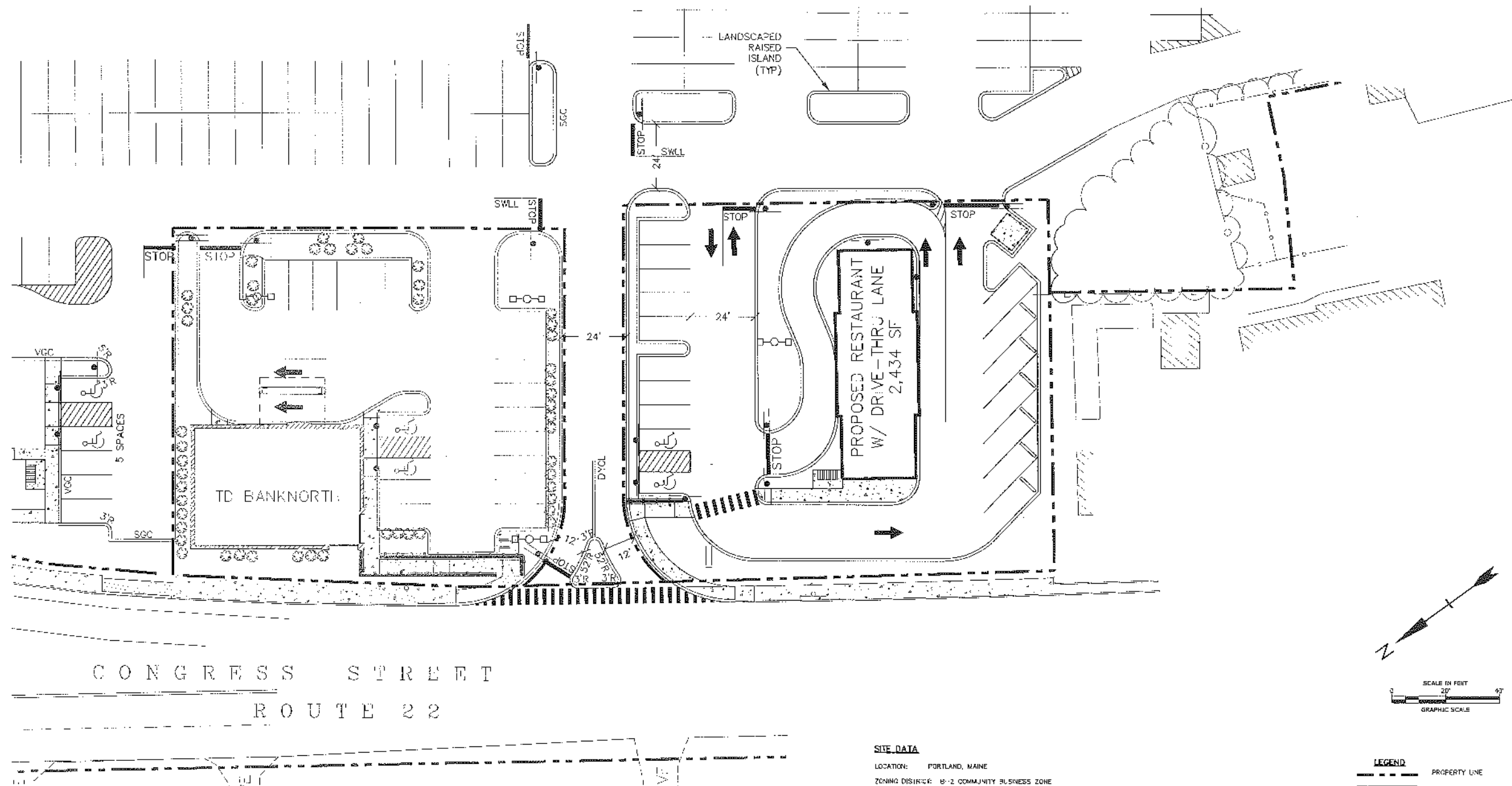
Congress Street
Portland, Maine

March 28, 2014

Rev	Date	Description
1	03/28/14	C-0842
2	03/28/14	C-0842_Site.dwg
3	03/28/14	BLV
4	03/28/14	BLV

SITE PLAN

SCALE: AS SHOWN



SITE DATA

LOCATION: PORTLAND, MAINE
ZONING DISTRICT: B-2 COMMUNITY BUSINESS ZONE
PERMITTED USE: GENERAL BUSINESS AND PROFESSIONAL OFFICES, RETAIL ESTABLISHMENTS, RESTAURANTS
CONDITIONAL USE: RESTAURANT WITH DRIVE-THRU ADJACENT TO ANY RESIDENTIAL USE OR ZONE. THIS SHALL INCLUDE USES ACROSS A STREET IF WITHIN 100 FEET OF THE SUBJECT LOT BOUNDARY.

DIMENSIONAL REQUIREMENTS

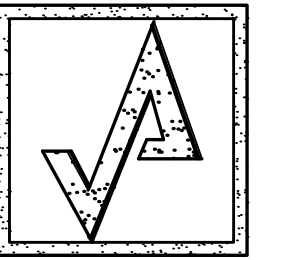
	REQUIRED	LOT &
MINIMUM LOT AREA:	10,000 SF	22,092 SF
MINIMUM STREET FRONTAGE:	50 FT	±143 FT
MINIMUM YARD SETBACK:		
FRONT SETBACK	0 FT	±37 FT
SIDE SETBACK	20 FT	±49 FT
SIDE ADJUTING RESIDENTIAL	0 FT	±15 FT
REAR SETBACK	20 FT	±15 FT
REAR ADJUTING RESIDENTIAL	20 FT	±15 FT
MAXIMUM LOT COVERAGE	80 %	78.6 %
MAXIMUM HEIGHT	45 FT	±45 FT

PARKING REQUIREMENTS

TENANTS	FLOOR AREA	AREA COUNTED TOWARD PARKING	PARKING REQUIREMENT	REQUIRED	PROVIDED
PROPOSED RESTAURANT	2,434	1,914	1/100 SF	13	17

LEGEND

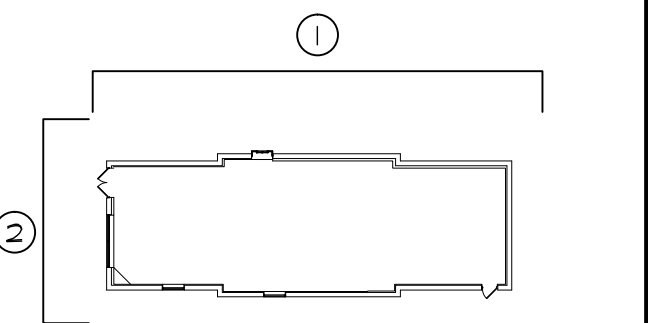
	PROPERTY LINE
	EXISTING CONCRETE/ASPHALT SIDEWALKS
	EXISTING SIGN
	LIGHT POLE BASE
	ACCESSIBLE PARKING SPACE
	PAINTED ARROWS
	SINGLE WHITE LANE LINE
	DOOR LOCATION
	CURB
	BIKE RACK
	CLEAR RADIUS



AHARONIAN
& ASSOCIATES INC.
ARCHITECTS
MAINE LICENSED ARCHITECT
310 George Washington Highway
Suite 100
Smithfield, Rhode Island
0 2 9 1 7
T 4 0 1 - 2 3 2 - 5 0 1 0
F 4 0 1 - 2 3 2 - 5 0 8 0
WWW.ARCH-ENG.COM

DISCLAIMER

OWNERSHIP AND USE OF DOCUMENTS, DRAWINGS AND SPECIFICATIONS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT. THESE DOCUMENTS ARE NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECTS OR PURPOSES OR BY ANY OTHER PARTIES THAN THOSE PROPERLY AUTHORIZED BY CONTRACT WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF THE ARCHITECT.



KEYPLAN

REVISIONS

NUMBER	REMARKS	DATE

FOR REVIEW

PROJECT TITLE

DUNKIN' BRANDS™
[eatdrinkthink]
PC# NEW

1408 CONGRESS ST
PORTLAND, ME
Cumberland County

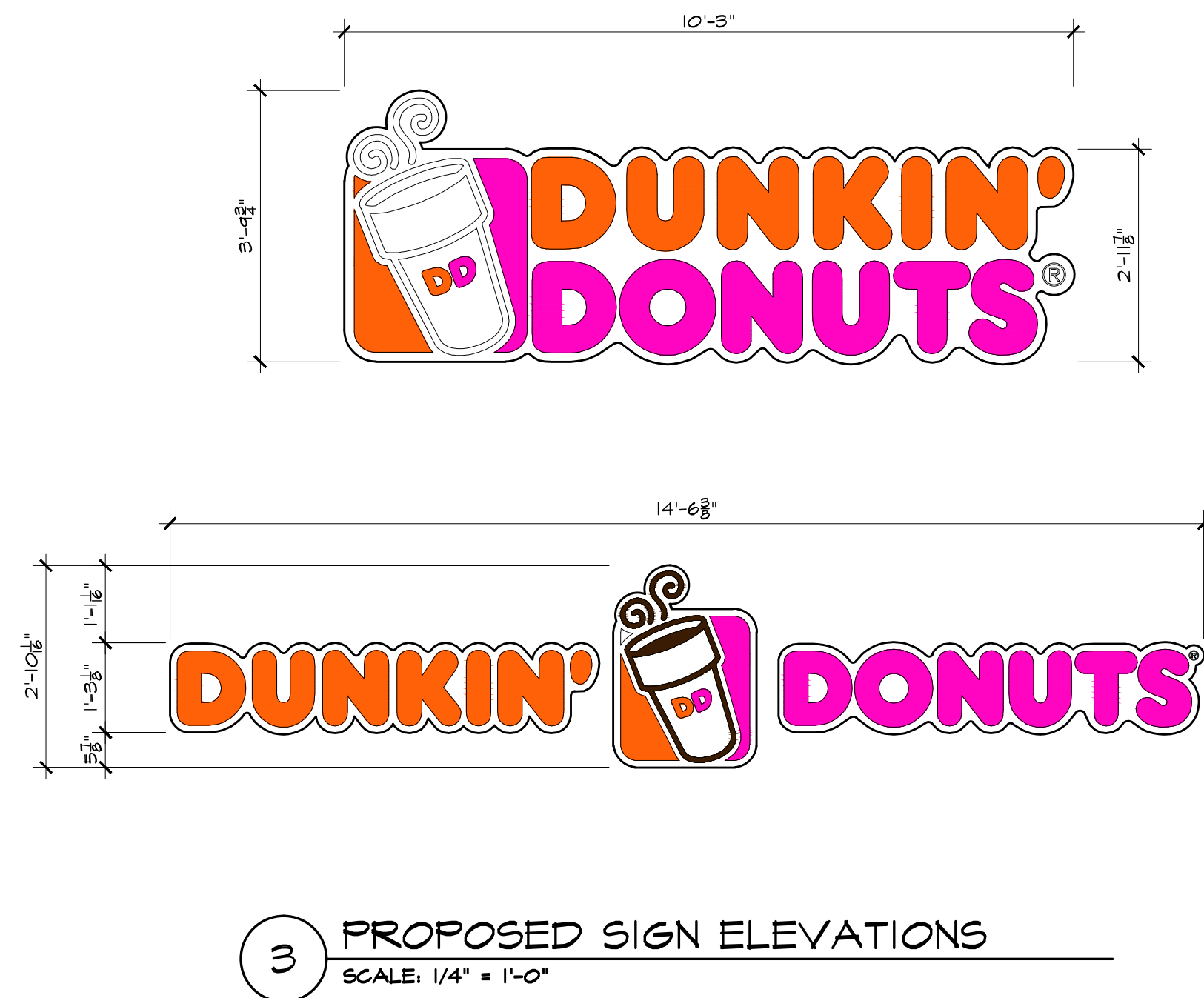
DRAWING TITLE

SCHEMATIC
ELEVATIONS

DATE MAR 28, 2014	PROJ NO 14016
DRAWN BY MBF/MD	CHECKED BY JA

DRAWING NUMBER

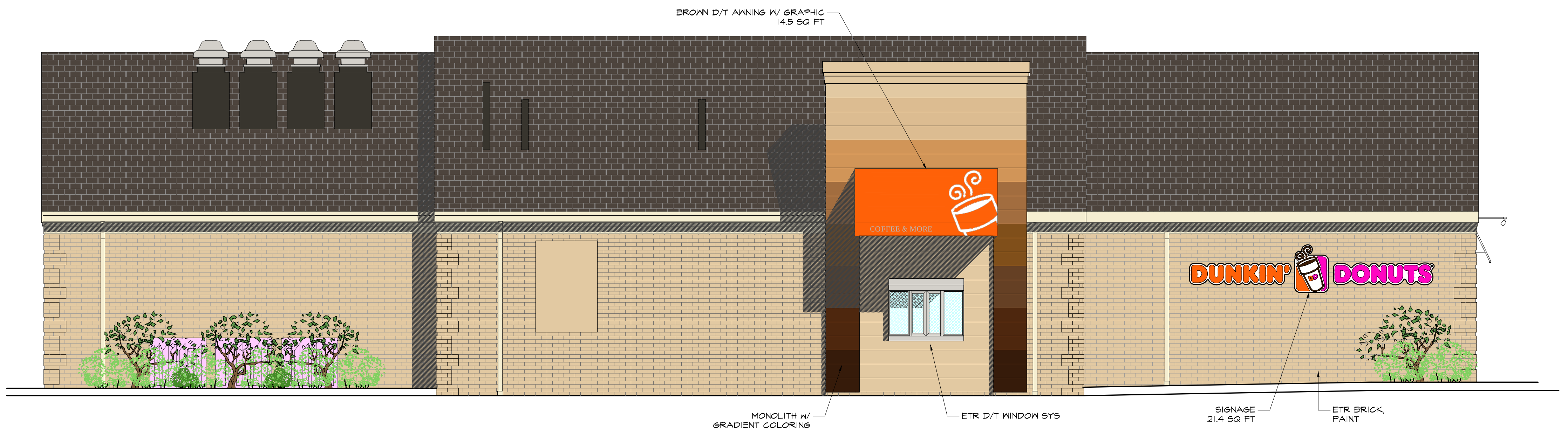
A3.1



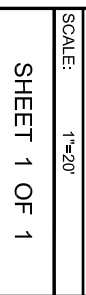
3 PROPOSED SIGN ELEVATIONS
SCALE: 1/4" = 1'-0"



2 PROPOSED CONGRESS ST ELEVATION
SCALE: 1/4" = 1'-0"



1 PROPOSED D/T SIDE ELEVATION
SCALE: 1/4" = 1'-0"





PLANNING BOARD REPORT PORTLAND, MAINE

Shucks Maine Lobster
40 Commercial Street
Conditional Use and Site Plan Review
2014-013
Shucks Maine Lobster, LLC, Applicant

Submitted to: Portland Planning Board: Public Hearing Date: May 13, 2014 CBL: 444 A003	Prepared by: Barbara Barhydt, Development Review Services Manager Date: May 8, 2014
---	--

I. INTRODUCTION:

Shucks Maine Lobster, LLC is proposing a lobster processing facility to occupy approximately 18,800 square feet of space at the Maine State Pier Building. The lease with the city provides the applicant with an option to expand an additional 5,700 square feet by July 1, 2015 and an additional 9,200 square feet by July 1, 2016. The proposed lobster processing facility will employ state of the art technology for High Pressure Processing. Seafood processing for human consumption is a conditional use in the Eastern Waterfront Port Zone (EWPZ) requiring Planning Board review. The applicant has submitted an accompanying site plan application for exterior changes to the building and site.

Public notice of the public hearing appeared in the *Portland Press Herald* on May 5 and May 6, 2014 and was sent to 126 property owners and the interested citizen list. No written public comment has been received.

Applicant Name and Consultants

Shucks Maine Lobster, LLC, John Hathaway and Charlie Langston
Owens McCullough, PE, LEED AP, Sebago Technics

II. PROJECT DATA:

Ground floor area	18,800, with lease options to expand an additional 14,900 for a total of 33,700 sf
Total floor area	18,800, with lease options to expand an additional 14,900 for a total of 33,700 sf
Impervious Surface Area	
Existing and Proposed:	100%, no change proposed
Zone:	Eastern Waterfront Port Zone (EWPZ)
Current Use:	Vacant
Proposed Use:	Lobster processing facility
Parking Spaces:	
Proposed:	3 designated spaces alongside the building, 10 spaces in Portland's fenced parking lot at the Port Authority facility
Required:	9 parking spaces (EWPZ required parking is set at 50% of required which is 1/1000 for industrial and marine uses)- meets zoning

Bicycle Parking:**Proposed**

2 spaces (this may be revised to include additional spaces)

Required

2 spaces for every required 10 vehicles parking spaces

Cost of Project:

\$ 3 million, renovations and equipment

Uses in the Vicinity:

Ready Brother's Lobster (wholesale), Casco Bay Island Ferry, compass park, public boat landing, deep berth operations

III. EXISTING CONDITIONS:

The Portland Ocean Terminal (POT) building is located along the easterly edge of the Maine State Pier. The dimensions of the building are roughly 90 feet wide and 900 feet long. The structure has supported a variety of marine-related and deep water marine activity, such as freight handling, Bath Iron Works, Cianbro, visiting cruise ships and storage space for berthed tug boats. In 2009, the Planning Board approved a conditional use application for Ready Seafood and Catch a Piece of Maine, Inc., which allows a wholesale lobster operation at the southerly end of the building. A public boat landing is located at the southerly end of the pier.

The POT building serves ocean going vessels, so the building is a secure property that is subject to Coast Guard and US Customs regulations. Personnel must have security clearance to enter the building.

Access to the building is from the westerly edge of POT building, which is also the primary access for all truck loading and unloading. Pedestrian access to the public landing is provided via a wooden ramp from Compass Park.

IV. PROPOSAL**A. Use and Physical Improvements:**

Shucks Maine Lobster owns a lobster processing facility in Richmond, Maine and is proposing to expand their operations on the Maine State Pier (refer to Applicants Submission and Plans). As stated in the cover letter, the company is the only processor in the USA using High Pressure Processing, which is state of the art technology that offers the safest and freshest Maine lobster. Shucks is recognized by PETA as a processor who humanely kills its catch and the company offers MSC Certified Sustainable Maine Lobster (they are able to trace the lobster back to the boat on which it was caught).

The proposal is for Shucks to initially occupy 18,800 square feet of vacant or underutilized space in the Maine State Pier building, which is owned by the City of Portland. The applicant has options to expand the facility by 5,700 square feet by July 1 2015 and by 9,200 square feet by July 1, 2016. Shucks processing facilities include receiving live lobster, processing the lobster, flash-freezing raw lobster, packaging lobster, and shipping lobsters to markets. The proposed interior renovations include a large processing area, freezer storage and office space. In addition to the processing operation, the applicant proposes the following:

As part of the facilities Quality Assurance and Quality Control (QA/QC), a state of the art food testing and development kitchen will be installed for product development. This is an important aspect of customer sales to demonstrate Maine Lobster products. In addition, Shucks will be using this equipment to help train and educate customers and chefs about the utilization of raw Maine Lobster meat.

The proposed exterior building improvements include a new loading dock, an employee and business entrance with a deck area, three designated parking spaces, and a liquid nitrogen tank for the flash-freezing process.

B. Operational Characteristics:

At the Planning Board workshop, more information was requested regarding the operations, the employee shift, traffic movements and the impacts on this busy pier. A meeting was held on May 1st with Casco Bay Lines, Shuck's Lobster, Tom Errico, and City personnel from Planning, Economic Development, Fire, Waterfront and Facilities. The operational characteristics of both facilities were discussed. Mr. Langston has provided additional information in the POT Operations and Transportation narrative (applicant's submission Exhibit 7). The narrative includes data pertaining to the proposed expansion of the use as permitted in the lease. The expansion would allow the business to incorporate meat production into the facility, which would eliminate at least one box truck daily, but won't increase the finished product shipping. The expansion would increase the 8 a.m. shift by 20 to 25 employees. There are two charts that depict the peak traffic times in a day for both Shucks and for the Casco Bay Ferry under the 18,800 sf facility and for the expanded use. The documents are included as part of the applicant's submission (refer to Exhibits 8 and 9). In addition, the cover letter in the Applicant's original submission presents a profile of the processing facility (Exhibit 1).

C. Structural Analysis:

The Planning Board requested the structural engineer's assessment of the pier's ability to handle the loads of the machinery required for this use. The applicant has submitted the summary prepared by TEC Associates, which is included in the Applicant's submission (Exhibit 10). The consultant found the piles in the area proposed for the heaviest equipment to be adequate and provides recommendations for locating the unit within the structure. The consultant is assessing whether to install the machinery on slabs in order to distribute the loads. In addition, the report provides recommendations for moving the equipment into the building. Tammy Munson, Inspection Division Director, has confirmed the applicant will need to submit stamped engineered drawings for the structural review as part of the building permit process. They will also require that the designing engineer confirm that the installation of the equipment is in accordance with the approved plans.

V. ZONING ASSESSMENT:

Marge Schmuckal, Zoning Administrator, has reviewed the plans and submitted the following comments:

This project is allowed in the Eastern Waterfront Port Zone under a conditional use appeal to the Planning Board. The approximate 19,000 sf of area would require 9 parking spaces to be available under 14-332.1(j). They are showing more than the minimum number. The setbacks for the new entries are being met. I did not see the height of the new tank being installed.

It is also understood that there is the availability for Shucks to expand in the future. It may be helpful to review that potential if no negative issues come up for the future expansion without a full site plan review.

Separate permits are required for any new signage.

VI. CONDITIONAL USE REVIEW:

The Maine State Pier is located within the Eastern Waterfront Port Zone (EWPZ). Seafood processing for human consumption is a conditional use in the zone that requires Planning Board review. The standards for review within the Eastern Waterfront Port Zone are as follows:

A. Criteria for Conditional Use Appeal – Section 14-301.1 of the Easter Waterfront Port Zone

- (a) The following uses shall be permitted as conditional uses in the Eastern Waterfront Port Zone, provided that, notwithstanding section 14-471(c), section 14-474(a), or any other provision of this code, the planning board shall be substituted for the board of appeals as the reviewing authority, and provided further that in addition to the provision of section 14-474(c)(2) such uses will not impede or preclude existing or potential water-dependent development within the zone, will allow for adequate right-of-way access to the water, are compatible with marine uses, and meet all additional standards set forth below:

1. Conditional use standard:
 - a. *Marine compatibility:* The proposed use shall be compatible with existing and potential marine uses in the vicinity, as required by section 14-304(n) and (o) (compatibility of non-marine uses with marine uses and functional utility of piers and access to the water's edge); and
 - b. *Parking and traffic circulation:*
 - i. Parking and traffic circulation plan: All applications for conditional use in the EWPZ shall submit a parking and circulation plan for review and approval by the planning board. The parking and circulation plan shall show the location of all existing and proposed structures, travel ways and parking under the common ownership and/or control of the subject pier or property. The plan shall demonstrate that the parking and circulation of the conditional use does not interfere with the functional marine utility of the property and otherwise meets the standards and conditions of the EWPZ.

Staff review:

Marine Compatibility:

The proposed lobster processing facility with up to 33,700 square feet is consistent with the existing and potential marine uses in the vicinity. As noted in the application, the proposed facility "...provides an opportunity to enhance the working waterfront with a compatible use supporting the fishing industry." There is a wholesale lobster operation at the end of the POT building, which is compatible with the processing and distribution proposed for this facility. As proposed, Shucks is located in the central area of the Maine State Pier and the proposed site changes do not impact the functional utility of piers and access to the water's edge.

Parking and traffic circulation:

The site plan and traffic movement plan show the parking and traffic circulation. The easement for vehicle and pedestrian access that runs from the end of the pier to Commercial Street, as shown on the subdivision plan (Attachment 2 of this report) is not impacted by the proposed loading dock, nitrogen tank and building entrance.

A meeting was held on May 1st with Casco Bay Lines, Shuck's Lobster, Tom Errico, and City personnel from Planning, Economic Development, Fire, Waterfront and Facilities. The operational characteristics, shifts, truck deliveries, and peak times of both facilities were discussed. The material submitted by Mr. Langston (Exhibits 7, 8 and 9) provides additional information on Shucks operation and its relationship with the Casco Bay Lines operations.

As a result of the May 1st meeting the Casco Bay Lines have confirmed that they are comfortable that the Shucks operation will have in place an operational plan that will address the impacts associates with the pedestrian and vehicular traffic on the site (Attachment 5). Their letter refers to a "proposed City of Portland Maine State Pier Operations Agreement" which is currently being developed by Bill Needelman, Waterfront Coordinator, to promote communication and to establish operational protocols to support all the varying needs on the pier, such as functional access to the pier edge, safe pedestrian circulation, security, and parking, and truck use.

While the staff supports the development and implementation of these protocols, the Agreement is not yet finalized. The Planning Board may want to include a condition of approval that seeks to monitor the traffic circulation after Shuck's facility is in operation. A potential condition of approval is as follows:

The applicant and City staff, including staff from DPS, Facilities, Planning, and the Waterfront, shall assess the traffic and pedestrian circulation within 60 days of the applicant obtaining the final certificate of occupancy. The assessment shall document conditions and suggestions for any adjustments to the operations schedule and management of traffic by Shucks Lobster, LLC for review and approval by the Planning Authority and Traffic Engineer.

Nitrogen Tank location

At this same meeting, the siting of the Nitrogen tank was discussed. As shown on the Master Plan for Casco Bay Ferry District, a perpendicular crosswalk was shown. The existing painted crosswalk follows the desire line of pedestrians leaving the ferry terminal. A perpendicular alignment could impact parking spaces, but does provide shorter crossing distances for pedestrians and better ADA compliance. The proposed location of the nitrogen tank limited the ability for future crosswalk improvements in this area.

The applicant has explored two options for locating the tank and has presented an analysis of the costs and benefits of the options (refer to Application, Exhibit 10 and plan P-8). Option #2 moves it closer to the facility entrance into one of the three parking spaces that had been shown alongside the building. Option #3 moves the tank closer to Commercial Street in a notch of the building, so that it extends less into the access way. The applicant includes the financial impact of moving the tank farther from their facility. Both locations allow future crosswalk and pedestrian enhancements in this area. Option #3 is preferred by city staff, including Fire, Facilities, transportation and planning. While it is more costly option, staff members suggest that it is a safer location, allows for better pedestrian connections and traffic circulation, and easier maintenance.

On May 8, 2014, Mr. Hathaway agreed to move the tank to the Option #3 location and revised plans will be submitted on May 9th to be included in the packet (Plan P-14).

Mr. Errico, Consulting Traffic Engineer, has completed his final review dated May 7, 2014 review (Attachment 6 to this report), which is as follows:

I have reviewed the most recently transmitted materials as it relates to pedestrian facility issues, particularly the location of the proposed Nitrogen Tank. The following outlines my final comments for the project.

- I conducted an evaluation of existing pedestrian circulation between the Maine State Pier /Ready Seafood Company /Casco Bay Island Transit District Terminal and Commercial Street and it is my professional opinion that the proposed project will not negatively impact existing pedestrian safety or future pedestrian facility opportunities. Based upon input for various interested parties including the Portland Waterfront and Building Departments, as well as the CBITD, there is not a desire to provide a formal pedestrian facility along the building that is being proposed for occupation by Shucks. The CBITD is currently improving their Terminal facility with the intent of improving sidewalk facilities to Commercial Street, such that added capacity and ADA compliance enhancements are part of the program. Their desire is to direct passengers to sidewalk facilities on either side of the Terminal building when arriving or departing the facility. It is recognized that some pedestrians will seek the most direct routing and thus will continue to walk in the roadway. Given slow vehicle speeds and driver

expectations, conditions seem to work reasonably well. I would note that currently many different types of vehicles parking along the subject building and movements/interaction with pedestrians are not managed in any particular fashion. Shucks has indicated that during delivery truck activity, there will be personnel assisting in managing movements, such that pedestrian safety will not be problematic. Lastly I would note that the CBITD did develop a Master Plan that illustrated a pedestrian facility along the subject building. CBITD has indicated that the proposed Master Plan was not formally adopted and is not supportive of the illustrated pedestrian facility. They continue to view the sidewalks along their Terminal Building to be the vision for accommodating existing and future pedestrian demand.

- The project is proposing the installation of a Nitrogen Tank for business operations. Prior site plans indicated the tank would be located just south of the existing crosswalk across the roadway facility. I have expressed concern that this location constrains future pedestrian improvement opportunities at this crossing location and continuing to Commercial Street. It is my professional opinion that this crosswalk location is important and a key origin/destination route between Commercial Street (east of Franklin Street) and the CBITD Terminal. Because of this pedestrian desire line, I believe the likelihood of future improvements are good and thus believe that space should be reserved for possible future improvements. I would note that the current crosswalk location and diagonal alignment would not impact their proposed tank location, but there may be a desire to provide a perpendicular crosswalk alignment to better meet ADA objectives. While a perpendicular alignment may not be the most direct routing, it would comply with ADA guidelines and provide the shortest crossing distance. While the exact details of the crosswalk are not known, I believe it to be prudent to reduce site constraints. The applicant has provided two possible alternatives to tanks locations, and I find both to be acceptable. I would note that Option 3 (located in front of the building) is preferred, because it removes the tank from vehicle conflict and eliminates constraints with any improved crosswalk scenario. Lastly, I would note that Option 3 would allow for more parking along the building, although I would suggest that the added space be restricted such that it may need to be eliminated in the future if crosswalk improvements are deemed necessary.

A proposed condition of approval to address Mr. Errico's comments is as follows:

- The applicant shall coordinate with the City in identifying long-term permanent improvements to the Maine State Pier as it relates to providing safe and ADA compliant pedestrian facilities.*

The revised plans with the relocated tank will show parking located between the building and the relocated pedestrian walkway. This is under review by Tom Errico, Consulting Traffic Engineer.

The initial lease is for 18,800 square feet and there are provisions in the lease to allow the use to expand and additional 14,900 within the next two years. The staff is recommending that a conditional use approval include the expanded area subject to a condition that the expansions are within the uses approved under this conditional use application. This would then allow the expansions to occur with a building permit for the building improvements, but would not require additional review by the Planning Board. A potential condition of approval would require the applicant to provide evidence of additional parking to meet the zoning ordinance prior to the issuance of a building permit.

B. Criteria for Conditional Use Appeal – Section 14-474

There are three general criteria for considering conditional uses and use shall be granted unless the Board finds that a use meets one or more of the criteria. The criteria are as follows:

- a. *There are unique or distinctive characteristics or effects associated with the proposed conditional use;*
- b. *There will be an adverse impact upon the health, safety or welfare of the public or the surrounding areas;*
- c. *Such impact differs substantially from the impact which would normally occur from such a use in that zone.*

The applicant's responses to the criteria are contained in the Conditional Use application (refer to Applicant's submission Exhibits 1 and 2). The staff concur with the applicant's assessment for criteria a and c. Regarding condition b, refer to the discussion above regarding the pedestrian and vehicle circulation along with the proposed conditions of approval, which addresses the standard for no adverse impact upon the health, safety or welfare of the public or surrounding area.

VII. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

A. Transportation Standards

1. Impact on Surrounding Street Systems and Access and Circulation.

The applicant is proposing a loading dock along the westerly side of the building. A traffic circulation plan is submitted as part of the application that shows the turning movements for large vehicles to circulate on the Maine State Pier to use the dock (Attachment P- 7). Mr. Errico reviewed the circulation plan and found it to be acceptable: His final review is above under Section VI Conditional Use and is included as Attachment 6).

2. Parking

The waterfront parking requirements require 50% of the required number of parking spaces for specified uses as otherwise provided in division 20 of this article. The applicant is required to have 10 spaces under this formula and they have secured 13 spaces. These figures are based upon occupying 18,800 square feet. The staff is recommending that conditional use approval be considered for the expanded area as stipulated in the lease subject to the applicant securing additional parking to meet the zoning code prior to the issuance of a building permit for using the expanded areas.

The revised plan will show additional parking between the building and the relocated walkway. This proposal is under review by the consulting traffic engineer.

3. Bicycle Parking

The applicant is proposing a bicycle racks meeting the City's technical standards near the building entrance, so two spaces are provided as required. Additional racks may be installed.

B. Environmental Quality Standards

David Senus (Attachment 3) submitted a comment that the Maine State Pier is regulated under a Site Location of Development Act permit that was issued by DEP. The applicant has contacted the DEP and it was determined that this project is exempt from Site Law. DEP did determine that a minor amendment to the NRPA permit is required. That application has been submitted to DEP and is pending. A condition of approval is proposed regarding obtaining the permit prior to the issuance of a building permit.

The site is entirely impervious, so the proposed changes do not trigger any storm water improvements, which has been confirmed by David Senus and David Margolis-Pineo, DPS.

The operational activities proposed by Shucks require review under the administration of the City's Industrial Pretreatment regulations. The IPT group at the Department of Public Services has met with the owners of Shucks. The owner is aware of the IPT requirements. At this time, a grease capturing device is not required.

C. Public Infrastructure and Community Safety Standards

1. Public Safety and Fire Prevention:

Captain Chris Pirone conducted a preliminary review of the plans and has requested additional information. His review comments are as follows:

1. Applicant must complete a historical review of the Fire Lane that is on the side of the building. Historical review should identify when and why the Fire Lane was required.

2. Nitrogen tank placement and installation must meet code compliance in NFPA 1. This request was made by Capt. Pirone at the initial Wednesday predevelopment meeting for the applicant to have completed before submission.

The planning staff reviewed the files on past reviews for the subdivision and site plans. There is an access easement for vehicles and pedestrians that runs the full length of the pier and is within the travel way shown on this site plan. The proposed improvements do not impact the access easement. While there is an area painted for no parking along the building, it was never a designated fire lane. Captain Pirone confirmed for the workshop that he is satisfied that there is adequate lane width for fire access. Additional information is needed to meet his second point prior to the issuance of a building permit, and Captain Pirone confirmed on May 9, 2014 that he is comfortable with this project moving forward.

The site provides natural surveillance and visibility of public areas. The proposed lighting meets the city standards and enhances security in the area. There are no crime prevention through environmental design issues.

2. Availability and Adequate Capacity of Public Utilities – The applicant has submitted their application to the city regarding sewer capacity. The review is pending, so a condition of approval is proposed regarding obtaining the final approval prior to the issuance of a building permit.

D. Site Design Standards

1. Building Elevations: Shucks lobster processing facility is proposed to occupy a portion of the existing Portland Ocean Terminal. The applicant is proposing a loading dock, entrance, windows and a Nitrogen tank along the lower portion of the existing wall. The westerly side of the POT building is also known as the Whale wall, which was painted in 1993 by Robert Wyland. The Whale wall is not part of Portland's Public Art Collection and thus, is not protected under City regulations. Exterior building elevations have been submitted (Plans P-2 and P-11) that shows the proposed changes to the façade and in relationship to the mural. The tank is depicted in the original proposed location, but in the new location (Option #3) it does not impact the mural.
2. Exterior Lighting: The proposed lights are full cut-off fixtures and the photometric calculations comply with the City's standards.

VIII. PROPOSED MOTION FOR THE BOARD TO CONSIDER

On the basis of the applications, plans, reports, public and other information submitted by the applicant, and on findings and recommendation contained in the Planning Board report for project #2014-013 for the lobster processing facility at 44 Commercial Street proposed by Shucks Lobster, LLC, relevant to the Conditional Use Standards, Site Plan Standards, and other applicable regulations, and testimony presented at the public hearing:

Conditional Use

The Planning Board finds that the proposed lobster processing facility for Shucks Maine Lobster, LLC **(is/is not)** in conformance with the conditional use standards of Section 14-301.1 for the Eastern Waterfront Port Zone and the general Conditional Use Requirements of Section 14-474 of the Land Use Code, submitted to the following conditions of approval:

- a. The applicant is providing the required number of parking spaces to occupy 18,800 square. The lease with the city provides the applicant with an option to expand an additional 5,700 square feet by July 1, 2015 and an additional 9,200 square feet by July 1, 2016. The conditional use approval includes those expansions subject to the applicant providing evidence of additional parking to meet the zoning ordinance prior to the issuance of a building permit.
- b. The applicant and City staff, including staff from DPS, Facilities, Planning, and the Waterfront, shall assess the traffic and pedestrian circulation within 60 days of the applicant obtaining the final certificate of occupancy. The assessment shall document conditions and suggestions for any adjustments to the operations schedule and management of traffic by Shucks Lobster, LLC for review and approval by the Planning Authority and Traffic Engineer.
- c. The applicant shall coordinate with the City in identifying long-term permanent improvements to the Maine State Pier as it relates to providing safe and ADA compliant pedestrian facilities.

Site Plan

The Portland Planning Board finds the proposed site plan for the lobster processing facility for Shucks Maine Lobster, LLC at 44 Commercial Street **(is/is not)** in conformance with site plan standards of Section 14-526 of the Land Use Code, subject to the following conditions of approval:

- a. Evidence of all state required permits and approvals are submitted prior to the issuance of a building permit.
- b. Separate permits are required for any new signage.
- c. Nitrogen tank placement and installation must meet code compliance in NFPA 1 prior to the issuance of a building permit.

Attachments:

Staff Report

1. David Senus – e-mail, dated 4/2/2014
2. Subdivision Plan
3. Casco Bay Ferry Terminal Site Plan- approved plan
4. Casco Bay Ferry Terminal – Phase II plan, not approved
5. Letter of support from Casco Bay Lines Island Transit District May 8, 2014
6. Tom Errico –e-mail, dated May 8, 2014.

Applicant's Submission

- Exhibit 1 Cover Letter
- Exhibit 2 Conditional Use Application
- Exhibit 3 Financing Letter
- Exhibit 4 Lease Agreement
- Exhibit 5 former lighting plans
- Exhibit 6 NOAA letter
- Exhibit 7 Operations and Transportation
- Exhibit 8 Shucks POT Transportation Flow
- Exhibit 9 Shucks POT OPTION flow
- Exhibit 10 Nitrogen Tank location options

Plans

- P-1 Floor Plan
- P-2 East Elevation Plan
- P-3 Site Plan
- P-4 Overall Site Plan
- P-4 Site Plan
- P-5 Grading and Utility Plan
- P-6 Site Details
- P-7 Traffic Movement Plan
- P-8 Nitrogen Tank Options
- P-9 Pedestrian Plan
- P-10 Circulation Plan
- P-11 Whale Wall Arch.
- P-12 Lighting fixtures
- P-13 Photometric Plan
- P-14 Revised Site Plan – May 9, 2014

AM 1

Barbara Barhydt - Shucks Maine Lobster, Preliminary Level II Site Plan Application

From: David Senus <dsenus@woodardcurran.com>
To: SHUKRIAW@portlandmaine.gov
Date: Wednesday, April 02, 2014 12:42 PM
Subject: Shucks Maine Lobster, Preliminary Level II Site Plan Application
CC: DMP@portlandmaine.gov; Thomas.errico@tylin.com; BAB@portlandmaine.gov
Attachments: C-01 Master Plan - Site Improvements.pdf

Hi Shukria.

Per today's development review meeting discussion, the property that encompasses the Maine State Pier is regulated under a Site Location of Development Act permit (#L-007866-26) issued by the MaineDEP in 1982 with numerous new permits, amendments and revisions issued for improvements on the site over the past 32 years. The Shucks Maine Lobster project would require some type of revision or amendment to that existing permit.

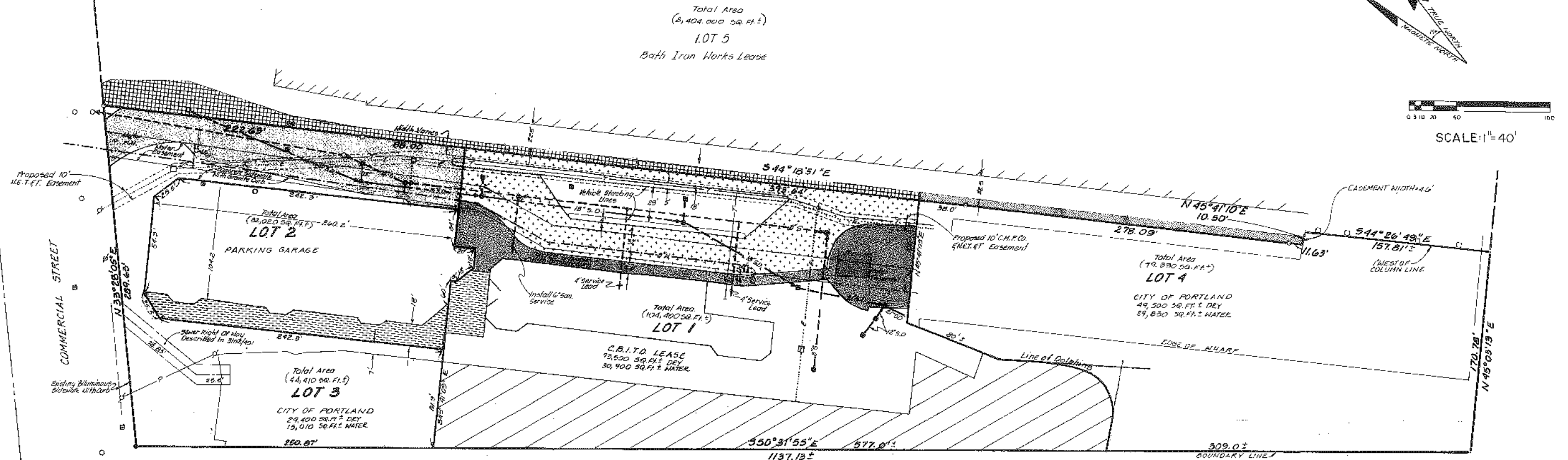
To my knowledge the MaineDEP has conducted these reviews and has not delegated the review of this site to the City (being that it is City property); case in point being the Minor Revision issued by the MaineDEP to the Casco Bay Island Transit District for the ongoing Terminal Building work in Nov 2012. The Applicant will need to clarify how they are permitting the project under Site Law. They should also clarify whether they need review by the MaineDEP or Army Corps of Engineers under NRPA due to proximity to water (the transit shed is pile supported, so they are building right next to the water).

Another point of note, attached is a master plan for Casco Bay Lines that was submitted as part of their recent Terminal Building Site Plan. The Master Plan shows potential future pedestrian improvement along the Maine State Pier. It appears that the current proposal may conflict with some of these improvements, notably the raised crosswalk and the at-grade sidewalk. Not sure how realistic the at-grade sidewalk will be, but certainly the crosswalk was key element of this plan.

Thanks,
Dave

David Senus, PE (Maine), Project Manager
Woodard & Curran, Inc.
41 Hutchins Drive
Portland, ME 04102
Phone: (800) 426-4262 x3241
Cell: (207) 210-7035
Fax: (207) 774-6635

Woodard & Curran
www.woodardcurran.com
Commitment & Integrity Drive Results



SCHMADER REALTY CORP.
(VERRIERE WHARF OF MAINE)

NOTE:
SEE HARBOR COMMISSION ORDER
BASED ON SEPT. 6, 1985 HEARING,
RE: 40 FOOT NAVIGATION CHANNEL.

- 3/8" REBAR SET
- CONCRETE MONUMENT W/ PIN END
- MAINE D.O.T. DISK IN MONUMENT
- ▭ CITY OF PORTLAND LIMITED PEDESTRIAN RIGHT OF WAY
- ▨ CITY OF PORTLAND VEHICULAR RIGHT OF WAY
- ▩ CITY OF PORTLAND PEDESTRIAN RIGHT OF WAY
- ▧ LIMITED PEDESTRIAN RIGHT-OF-WAY
MAINTAINED & LIGHTED BY C.B.I.T.D.
- ▦ D.I.W. & C.B.I.T.D. VEHICULAR RIGHT-OF-WAY
- ▤ CITY & C.B.I.T.D. VEHICULAR RIGHT-OF-WAY
- ▣ CITY & D.I.W. VEHICULAR RIGHT-OF-WAY
- ▢ CITY OF PORTLAND NAVIGATION RIGHTS SUBJECT TO
C.B.I.T.D. BORROWING RIGHTS
- T— TELEPHONE LINE (UNDERGROUND)
- E— ELECTRICAL LINE (UNDERGROUND)
- SD— STORM DRAIN
- S— SANITARY SEWER
- W— WATER LINE
- P— OVERHEAD ELECTRICAL LINE

NOTE:
INTERIOR LOT LINES ARE COMPUTED FROM THE
PLANNED LOCATION OF STRUCTURES. THESE
STRUCTURES WERE NOT IN PLACE AT THE
DATE OF THIS PLAN. AS BUILT PLAN SHALL BE
PREPARED AND RECORDED AFTER COMPLETION
OF CONSTRUCTION. THEREFORE THIS PLAN DOES
NOT MEET THE MAINE STATE BOARD OF REGISTRATION
FOR LAND SURVEYORS REQUIREMENTS FOR A STANDARD
BOUNDARY SURVEY.

DUANE L. ROSE R.L.S. #1036

APPROVED BY CITY OF PORTLAND
PLANNING BOARD.
DATE _____

Notes:
See Plan Entitled:
Plan of Property in Portland, Maine
Made for Bath Iron Works Prepared
by H.I. & E.C. Jordan Dated 1901, 1911

See Plan Entitled:
Topographic Survey, City of Portland
Commercial Street Portland, Maine
Prepared by Stevens Associates
Dated 26 Feb. 1982

SUBDIVISION PLAN OF
MAINE STATE PIER & VICINITY
CITY OF PORTLAND, CUMBERLAND COUNTY
FOR
STEVENS ASSOCIATES

BY
MORTON & ROSE ASSOC.

LIMERICK, MAINE
NOVEMBER 7, 1985 REV. DEC. 10, 1985
SHEET 1 OF 3

ROOF DRAIN FROM ME. —
STATE PIER BLDG SPILLS
ON TO PAVEMENT BELOW

WOODEN DECK W/OLD RAILROAD RAILS
E 3.3' TALL
OUTSIDE
E 16 PIER

LANDING FENCE 3.3' TALL
ATTACHED TO TOP

CONCRETE PIER

PROVIDE RED MAPLE (ACER REDRUM)

7. HFCI, SEE NOTE 7.

WOODEN DECK

BENCH (TYP)

5/8" x 6" x 8" LUGS

NOTES

1. PROVIDE CATCH BASIN TEMPERATURE RECORDS.

2. PROVIDE DUST CONTROL TO
PROVIDE CONTINUOUS SWEEP
SEDIMENT ON TRAVELED A
3. PROVIDE SEDIMENTATION B
EXPOSED EXCAVATION AND

4. BASE BID: CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EROSION AND SEDIMENTATION CONTROL MEASURES AND THE LOCATION OF CONSTRUCTION ACTIVITIES.

SEWER SERVICE. CONTRACTOR SHALL PROVIDE ALL NECESSARY MATERIALS AND LABOR FOR THE SEWER SERVICE TO DETERMINE THE LOCATION OF THE SEWER MAIN. CONTRACTOR SHALL PROVIDE A RECORD DRAWING OF THE SEWER MAIN LOCATION TO THE ENGINEER FOR VERIFICATION.

5. ALTERNATE #4: CONTRACTOR SHALL PROVIDE ALL NECESSARY MATERIALS AND LABOR FOR THE SEWER SERVICE AS NECESSARY AND FOR THE CONNECTION OF THE SEWER MAIN TO THE SEWER MAIN.

5. LIGHTWEIGHT GEOFOAM BACK FILLING (SEE FOUNDATION)

7. CONTRACTOR TO COORDINATE
INSTALLATION OF TIE-INS

EWPZ DIMENSION	

FRONT YARD SETBACK	
SIDE YARD SETBACK	
REAR YARD SETBACK	
SETBACK FROM PIER LINE	

LOT SIZE	
STREET FRONTAGE	
MAX. IMPERVIOUS SURFACE	
MAX. BUILDING HEIGHT	

20'

Y - NOT FOR CO

1. PROVIDE CATCH BASIN/TYPICAL INLET PROTECTION IN ALL CATCH BASINS AS NOTED ON DEVOLUTION PLAN.
2. PROVIDE DUST CONTROL THROUGH WATER OR CALCIUM CHLORIDE. PROVIDE CONTINUOUS SQUEEZING DURING CONSTRUCTION TO LIMIT SEDIMENT ON TRAVELED AREAS.
3. PROVIDE SEDIMENTATION BARRIER (SILTDOCK) DOWN SLOPE OF EXPOSED EXCAVATION/UNDERMINED DRIVEABLE AREAS THROUGHOUT CONSTRUCTION AS NECESSARY TO PROVIDE FOR EROSION AND SEDIMENTATION CONTROL. SEDIMENTATION BARRIER MAY BE LOCATED AS NECESSARY TO ALLOW FOR PROGRESSION OF CONSTRUCTION ACTIVITIES AND ACCESS TO THE WORK.
4. BASE BID CONTRACTOR SHALL PERFORM TEST PITS AS NECESSARY TO FIELD VERIFY TO BEHIND CURB AND GUTTER DRAINAGE SEWER SERVICE. CONTRACTOR SHALL PERFORM TV INSPECTION OF SEWER SERVICE TO DETERMINE SIZE AND CONDITION OF PIPE. CONTRACTOR SHALL PROVIDE RESULTS OF FIELD INSPECTIONS TO ENGINEER FOR VERIFICATION OF DESIGN.
5. ALTERNATE #4: CONTRACTOR SHALL DEMOLISH EXISTING SEWER SERVICE AS NECESSARY AND PROVIDE NEW SEWER SERVICE 4" PVC WITH WYE CONNECTION AT MAIN. COORDINATE CONNECTION OF NEW SERVICE AND RETIREMENT OF EXISTING SERVICE AS NECESSARY WITH CITY OF FORT LAUDERDALE PUBLIC SERVICES. SEE PLUMBING PLANS FOR ADDITIONAL WORK WITHIN BUILDING FOOTPRINT.
6. LIGHTWEIGHT GEOTAMP BACKFILL WILL BE UTILIZED BENEATH BUILDING (SEE FOUNDATION PLANS). CONTRACTOR SHALL PROJECT AND PROVIDE TEMPORARY SUPPORT FOR EXISTING UTILITIES WITHIN BUILDING FOOTPRINT. CONTRACTOR SHALL DOUBLE UP OF BACKFILL. CONTRACTOR SHALL CONFORM GEOTAMP TO SHAPE AND LOCATION OF ALL EXISTING AND PROPOSED UTILITIES WITHIN GEOTAMP FOOTPRINT.
7. CONTRACTOR TO COORDINATE WITH CITY ARBORIST FOR INSTALLATION OF TREE. CITY WILL EVALUATE EXISTING SITE TREE FOR VIABILITY OF RETAINING. IF TREE VIABILITY IS NOT CANOT BE RELOCATED, INSTALL NEW TREE AS SHOWN.

EWPZ DIMENSIONAL REQUIREMENTS		
	REQUIRED	PROVIDED
FRONT YARD SETBACK	NONE	NOT APPLICABLE
SIDE YARD SETBACK	NONE	NOT APPLICABLE
REAR YARD SETBACK	NONE	NOT APPLICABLE
SETBACK FROM PIER LINE	25 FT.	22 FT.
LOT SIZE	NONE	2.4+ ACRES
STREET FRONTAGE	NONE	NOT APPLICABLE
MAX. IMPERVIOUS SURFACE	100%	< 100%
MAX. BUILDING HEIGHT	< 5 FT.	21 FT.

* PROPOSED BUILDING HAS BEEN RULED LEGALLY NON-CONFORMING AND IS IN COMPLIANCE WITH THE LAND USE ZONING ORDINANCE.

20' 0 20' 40'

BAR SCALE
1" = 20'

CHECK GRAPHIC SCALE BEFORE USING

PRELIMINARY - NOT FOR CONSTRUCTION

SITE LAYOUT PLAN

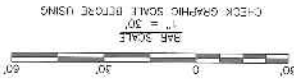
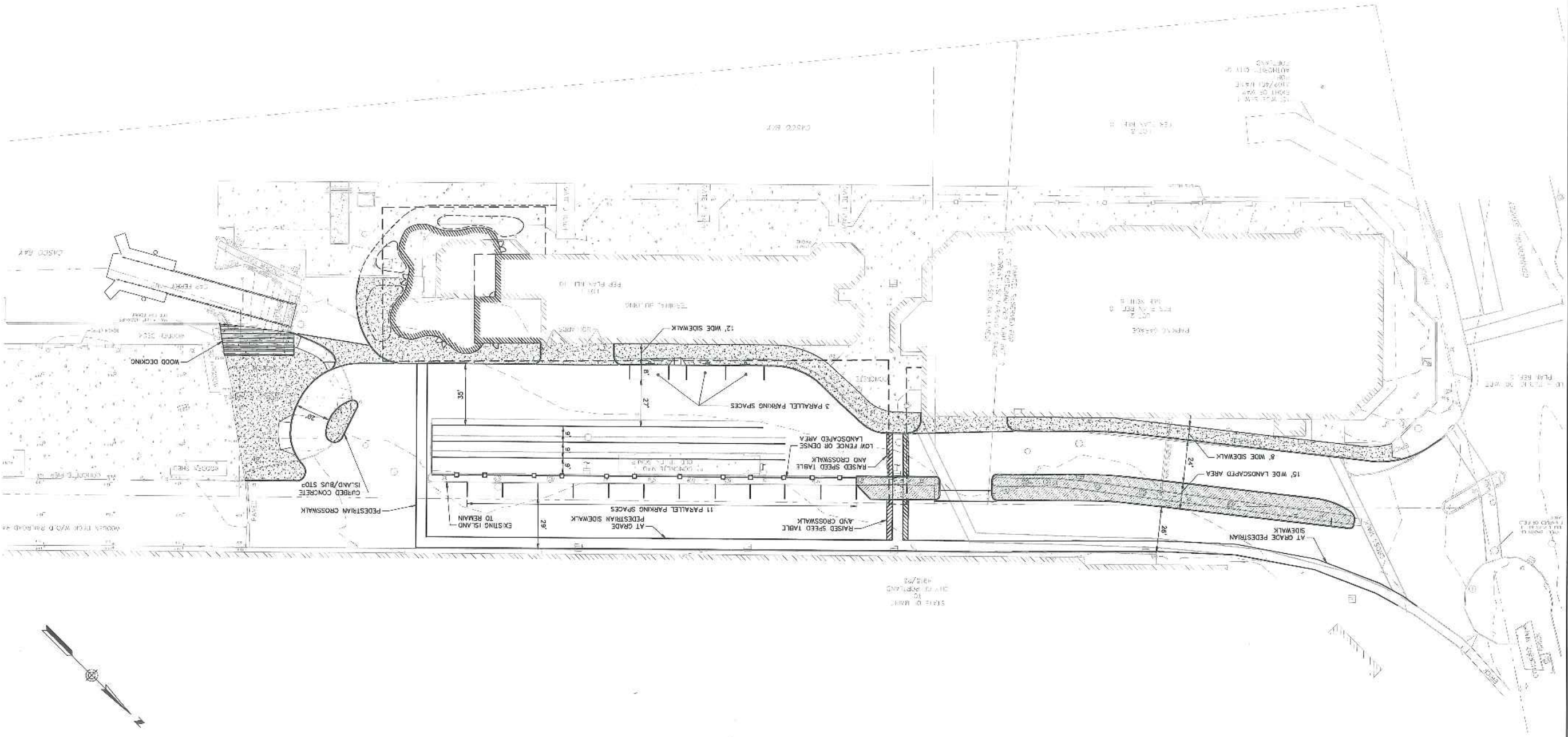
CASCO BAY FERRY TERMINAL
IMPROVEMENTS

C-200

41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

DATE	DESCRIPTION	DESIGNED BY: JBC	CHECKED BY: JBC	DATE
5/1/2012	ISSUED PER PLANNING COMMENTS			5/1/2012
4/25/2012	RECEIVED PER PLANNING COMMENTS			4/25/2012
10/15/2010	ISSUED TO DEP - RPA PER			10/15/2010
8/26/2010	ISSUED TO DEP - SLOD MINOR REVISION			8/26/2010
5/18/2012	ISSUED TO PLANNING - SITE PLAN			5/18/2012

Attachment 4



C-01

DATE: JAN 2017
SCALE: 1"=30'
SHEET: 1 OF 1
JOB NO: 224973/01

CASCO BAY ISLAND
TRANSIT DISTRICT
MAINE STATE PIER
PORTLAND, MAINE
CASCO BAY FERRY TERMINAL
IMPROVEMENTS

MASTER PLAN - SITE IMPROVEMENTS

REV	DESCRIPTION	DATE
DESIGNED BY: DAS	CHECKED BY: DAS	
DRAWN BY: JAC	200801-CR02-BUILDING	

WOODARD & CURRAN
41 Huchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

THE QUALITY OF THE PROJECT OR ASSOCIATED CURRAN INC. AND ITS STAFF
REPRODUCTION OR MODIFICATION WITHOUT WRITTEN PERMISSION IS PROHIBITED.



TO: CHAIR O'BRIEN AND MEMBERS OF THE PLANNING BOARD
FROM: HANK BERG
SUBJECT: SHUCKS MAINE LOBSTER
DATE: MAY 8, 2014

Representatives of Casco Bay Island Transit District (CBITD) attended the Portland Planning Board Workshop on April 22, 2014 regarding the Shucks Maine Lobster site plan. At that time, CBITD submitted a letter and spoke to some pedestrian and vehicular traffic related concerns.

On May 1, 2014, CBITD participated in a discussion concerning the proposed site plan with representatives from Shucks Maine Lobster and the City of Portland. The land adjacent to the west side of Portland Ocean Terminal building where Shucks will be operating is owned by the City of Portland. Access to that building will be over land/roadway leased by CBITD, as part of the Casco Bay Ferry Terminal, from the City. During the meetings, Shucks has stated that most of their vehicular traffic, which will include tractor-trailer deliveries and nitrogen refueling operations, will occur at night after CBITD's peak operational hours. Shucks also stated they would work diligently to route and stage as much construction related traffic as possible on the secure side of the fencing at the Portland Ocean Terminal. In relation to pedestrian traffic, it was pointed out that the offset from the building that will accommodate the loading dock, nitrogen tank, Shucks employee parking and employee entrance will be no different than the current situation when tractor trailer trucks, busses or other vehicles are parked alongside the wall. Consequently, the pedestrian experience is not in any way worsened as a result of the proposed changes.

Lastly, Shucks has committed to work closely with CBITD, the City and other neighbors located on the pier concerning its responsiveness to any issues that might arise during the construction and operation of the facility. The City stated that the taxicab queue that in the past has parked along the wall will be relocated when cruise ships dock at the Portland Ocean Terminal. CBITD has committed to work closely with Shucks Maine Lobster, the City and other neighbors located on the pier to best coordinate vehicular and pedestrian traffic on the access road that runs through the Casco Bay Ferry Terminal site and provides access to those businesses located inside the Portland Ocean Terminal building.

As a result of the May 1st meeting, the proposed Shucks Maine Lobster POT Operations and Transportation Narrative and the proposed City of Portland Maine State Pier Operations Agreement, CBITD is comfortable that Shucks Maine Lobster will have in place an operational plan that will address impacts associated with pedestrian and vehicular traffic on the site. We look forward to having Shucks and its employees as neighbors.


Hank Berg
General Manager
Casco Bay Island Transit District

From: Tom Errico <thomas.errico@tylin.com>
To: Barbara Barhydt <BAB@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>
Date: Wednesday, May 07, 2014 4:32 PM
Subject: Shucks Maine Lobster

Barbara - I have reviewed the most recently transmitted materials as it relates to pedestrian facility issues, particularly the location of the proposed Nitrogen Tank. The following outlines my final comments for the project.

* I conducted an evaluation of existing pedestrian circulation between the Maine State Pier /Ready Seafood Company /Casco Bay Island Transit District Terminal and Commercial Street and it is my professional opinion that the proposed project will not negatively impact existing pedestrian safety or future pedestrian facility opportunities. Based upon input for various interested parties including the Portland Waterfront and Building Departments, as well as the CBITD, there is not a desire to provide a formal pedestrian facility along the building that is being proposed for occupation by Shucks. The CBITD is currently improving their Terminal facility with the intent of improving sidewalk facilities to Commercial Street, such that added capacity and ADA compliance enhancements are part of the program. Their desire is to direct passengers to sidewalk facilities on either side of the Terminal building when arriving or departing the facility. It is recognized that some pedestrians will seek the most direct routing and thus will continue to walk in the roadway. Given slow vehicle speeds and driver expectations, conditions seem to work reasonably well. I would note that currently many different types of vehicles parking along the subject building and movements/interaction with pedestrians are not managed in any particular fashion. Shucks has indicated that during delivery truck activity, there will be personnel assisting in managing movements, such that pedestrian safety will not be problematic. Lastly I would note that the CBITD did develop a Master Plan that illustrated a pedestrian facility along the subject building. CBITD has indicated that the proposed Master Plan was not formally adopted and is not supportive of the illustrated pedestrian facility. They continue to view the sidewalks along their Terminal Building to be the vision for accommodating existing and future pedestrian demand.

* The project is proposing the installation of a Nitrogen Tank for business operations. Prior site plans indicated the tank would be located just south of the existing crosswalk across the roadway facility. I have expressed concern that this location constrains future pedestrian improvement opportunities at this crossing location and continuing to Commercial Street. It is my professional opinion that this crosswalk location is important and a key origin/destination route between Commercial Street (east of Franklin Street) and the CBITD Terminal. Because of this pedestrian desire line, I believe the likelihood of future improvements are good and thus believe that space should be reserved for possible future improvements. I would note that the current crosswalk location and diagonal alignment would not impact their proposed tank location, but there may be a desire to provide a perpendicular crosswalk alignment to better meet ADA objectives. While a perpendicular alignment may not be the most direct routing, it would comply with ADA guidelines and provide the shortest crossing distance. While the exact details of the crosswalk are not known, I believe it to be prudent to reduce site constraints. The applicant has provided two possible alternatives to tanks locations, and I find both to be acceptable. I would note that Option 3 (located in front of the building) is preferred, because it removes the tank from vehicle conflict and eliminates constraints with any improved crosswalk scenario. Lastly, I would note that Option 3 would allow for more parking along the building, although I would suggest that the added space be restricted such that it may need to be eliminated in the future if crosswalk improvements are deemed necessary.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, PE
 Senior Associate
 Traffic Engineering Director

[T.Y. Lin International]T.Y. Lin International
12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 (main)
207.347.4354 (direct)
207.400.0719 (mobile)
207.781.4753 (fax)
thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>
Visit us online at www.tylin.com<http://www.tylin.com>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.



CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

SHUCKS MAINE LOBSTER PROCESSING FACILITY

LEVEL II SITE PLAN & CONDITIONAL USE APPLICATIONS

To:

City of Portland, Maine

Prepared for:

**Shucks Maine Lobster
150 Main Street
Richmond, Maine 03357**

Prepared by:

**Sebago Technics, Inc.
75 John Roberts Road, Suite 1A
South Portland, Maine 04106**

March 2014

Table of Contents

Application Cover Letter

Exhibits:

Exhibit 1 – Level II Site Plan Application

Exhibit 2 – Conditional Use Application

Exhibit 3 – Financing Letter

Exhibit 4 – Lease Agreement

Exhibit 5 – Lighting Cut Sheets & Nitrogen Tank Details

Exhibit 6 – NOAA Letter

March 19, 2014
13430

Ms. Barbara Barhydt
Development Review Services Manager
City of Portland
389 Congress Street
Portland, ME 04106

Site Plan and Conditional Use Submittal: Shucks Maine Lobster, Maine State Pier

Dear Barbara:

On behalf of Shucks Maine Lobster, we have prepared the following Level 2 Site Plan and Conditional Use submittal for Staff and Planning Board Consideration. Over the past several months, Shucks Maine Lobster has been working with Greg Mitchell and Kathy Alves, from the City, to develop a lease agreement with the City of Portland to occupy and operate a lobster processing facility on the Maine State Pier.

Introduction: Shucks Maine Lobster currently owns and operates a facility in Litchfield, Maine and is proposing to expand their operations into the Portland area. The Maine State Pier is an excellent location for this type of operation and provides the opportunity to enhance the working waterfront with a compatible use supporting the fishing industry. The project is located in the Eastern Waterfront Port Zone (EWPZ). The EWPZ was adopted on September 18, 2006 in response to the Portland Ocean Terminal project which included plans to redevelop the Maine State Pier as commercial and hotel use. Subsequently, the project in which the zone was generally created for did not go forward. Currently, the Maine State Pier is mostly used as storage by the City of Portland, tug boat operations and commercial lobster wholesaling. As part of the City's interest in promoting the "working waterfront," the location is ideal for Shucks Maine Lobster which processes and distributes Maine Lobster.

The processing of the Maine Lobster within the EWPZ is considered a conditional use requiring planning board approval. The proposed project offers a Marine related use that is compatible and compliments existing uses within the area. At the end of the Maine State Pier is Ready Lobster that is a large whole seller of live lobster. In addition, the general area includes other fishing related processing facilities on nearby piers. Lobster is an important fishery and brand of Maine and the Port of Portland. The re-use of the building from storage/warehousing to processing of Maine Lobster provides for a use that is synonymous with a working waterfront supporting the fishing industry.

Shucks Maine Lobster: Shucks Maine Lobster is an internationally award winning Maine Lobster processor looking to expand its operation to the Portland Working Waterfront and become part of the heritage and working waterfront story that is making Portland a landmark in the Maine Lobster industry. The primary use of this facility is for the production and processing of Shucks Maine Lobster international award winning value-added Maine Lobster products. Shucks Maine Lobster products are distributed regionally, nationally and have been shipped to five continents across the globe.

Shucks Maine Lobster is the only lobster processor in the USA to utilize High Pressure Processing ("the Big Mother Shucker") which allows us to offer the safest and freshest Maine Lobster in the industry. In addition, PETA has recognized Shucks for being the only lobster processor who humanely kills its catch.

Shucks is also one of only three companies in the world who can currently offer MSC Certified Sustainable Maine Lobster assuring customers that Shucks Maine Lobster is traceable back to the lobster boat on which it was caught, right here in Maine.

As part of the facilities Quality Assurance and Quality Control (QA/QC), a state of the art food testing and development kitchen will be installed for product development. This is an important aspect of customer sales to demonstrate Maine Lobster products. In addition, Shucks will be using this equipment to help train and educate customers and chefs about the utilization of raw Maine Lobster meat which has been used by the "Maine Lobster Chef of the Year" winner along with two "Prix d'Elite" Awards at the International Seafood Exposition in Brussels – the world's largest seafood show.

Project Description: The project site is fully developed as commercial pier and is owned by the City of Portland. Shucks Maine Lobster is proposing to occupy approximately 19,000 square feet of the existing Maine State Pier building for its lobster business. The space that will be occupied is central to the building and currently used for warehousing.

Occupied areas will be renovated to accommodate the processing lobster including receiving live lobster, processing the lobster, flash-freezing raw lobster, packaging the lobster and shipping the lobster to markets locally, regionally, nationally and internationally. As shown on the attached interior floor plan, new offices will be constructed and a large production area with processing equipment and freezer storage will be developed.

Improvements exterior to the building will be limited to a new loading dock, employee and business entrance with deck and the installation of a Liquid Nitrogen tank for the flash-freezing process.

Hours of Operation: The fishing and seafood business tends to be seasonal in nature and dependent upon catches, product availability and demand on the product. To be responsive to the industry needs, Shucks will operate on a 24/7 basis during processing times. Typically, the first processing shift runs from 4 a.m. to 2 p.m. on necessary days depending on lobster landings. The second shift runs from 2 p.m. to 10 p.m. and shipping and receiving shift runs from 6 p.m. to 2 a.m., as necessary.

Parking/People Transportation: Generally, Shucks anticipates the daily workforce will walk, bike or carpool to work each day. Shucks has been provided with ten (10) dedicated spaces in the City parking lot and three (3) dedicated spaces on-site. It is expected that six spaces for carpooling and four spaces for full time workers. Three spaces will be designated on the west side of the building for visitor parking. Since the facility is for production, visitors are expected to be limited to vendors and occasional customers wishing to visit the facility.

Vehicular Access and Circulation: As part of the project planning, we have prepared a parking and circulation plan focused on traffic circulation in and around the proposed loading dock to be constructed adjacent to the building. A turning movement analysis was completed (see enclosed plan) to identify a suitable location for the loading dock including truck movements accessing the loading dock. As depicted on the plan, the proposed loading dock will be situated to accommodate large truck turning movements at the turn-a-round located adjacent to the Casco Bay Ferry Landing.

Delivery vehicles will enter the shipping and receiving area as shown on the site plan. Drivers will have limited access to the shipping and receiving area via stairs attached to the loading dock which lead to a secured door. Only those employees with security numbers will be allowed to enter this doorway and all delivery personnel must use this doorway and be escorted by a TWIC employee.

Parking for passenger vehicles will primarily occur within the security fencing of the Port Authority Facility. Through a lease arrangement with the City of Portland 10 parking spaces have been dedicated to Shucks for full-time and management personnel. An additional three spaces for the occasional customer visits are provided parallel to the building.

Delivery Schedule: On a daily basis, most lobster deliveries will be received between 6 p.m. and 2 a.m. These trucks are generally either box trucks or tractor-trailers similar to those delivering to the Ready Bros.

Other deliveries such as packaging, uniforms and supplies, and UPS and FEDX, are usually limited to about four (4) deliveries per day between the hours of 7 a.m. and 6 p.m.

Shipping generally consists of about two (2) trucks per day between the hours of 6 a.m. and 6 p.m. These can be either box trucks or tractor-trailers.

Waste pick-up consists of three trips per day in a two-ton dump truck. Paper waste is generally removed once or twice per week. General waste from production is limited to shipping once per day.

Solid Waste: Solid waste will be placed in containers located interior to the building in the waste room and loaded onto dump trucks or box trucks as necessary each day. The volume of waste will vary depending on the amount of product processes. In general, waste is removed three times a day. The waste is then transported to a composting site.

Liquid Nitrogen Tank: Liquid nitrogen is a common method used for freezing product. This method is efficient and allows for "flash freezing" a large volume of packaged lobster. The nitrogen tank is a cylindrical exterior tank used routinely in the processing industry. Shucks Lobster anticipates a tank in the range of 35-40' in height supported on a 12' x 12' reinforced concrete pad. As shown on the site plan, the tank will be located next to the loading dock and enclosed in an 8' chain link fence.

Estimated Project Cost: The interior and exterior renovations are expected cost approximately \$1 million dollars. This will include a new loading dock; new office and employee space; clean rooms; production room; packaging room; maintenance and mechanical room.

New equipment and installment will cost approximately \$2 million dollars. New equipment will include a state of the art High Pressure Processing machine (HPP), coolers and freezers, tunnel freezer, state of the art packaging equipment, and other necessary equipment.

Facility Operations and Volumes of Product: Shucks Lobster will process lobster for offsite retail sales and wholesale distribution. Lobster processed and packaged onsite will be shipped to markets regionally and nationally. As part of the processing Quality Assurance and Quality Control is onsite of testing, product development along with educational seminars for prospective customers and sales.

Shucks anticipates processing 4 to 6 million pounds of Maine Lobster per year. Pending successful implementation of this facility, future product expansion will be considered to process other Maine seafood products and increased volumes in the processing of Maine Lobster.

Shucks Maine Lobster is the only lobster processor in the USA to utilize High Pressure Processing ("the Big Mother Shucker") which allows us to offer the safest and freshest Maine Lobster in the industry. In addition, PETA has recognized Shucks for being the only lobster processor who humanely kills its catch.

Shucks is also one of only three companies in the world who can currently offer MSC Certified Sustainable Maine Lobster assuring our customers that our Maine Lobster is traceable back to the lobster boat on which it was caught right here in Maine. It also assures the customer that our Maine Lobster fishery is a sustainable fishery and they are doing no harm to the sustainability of the fishing environment when they purchase Shucks Maine Lobster.

In addition, this facility will employ state of the art processing and testing equipment. Shucks is the first in the industry to use our computerized steam convection oven and other high tech equipment including our "ozone" water system that is the safest water system in the world and kills bacteria without the use of chemicals at the rate of 1000 times the rate of bleach.

Number of Employees and Shifts: Ten to fifteen (10-15) full-time employees are anticipated with approximately fifty seasonal employees from May to January during the first shift of work. A second shift with approximately 30 seasonal employees from May to January is also anticipated with a third shift, as needed. Depending on market conditions and product availability, processing (2 to 3 shifts) may be needed from February through April.

Wastewater and Water Usage: We have been in contact with the City of Portland and have prepared a wastewater permit application. The lobster processing business will require a fairly large volume of water mostly for sanitizing the facility during and after the processing of Lobster. The volume of water used will be dependent upon the amount of product processes on a daily basis. For a typical day, Shucks Lobster anticipates the following usage.

- Domestic wastewater flow =
 1. 40 employees x 15 gpd = 600 gallons per day.
- Industrial process:
 1. HPP Machine--100 gallons per hour 4am to 12pm.
 2. Tail rinsing/washing--60 gallons per hour 5am to 1pm.
 3. Ice Slurry Storage--1600 gallons per day--drained from 11am to 7pm at steady rate.
 4. Product glazing--200 gallon tank, dumped at end of day.
- Sanitation Usage:
 1. Optional Pre-op rinse (3:30am ozonated water), 200 gallons.
 2. Mid shift rinsing, 200 gallons (9am) & 200 gallons (12pm).
 3. Sanitize & Clean HPP/Butchering area (12pm), 500 gallons.
 4. Sanitize & Clean Packing area and balance of plant 8pm - 12pm (or 12pm - 4am if 2nd shift running), 2,000 gallons.

Total water and wastewater usage on a typical day will be expected to be in the range of 6,200 to a high of 10,000 gallons per day.

March 19, 2014

Site Plan: The attached site plan shows the proposed exterior use of the building including pedestrian and vehicular access, circulation, and lighting, parking, and loading facilities.

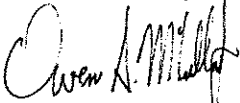
Pedestrian Access: Employees and visitors enter the premises from the west side of the facility along the walkway starting at Commercial St. to the exterior stairs at the main entrance of the Shucks office area. The exterior entrance door is equipped with a security entry system with a code number for each employee so we will have a record of each person who enters and leaves the facility. Visitors will be greeted at the exterior entrance and escorted into the facility.

Closure:

On behalf of the Shucks Maine Lobster, we look forward to working with the staff and Planning Board to permit this project. As you consider the application, please contact us if you have any questions.

Sincerely,

SEBAGO TECHNICS, INC.



Owens A. McCullough, P.E. LEED A.P.
Vice President of Engineering and Project Development

OAM:oam/jag

cc: Charlie Langston, Shucks Maine Lobster
John Hathaway, Shucks Maine Lobster
Greg Mitchell, City of Portland

Exhibit 1

Level II Site Plan Application



Level II – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level II: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level II: Site Plan Development includes:

- New construction of structures with a total floor area of less than 10,000 sq. ft. in all zones, except in Industrial Zones.
- New construction of structures with a total floor area of less than 20,000 sq. ft. in Industrial Zones.
- Any new temporary or permanent parking area, paving of an existing unpaved surface parking area in excess of 7,500 sq. ft. and serving less than 75 vehicles, or creation of other impervious surface area greater than 7,500 sq. ft.
- Building addition(s) with a total floor area of less than 10,000 sq. ft. (cumulatively within a 3 year period) in any zone, except in Industrial Zones.
- Building addition(s) with a total floor area of less than 20,000 sq. ft. in Industrial Zones.
- Park improvements: New structures or buildings with a total floor area of less than 10,000 sq. ft., facilities encompassing an area of greater than 7,500 sq. ft. and less than 20,000 sq. ft. (excludes rehabilitation or replacement of existing facilities).
- New construction of piers, docks, wharves, bridges, retaining walls, and other structures within the Shoreland Zone.
- Land disturbance between 1 and 3 acres that are stripped, graded, grubbed, filled or excavated.
- A change in the use of a total floor area between 10,000 and 20,000 sq. ft. in any existing building (cumulatively within a 3 year period).
- Lodging house, bed and breakfast facility, emergency shelter or special needs independent living unit.
- Signage subject to approval pursuant to Section 14-526 (d) 8.a. of the Land Use Code.
- Any new major or minor auto service station with less than 10,000 sq. ft. of building area in any permitted zone other than the B-2 or B-5 zones.
- The creation of day care or home babysitting facilities to serve more than 12 children in a residential zone (not permitted as a home occupation under section 14-410) in any principal structure that has not been used as a residence within the 5 years preceding the application.
- Any drive-through facility that is not otherwise reviewed as a conditional use under Article III.

The Land Use Code (including Article V), the Technical Manual, and the Design Manual are available on the City's web site at <http://www.portlandmaine.gov/planning/default.asp>

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8721 or 874-8719

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

PROJECT NAME: Shucks Maine Lobster

PROPOSED DEVELOPMENT ADDRESS:

40 Commercial Street, Portland, ME 04101

PROJECT DESCRIPTION:

Lobster processing facility to occupy approximately 18,400 s.f. of vacant space in Maine in Maine

State Pier Building. Project requires conditional use approval.

CHART/BLOCK/LOT: 444/003/001

PRELIMINARY PLAN

3-18-14 (date)

FINAL PLAN

 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Shucks Maine Lobster, LLC Business Name, if applicable: Same Address: 150 Main Street City/State : Richmond, ME Zip Code: 03357	Applicant Contact Information John E-mail: johnny@shucksmaine.com Home #: 207-329-1791 Work #: 207-329-1791 Cell #: N/A Fax#: 866-925-8333
Owner – (if different from Applicant) Name: City of Portland Address: City/State : Zip Code:	Owner Contact Information Kathy Alves E-mail: kra@portlandmaine.gov Home #: N/A Work #: 207-837-8892 Cell #: 207-233-8523 Fax#: 207-874-8473
Agent/ Representative Name: Owens McCullough, Sebago Technics Address: 75 John Roberts Road, Suite 1A City/State : South Portland, ME Zip Code: 04106	Agent/Representative Contact information E-mail: omcullough@sebagotechnics.com Home #: 207-232-1649 Work #: 207-200-2073 Cell #: 207-242-1649 Fax#: 207-856-2206
Billing Information Name: Shucks Maine Lobster, LLC Address: 150 Main Street City/State : Richmond, ME Zip Code: 03357	Billing Information E-mail: johnny@shucksmaine.com Home #: 207-329-1791 Work #: 207-329-1791 Cell #: Fax#: 866-925-8333

Engineer Same as Agent/ Representative Name: Address: City/State : Zip Code:	Engineer Contact Information E-mail: Same as Agent/ Representative Home #: Work #: Cell #: Fax#:
Surveyor N/A Name: Address: City/State : Zip Code:	Surveyor Contact Information N/A E-mail: Home #: Work #: Cell #: Fax#:
Architect N/A Name: Address: City/State : Zip Code:	Architect Contact Information N/A E-mail: Home #: Work #: Cell #: Fax#:
Attorney Name: N/A Address: City/State : Zip Code:	Attorney Contact Information N/A E-mail: Home #: Work #: Cell #: Fax#:

APPLICATION FEES:

Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)

Level II Development (check applicable reviews) ___ Less than 10,000 sq. ft. (\$400) ___ After-the-fact Review (\$1,000 plus applicable application fee) The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	Other Reviews (check applicable reviews) ___ Traffic Movement (\$1,000) ___ Stormwater Quality (\$250) ___ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots ___ x \$200/lot = ___ ___ Other _____ ___ ☒ Change of Use ___ Flood Plain ___ Shoreland ___ Design Review ___ Housing Replacement ___ Historic Preservation
--	--

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or DVD with each plan submitted as separate files, with individual file names (see submittal requirements document attached).
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Planning Division Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-527 (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist for a detailed list of submission requirements.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site <http://www.portlandmaine.gov/citycode/chapter014.pdf>

APPLICANT SIGNATURE:

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level II Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 3/20/14
--	------------------

PROJECT DATA

The following information is required where applicable, in order to complete the application.

Total Area of Site	sq. ft. N/A
Proposed Total Disturbed Area of the Site	N/A - Previously Developed sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland	
Impervious Surface Area	
Impervious Area (Total Existing)	sq. ft. N/A
Impervious Area (Total Proposed)	sq. ft. N/A
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	sq. ft. 18,400
Building Footprint (Total Proposed)	sq. ft. N/A
Building Floor Area (Total Existing)	sq. ft. 18,400
Building Floor Area (Total Proposed)	sq. ft. N/A
Zoning	
Existing	Eastern Waterfront Port Zone (EWPZ)
Proposed, if applicable	
Land Use	
Existing	Vacant Building Space
Proposed	Lobster Processing
Residential, If applicable	N/A
# of Residential Units (Total Existing)	
# of Residential Units (Total Proposed)	
# of Lots (Total Proposed)	
# of Affordable Housing Units (Total Proposed)	
Proposed Bedroom Mix	N/A
# of Efficiency Units (Total Proposed)	
# of One-Bedroom Units (Total Proposed)	
# of Two-Bedroom Units (Total Proposed)	
# of Three-Bedroom Units (Total Proposed)	
Parking Spaces	
# of Parking Spaces (Total Existing)	N/A
# of Parking Spaces (Total Proposed)	3
# of Handicapped Spaces (Total Proposed)	0
Bicycle Parking Spaces	N/A
# of Bicycle Spaces (Total Existing)	
# of Bicycle Spaces (Total Proposed)	
Estimated Cost of Project	

PRELIMINARY PLAN (Optional) - Level II Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
x		1	Completed Application form
x		1	Application fees
x		1	Written description of project
x		1	Evidence of right, title and interest
N/A		1	Evidence of state and/or federal approvals, if applicable
x		1	Written assessment of proposed project's compliance with applicable zoning requirements
x		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
N/A		1	Written requests for waivers from site plan or technical standards, if applicable.
N/A		1	Evidence of financial and technical capacity
x		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
N/A		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)
x			Proposed grading and contours;
x			Existing structures with distances from property line;
x			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
N/A			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
N/A			Preliminary infrastructure improvements;
N/A			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
N/A			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
N/A			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
x			Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;
x			Exterior building elevations.

FINAL PLAN - Level II Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
x		1	* Completed Application form
x		1	* Application fees
x		1	* Written description of project
x		1	* Evidence of right, title and interest
N/A		1	* Evidence of state and/or federal permits
x		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
x		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
x		1	* Evidence of financial and technical capacity
x		1	Construction Management Plan
x		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
x		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
x		1	Stormwater management plan and stormwater calculations, including description of project, hydrology and impervious area.
x		1	Written summary of project's consistency with related city master plans
TBD		1	Evidence of utility capacity to serve
x		1	Written summary of solid waste generation and proposed management of solid waste
TBD		1	A code summary referencing NFPA 1 and all Fire Department technical standards
x		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
x		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Date: 03-18-14

Mr. Frank J. Brancely,
Senior Engineering Technician,
Phone #: (207) 874-8832,
Fax #: (207) 874-8852,
E-mail: fjb@portlandmaine.gov

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 40 Commercial Street, Portland, ME 04101

Chart Block Lot Number: 444/003/001

Proposed Use: Seafood (lobster) processing

Previous Use: Vacant space

Existing Sanitary Flows: 100 +/- GPD

Existing Process Flows: 0 GPD

Description and location of City sewer that is to receive
the proposed building sewer lateral.

A sanitary sewer lines is suspended from ceiling.

Site Category
Commercial (see part 4 below)
Industrial (complete part 5 below)
Governmental
Residential
Other (specify)

Marine ☒

Section 14-301.1.2.a.vi

(Clearly, indicate the proposed connections, on the submitted plans)

2. Please, Submit Contact Information.

City Planner's Name: Greg Mitchell/ Kathy Alves Phone: Greg: 207-874-8945, Kathy: 207-837-8892

Owner/Developer Name: Shucks Maine Lobster, LLC

Owner/Developer Address: 150 Main Street, Richmond, ME 03357, attn: Johnny

Phone: 207-329-1791 Fax: 866-925-8333 E-mail: johnny@shucksmaine.com

Engineering Consultant Name: Sebago Technics, attn: Owens McCullough, P.E.

Engineering Consultant Address: 75 John Roberts Road, Suite 1A, South Portland, ME 04106

Phone: 207-200-2100 Fax: 207-856-2206 E-mail: omccullough@sebagotecnics.com

*(Note: Consultants and Developers should allow +/- 15 days, for capacity status,
prior to Planning Board Review)*

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 600 GPD

Peaking Factor/ Peak Times: 4am, 9am, 12pm, 3pm

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"
"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)

*(Note: Please submit calculations showing the derivation of your design flows,
either on the following page, in the space provided, or attached, as a separate sheet)*

4. Please, Submit External Grease Interceptor Calculations. N/A

Total Drainage Fixture Unit (DFU) Values:

Size of External Grease Interceptor:

Retention Time:

Peaking Factor/ Peak Times:

(Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet)

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated:

6,200 - 10,000 GPD

Do you currently hold Federal or State discharge permits?

Yes ☐ No ☒

Is the process wastewater termed categorical under CFR 40?

Yes ☒ No ☐

OSHA Standard Industrial Code (SIC):

NAICS 311710

<http://www.osha.gov/oshstats/sicser.html>

Peaking Factor/Peak Process Times:

See below Industrial Process Wastewater Flow Calculation

(Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps)

(Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)

Notes, Comments or Calculation

Domestic Wastewater Flow Calculation

40 employees x 15 gpd = 600 gallons per day

Industrial Process Waterwater Flow Calculations:

Water usage associated with standard operations:

HPP Machine-100 gallons per hour 4am to 12pm

Tail rinsing/washing-60 gallons per hour 5am to 1pm

Ice Slurry Storage-1,600 gallons per day-drained from 11am to 7pm at steady rate

Product glazing-200 gallon tank, dumped at end of day

Sanitation Usage:

Pre-op rinse (optional) 3:30am ozonated water, 200 gallons

Mid shift rinsing, 200 gallons 9am & 200 gallons 12pm

Sanitize & Clean HPP/Butchering area, 12pm 500 gallons

Sanitize & Clean Packing area and balance of plant 8pm - 12pm (or 12pm - 4am if 2nd shift running) 2000 gallons

Exhibit 2

Conditional Use Application



Conditional Use Application Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Conditional Use Review. General information pertaining to the thresholds of review for site plans, public noticing procedures and the fee structure is contained in site plan applications and within the Developer's Packet.

(Please submit the Conditional Use Application in addition to an applicable site plan application.)

PROJECT NAME: Shucks Maine Lobster

CHART/BLOCK/LOT: 444/003/001

RIGHT, TITLE OR INTEREST: (Please identify the status of the applicant's right, title, or interest in the subject property.)

Applicant has a lease agreement with the City of Portland.

(Please provide documentary evidence, attached to this application, of the applicant's right, title, or interest in the property. For Example – a deed, option or contract to purchase or least the subject property.)

VICINITY MAP: (Please attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use.)

EXISTING USE: Describe the existing use of the subject property.

Vacant space within Maine State Pier building.

TYPE OF CONDITIONAL USE PROPOSED:

Seafood (Lobster) processing facility

SITE PLAN: Provide a site plan of the property, showing existing and proposed improvements, which meets the submission requirements of the applicable level of site plan review.

CONDITIONAL USE AUTHORIZED BY: SECTION 14- 301.1.2.a.vi

Address any specific conditional use standards for the specific use contained in the zoning code in the written submission.

STANDARDS – CRITERIA FOR CONDITIONAL USE APPEAL – Section 14-474

Address the following criteria in your written application and any applicable conditional use standards contained in the zoning code for the specific use. See attached.

Upon showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the Board determines that:

- a. There are unique or distinctive characteristics or effects associated with the proposed conditional use;
- b. There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding areas;
- c. Such impact differs substantially from the impact which would normally occur from such a use in that zone.

CONTACT INFORMATION:

	Applicant's Contact for electronic plans Name: Craig Burgess, P.E, Sebago Technics e-mail: cburgess@sebagotechnics.com work #: 207-200-2081
Applicant – must be owner, Lessee or Buyer Name: Shucks Maine Lobster, LLC Business Name, if applicable: Same Address: 150 Main Street City/State : Richmond, ME Zip Code: 03357	Applicant Contact Information Work # 207-329-1791 Home# 207-329-1791 Cell # N/A Fax# 866-925-8333 e-mail: johnny@shucksmaine.com
Owner – (if different from Applicant) Name: City of Portland, Maine Address: City/State : Zip Code:	Owner Contact Information Kathy Alves Work # 207-837-8892 Home# N/A Cell # 207-233-8523 Fax# 207-874-8473 e-mail: kra@portlandmaine.gov
Billing Information Name: Shucks Maine Lobster, LLC Address: 150 Main Street City/State : Richmond, ME Zip Code: 03557	Billing Information Work # 207-329-1791 Cell # 207-329-1791 Fax# 866-925-8333 e-mail: johnny@shucksmaine.com

APPLICATION FEES:

Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)

Conditional Use ☒ Conditional Use \$100 _____ The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review is assessed separately.	
Site Plan Application Please submit a separate application for the applicable site plan review. Fees and charges are listed within the site plan application	Site Plan Application submitted and Fees Paid (office use) _____

APPLICATION SUBMISSION

All site plans and written application materials must be uploaded to a website for review. At the time of application, instructions for uploading the plans will be provided to the applicant. One paper set of the plans, written materials and application fee must be submitted to the Planning Division Office to start the review process.

The application for a conditional use review must contain the following items:

- Conditional Use Application form that is completed and signed.
- Cover letter stating the nature of the project.
- Evidence of right, title and interest.
- Written Submittals that address the conditional use standards of Section 14-474 and any applicable standards of review contained in the zoning code for the specific use.
- One set of the paper plans and maps based upon the boundary survey at a scale not less than one (1) inch to fifty (50) feet and containing the information required for the applicable level of site plan review. The plan requirements and submission requirements are listed in the Site Plan Ordinance (Section 14 -527) of the Land Use Code. Refer to the application checklist for a detailed list of submittal requirements.
- One set of the plans at 11X17.
- The conditional use application fee and all other applicable fees as determined on the site plan application.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521) and the Conditional Use Standards (Section 14-474). Portland's Land Use Code is on the City's web site: www.portlandmaine.gov Copies of the ordinances may be purchased through the Planning Division.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Conditional Use review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 3/20/14
---	-------------------------

The Portland Land Use Code (including Article V), the Technical Manual, and the Design Manual are available on the City's web site at <http://www.portlandmaine.gov/planning/default.asp> or copies may be purchased at the Planning Division Office.

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8721 or 874-8719

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

CRITERIA FOR CONDITIONAL USE
SHUCKS MAINE LOBSTER

Together with the information provided in the submittal cover letter, we offer the following for the planning board's consideration demonstrating, "a conditional use shall be granted unless the Board determines that:"

- a. *There are unique or distinctive characteristics or effects associated with the proposed conditional Use;*

The proposed project offers a Marine related use that is compatible and compliments existing uses within the area. At the end of the Maine State Pier is Ready Lobster that is a large wholesaler of live lobster. In addition, the general area includes other fishing related processing facilities on nearby piers. Lobster is an important fishery and brand of Maine and the Port of Portland. The re-use of the building for processing Maine Lobster provides for a use that enhances the intent of a working waterfront and supports the fishing industry. In summary, the proposed lobster processing operation is a compatible use within the waterfront area and does not possess any unique or distinctive characteristics associated with the proposed use.

- b. *There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding areas;*

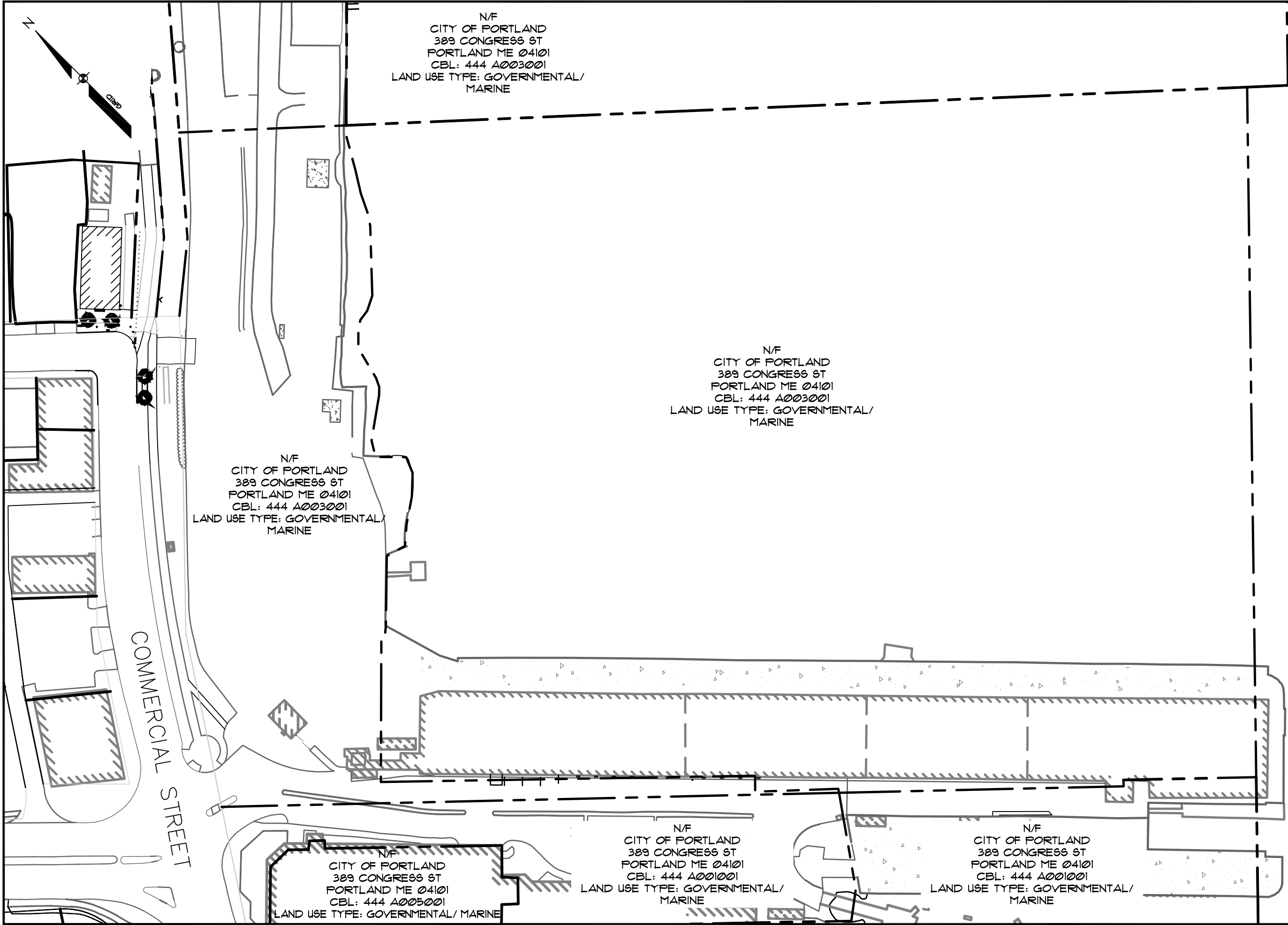
Shucks will occupy and operate their facility within an existing commercial waterfront that is consistent with the intended use. Facility operations will be located within an existing structure that is secured and does not involve or require public interaction. As a result, the project does not have an impact on the safety or welfare of the public. The only activities exterior to the building will be the installation of a loading dock, new employee entry and a liquid nitrogen tank for the flash freezing process.

As part of the project planning, we have prepared a parking and circulation plan focused on traffic circulation in and around the proposed loading dock to be constructed adjacent to the building. A turning movement analysis was completed (see enclosed plan) to identify a suitable location for the loading dock including truck movements accessing the loading dock. As depicted on the plan, the proposed loading dock will be situated to accommodate large truck turning movements at the turn-a-round located adjacent to the Casco Bay Ferry Landing and not impede traffic circulation on the pier.

- c. *Such impact differs substantially from the impact which would normally occur from such a use in that zone;*

Shucks Maine Lobster processes an important Maine product that has a long standing heritage on the Portland Waterfront. The project location is well suited for commercial lobster processing and is compatible with other fishery and marine related activities in the general location. An Example is the Ready Lobster located on the same pier and is a wholesaler of Live Lobster. Nearby

piers such as the Maine Wharf also contain fish processing and wholesaling activities. The Maine State Pier is an excellent location for this type of operation and provides the opportunity to enhance the working waterfront with a compatible use supporting the fishing industry. As a result, the proposed use does not substantially differ from a use that would normally occur in the zone.



SEBAGO
TECHNICS

WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd. - Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

250 Goddard Rd. - Suite B
Lewiston, ME 04240
Tel. 207-783-5656

VICINITY MAP

OF:
MAINE STATE PIER PROCESSING FACILITY
COMMERCIAL STREET
PORTLAND, MAINE 04101

FOR:
SHUCKS MAINE LOBSTER
150 MAIN STREET
RICHMOND, ME 04357

DESIGN BY:	OAM/CAB
DRAWN BY:	CAB
CHECKED BY:	CAB
DATE:	03-20-14
SCALE:	1"=100'
FIELD BK:	FIELD BOOK
PROJ. NO:	13430
DWG:	DWG

SHEET 1 OF 1

Exhibit 3

Financing Letter

July 31, 2013

Shucks Maine Lobster, LLC
Attn: W. John Hathaway
150 Main Street
Richmond, ME 04357

Reference Case No. FF-B-174
Shucks Maine Lobster, LLC

Dear Mr. Hathaway:

The Department of Commerce, acting through the National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Fisheries Finance Program (the Government) has in principle approved the financing application made by Shucks Maine Lobster, LLC (the "Borrower").

Upon full compliance with this approval and agreement letter (the "Approval Letter") and applicable statutes and regulations, including but not limited to, Subtitle V of Title 46 of the U.S. Code, formerly known as "Title XI of the Merchant Marine Act of 1936," 46 U.S.C. 53701, et seq., and the Magnuson-Stevens Fishery Conservation and Management Act, 16 U.S.C. 1801 et seq., as amended, as well as the outstanding guidance and instructions of the Financial Services Division, the Borrower will issue a promissory note (the "Note"), to the Government. The Government will provide financing (the "Transaction") in the manner described below.

(1) PURPOSE:

The purpose of the Transaction is to reimburse the Borrower for capital expenditures related to the Borrower's processing facility located in Portland, Maine (the "Project Property"), equal to 48.9% of the \$6,125,329 depreciated actual cost (the "Project").

(2) NOTE

(2.1) The Note(s) shall involve the following amount and other basic terms.

- (2.1.1) Amount: \$3,000,000 or 80% of the Project's build out and equipment costs, whichever is less.
- (2.1.2) Maturity: 15 years from inception.
- (2.1.3) Amortization¹: Level debt.
- (2.1.4) Payments: Quarterly.
- (2.1.5) Interest Rate: To be determined by the U.S. Treasury rate for agency borrowing.

(2.2) We shall direct that the proceeds of the Note be paid, first, directly to the parties to whom the Borrower is indebted for the Project's eligible cost and, second, to the Borrower (as reimbursement of the Borrower's funds previously expended for the Project's eligible cost) if the amount of the Note exceeds the amount of the Borrower's outstanding indebtedness for the Project's eligible cost.

(3) SECURITY FOR THE NOTE

(3.1) Security for the Note shall be such security agreements, undertakings, and other documents that the Government deems necessary to accomplish the purpose of the Approval Letter and protect the interest of the United States (collectively, the "Security Documents"). All provisions contained in any document required by the Approval in Principle letter, as may be amended, currently, or at any time in the future, must be acceptable to the Government.

The Borrower and the other parties specified below will provide the Government with whatever evidence of compliance with the special requirements, special covenants, and provisions contained in this letter that it may require. All third parties that the Government may require to do work in connection with this Transaction, including but not limited to, private attorneys, marine surveyors, land appraisers or surveyors, equipment appraisers, shall be acceptable to the Government.

¹ An amortization schedule that will estimate the application of payments will be provided at Transaction closing.

(3.2) Loan Covenants

The Borrower, and the other parties specified below, shall, as additional security for the Note, be bound by and subject to the following special requirements, special covenants and provisions:

(3.2.1) Special Requirements

(3.2.1.1) The Project shall be free and clear of all liens, or claims of any nature, except such liens or claims as may otherwise be specifically permitted herein, and the Borrower shall, before Transaction closing, provide the Government whatever evidence thereof the Government may require.

(3.2.1.2) All pledges of all property shall also include appropriate security agreements and filings on all associated appurtenances and rights associated with such pledged property.

(3.2.1.3) If the proceeds of the Note are applied and there remain any claims of any nature against the Project Property, except such claims as may otherwise be specifically permitted herein, the Borrower shall immediately take action to satisfy and discharge such claims. Any failure of the Borrower to do so shall be an event of default, and permit the Government to declare a security default, and to exercise all default rights specified in the Security Documents and permitted by law.

(3.2.1.4) The Borrower shall, regarding the ownership and operation of all of the Borrower's property cause the appropriate authorities to provide the Government, before Transaction closing, with all evidence of proper title recordation and governmental permits, approvals, licenses, consents, permissions, clearances, or other evidence of compliance with governmental requirements.

(3.2.1.5) There shall, before Transaction closing, be no change in the Borrower's financial position, performance, or prospects deemed by the Government to be materially adverse to our interest.

(3.2.1.6) The Borrower shall, before Transaction closing, provide the Government evidence of its authority to enter into the Transaction.

(3.2.1.7) The Borrower shall, before Transaction closing, cause the appropriate parties to provide the Government with evidence of all parties' authority to enter into any portion of the Transaction.

(3.2.1.8) The Borrower shall, before Transaction closing and at the Borrower's sole expense, cause private counsel to provide the Government with a legal opinion that the closing documents when executed and recorded in connection with the Transaction constitute legal and valid obligations fully binding and enforceable against the Borrower or other parties specified below, for the duration of the loan term.

(3.2.1.9) The Borrower shall, at Transaction closing, provide the Government a first position lien interest, by means of a security agreement and associated filings under the U.C.C., real property mortgage or deed of trust, or any other means the Government may require on all fisheries unloading, processing, holding, and distribution equipment (the "Equipment") of whatsoever nature whether currently owned or acquired at any time in the future, together-with all accessories, improvements, replacements, substitutions, or additions thereto, used for the Borrower's fisheries operations on the Project Property, or on any other premises at any other site at which the Borrower now conducts, or in the future may conduct, its fisheries operations and regardless of the Equipment's actual location at any given time.

The Equipment shall, at the Borrower's cost and before Transaction closing, be inventoried (sufficiently to describe with certainty in the first security agreement and associated U.C.C. filing) and valued by an appraisal satisfactory to the Government. The Equipment shall include, but shall not be limited to: all forklifts, bobcats, cranes, pallet trucks, lift trucks, and other product or material movement equipment; all trailers, tanks, trucks, or other rolling stock; all fish unloading, transfer, and conveying equipment; all fish processing equipment; all fish weighing equipment; all cooling, refrigerating, freezing, and other fish holding equipment (blast freezers, plate freezers, coolers, or other refrigeration equipment); all fish packaging equipment; all fish baskets, totes, tanks, tubs, and

other fish holding equipment; all ice makers; all hand and power tools; all office equipment; all together with all associated equipment, machinery, parts, tools, or other items of whatsoever nature and whether fixed or unfixed to the Project Property or any other premises whatsoever.

Notwithstanding the foregoing, the Government may subordinate the priority of its security interest on specific goods or pieces of Equipment associated with the Project to the existing security interest of a secured party that has provided Borrower with financing for the purchase of such goods or pieces of Equipment (the Government's subordination shall not be unreasonably withheld); PROVIDED THAT (1) such purchase financing has been granted on commercially reasonable credit terms that are prudent for the Borrower; (2) such equipment or goods are not (and will not be) affixed or attached to the Project or Project Property so as to constitute a component, appurtenance or fixture; (3) any amount(s) secured does not exceed the purchase price of the specific goods or equipment; and (4) such aforementioned security interest(s) does not attach to any other collateral. The Borrower shall give the Government a list or description of all goods or equipment purchased with financing from other secured parties, and upon full repayment of the indebtedness secured by such goods or equipment, the Government shall retain a first priority security interest in all Project Property.

The U.C.C. Security shall contain (a) provisions allowing the Government to enter upon any premises where the Equipment may be located and marshal, secure, protect, seize, and do all other things necessary to preserve the Equipment immediately upon the Borrower's default, but before any judicial action regarding such default, and (b) such other provisions as the Government deems necessary to accomplish the purpose of the Approval Letter and otherwise protect the Government's interest.

(3.2.1.10) The Borrower will obtain subordination agreements from all other parties having a secured interest in the Project Property or the Borrower's other property that (a) recognize the Government's senior interest in, and sole rights to, the Equipment or the proceeds of the Equipment's liquidation and (b) agree not to interfere in any way, but instead to cooperate in all

reasonable ways, with the Government's representatives entering upon the Project Property or the Borrower's other property and marshaling, securing, protecting, and doing all other things necessary to preserve the Equipment.

(3.2.1.11) The Borrower shall, at Transaction closing, provide the Government a first lien security interest on all equipment located at the Project Property, described as 40 Commercial Street, Portland, ME 04101.

(3.2.1.12) The Borrower shall, at Transaction closing, provide the Government an Assignment of Lease on the Project Property from the City of Portland, Maine.

(3.2.1.13) The Borrower at Transaction closing shall cause Indian Creek Investments, an Alabama General Partnership Composed of W. John Hathaway and Sue-Ellen I. Hathaway, to provide the Government its guarantee of the full principal and interest amount of this note. This guarantee shall be secured by, and limited to, the following:

A. A second mortgage on real estate described as a 200,000 SF corner lot zoned commercial located at Hughes Road and Sunset Boulevard, Madison, Alabama 35875. This lien shall be subordinate to only our existing liens.

B. A third mortgage on real estate located at Hobbs Island Road and Highway 231, Huntsville AL 35875. This lien shall be subordinate to only our existing liens.

(3.2.1.14) The Borrower shall, at Transaction closing, provide the Government a deed of trust, in the full amount of the Note, on real estate, owned by the Company and all improvements thereon which together comprise the Company's fisheries processing facilities located at 150 Main Street, Richmond, Maine 04357. This lien shall be in third position and subordinate to only our existing liens.

(3.2.1.15) The Borrower shall, at Transaction closing, provide the Government a security interest on all equipment located at the Borrower's processing facility

located at 150 Main Street, Richmond, Maine 04357. This lien shall be in third position and subordinate to only our existing liens.

(3.2.1.16) The Borrower shall, at Transaction closing, cause W. John Hathaway and Sue-Ellen I. Hathaway (the "Guarantor²") to provide the Government their unconditional personal guarantee of the Company's repayment of the full principal and interest amount of the Note.

(3.2.1.17) The Borrower shall, at Transaction closing, cause Linda L. Bean to provide the Government her personal guarantee of the Company's repayment of the full principal and interest amount of the Note limited to 25% of the loan amount.

(3.2.1.18) The Borrower must, before Transaction closing, provide the Government with verification, satisfactory to us, of capital expenditures for equipment and the build out of the Project Property.

(3.2.1.19) The Borrower must, before Transaction closing, provide the Government with an acceptable, in our sole discretion, an environmental hazards indemnification agreement respecting the Project Property.

(3.2.2) Special Covenants:

(3.2.2.1) In addition to the foregoing covenants, the Borrower shall be bound by and subject to the following special covenants and all provisions pertaining to them:

(3.2.2.1.1) The Borrower shall not without the prior written consent of the Chief, Financial Services Division, National Marine Fisheries Service, *which consent shall not unreasonably be withheld*, take any of the following actions:

(3.2.2.1.1.1) Pay to any officer, partner, or other party any salary, commission, bonus, management fee, dividend, or other consideration in excess of either reasonable industry standards or ordinary financial prudence for a company of the Borrower's size and

² Use of the singular term "Guarantor" includes the plural, and encompasses all parties listed.

financial condition when such consideration is paid (and the burden of proving reasonability shall be on the Borrower).

(3.2.2.1.1.2) Purchase or redeem any shares of its own stock or ownership interest.

(3.2.2.1.1.3) Make any additional investment (excluding purchases regarding the routine and continuing maintenance and preservation of the Borrower's present property, explicitly including but not limited to the Project, and its productivity) in, or incur any additional liability for, the purchase, acquisition, lease, or other use of any fixed property in connection with the Borrower's present level of operations in any one fiscal year in excess of an aggregate of 10% of the Borrower's total assets.

(3.2.2.2.1.3) Start any new business or acquire any other business, or the assets of any other business, or sell, liquidate, dissolve, spin-off, split-up or in any other way dispose of their assets except as may be reasonably required in the normal course of ordinary and prudent day-to-day activities.

(3.2.2.2.1.4) Guarantee or become contingently liable in any way as surety, endorser, creditor, co-maker, accommodation maker, or in any other way for the debt or obligations of any other party, except as may be reasonably required in the normal course of ordinary and prudent day-to-day activities.

(3.2.2.1.1.5) By any means whatsoever, allow itself to be acquired by, or otherwise reorganized into any other company, unless the acquiring company or reorganized entity is acceptable to the Government and agrees to: (a) provide a 100% unconditional guarantee of the repayment of all debt actually or contingently owed by the Borrower, (b) be bound by these covenants, (c) be bound by such other covenants as the Government shall reasonably require to protect its interest, and (d) provide such other assurances and security that the Government may require.

(3.2.2.1.1.6) Establish any trust, retirement fund, or any other fund for the benefit of any Borrower,

Guarantor or any party related to the Borrower or any Guarantor, or transfer any funds, property, or other assets of any kind into any such fund whether now or hereafter existing (and any such action shall be void and without effect to the Government's interest³.

(3.2.2.1.1.7) Transfer any funds, property, or other assets to any party by any means for any consideration less than payment by such party of the full and fair market value thereof (and any such action shall be void and without effect as to the Government's interest): provided, however, that reasonable transfers not significantly affecting the Borrower's net worth, and not inconsistent with the Borrower's obligation to protect the Government from loss by preserving its net worth, shall be exempted.

(3.2.2.1.2) The Borrower shall (within 10 days of its first knowledge thereof) give the Government notice of any pending litigation, business reversal, casualty, loss, or any other matter that materially diminishes: (a) its ability to service this debt, (b) its ability to perform any other duty or obligation owed under this debt, (c) its ability to fully and faithfully perform any covenant with the Government, (d) the value of any property or other assets pledged to the Government, or (e) the net worth of the parties against whom we have recourse.

(3.2.2.1.3) The Borrower shall give the Government annually, at the end of each of its accounting or tax years: (a) the Borrower's balance sheet at the end of each such year, (b) the Borrower's income and expense statement for the preceding 12 months of each of such years, (c) the Borrower's Federal Income Tax Return for each of such years (all together with all supporting schedules). Independent certified public accountants acceptable, in our sole discretion to us, shall, according to generally accepted accounting principles, compile the annual financial reports required under (a) through (c) hereof.

³ This provision excludes contributions, not exceeding the maximum allowed by current IRS regulations, to any such party's IRA, Keogh, or 401K account. Any contributions in excess of the maximum allowable under current IRS regulations per year per person to any other retirement account, and any contributions in any amount to any trust or other fund of whatsoever kind, must be approved in advance and in writing by us.

(3.2.2.1.4) The Borrower shall deliver all required financial statements, notices, and returns or reports to our Northeast Regional Financial Services Branch as soon as possible, but in no event later than 90 days after the close of the accounting period to which they relate. All of the Borrower's tax returns must be timely filed (in accordance with the Internal Revenue Service (IRS) deadlines or agreements between the Borrower and the IRS and delivered to the Government within 15 days of their filing with the U.S. Internal Revenue Service.

(3.2.2.1.5) All annual financial reports required hereunder shall include a certification from the Borrower's president, managing partner, or authorized representative that either (a) there has been no default under the Security Documents during the reporting period, or (b) there has been a default or defaults under the Security Documents during the reporting period, in which latter case the nature, extent, prospective consequences, and all other relevant details of such default or defaults shall be fully set forth in such certification. This certification must attest that all taxes and assessments on property pledged as collateral for the loan are fully paid and current.

(3.2.2.1.6) The Borrower shall permit the Government, or any representative selected by it, in such manner and at such times as we may reasonably require, to: (a) make inspections and audits of any books, records, papers, or other documents of whatsoever nature in the Borrower's custody and control (or in any other entity's custody or control) relating in any way to the Borrower's financial or business condition, (b) make extracts there from, and (c) make inspections and appraisals of any of the Borrower's physical assets. The Borrower shall, within thirty days of our demand, pay the Government for the cost of all such inspections, audits, or appraisals, and all such amounts disbursed by the Government for such purpose shall, until fully repaid by the Borrower, be: (a) added, payable upon our demand, to the Note, (b) earn interest at the same rate as the other principal of the Note, and (c) be secured by the Security Documents.

(3.2.2.1.7) Should a limited fisheries access system be initiated at some future date under which the Borrower is granted a transferable fishery participation right,

harvest privilege, or management allocation, regardless of the name given to such right, privilege or allocation, including (but not limited to) any allocations, permits, quotas, licenses, cage tags, or any other fisheries access restriction or right affecting, necessary for, or in any other way (however characterized) associated with any of the property included in or subject to the Security Documents, the Borrower agrees that it shall grant to the Government a full senior security interest in such allocation by whatsoever means deemed by the Government to be appropriate (including, but not limited to, the Borrower's execution of security agreements and the filing of financing statements under the U.C.C.). Further, if the Borrower fails to do so, Borrower agrees that the Government may use the attorney-in-fact provisions conferred upon it by the Security Documents to execute, deliver, and otherwise perfect whatever documents may be required to accomplish the grant to the Government of a full security interest in such fisheries right, privilege or allocation.

(3.3) Guarantor Obligations:

(3.3.1) In addition to all covenants of whatsoever nature in our customary form of Security Documents, the Guarantor shall be bound by and subject to the following special covenants and all provisions pertaining to them:

(3.3.1.1) The Guarantor shall not without our prior written consent, *which consent shall not unreasonably be withheld*, take any of the following actions:

(3.3.1.1.1) Establish any trust, retirement fund, or any other fund (however characterized) for the benefit of itself or of any party, or transfer any funds, property, or other assets of any kind (however characterized) into any such fund whether now or hereafter existing (and any such action shall be void and without effect insofar as our interests are concerned)⁴.

⁴ This provision excludes contributions, not exceeding the maximum allowed by IRS regulations, to any such party's IRA, Keogh, or 401K account. Any contributions in excess of the maximum allowable under current IRS regulations per year per person to any other retirement account, and any contributions in any amount to any trust or other fund of whatsoever kind, must be approved in advance and in writing by us.

(3.3.1.1.2) Transfer any funds, property, or other assets (however characterized) to any party, person, or entity by way of gift or by any other means (however characterized) for any consideration less than payment by such party of the full and fair market value thereof (and any such action shall be void and without effect insofar as our interests are concerned): provided, however, that reasonable transfers not significantly affecting the Guarantor's net worth, and not inconsistent with the Guarantor's obligation to protect us from loss by preserving its net worth, shall be exempted.

(3.3.1.1.3) Start any new business or acquire any other business, or the assets of any other business, or sell, liquidate, dissolve, spin-off, split-up or in any other way (however characterized) dispose of its assets except as may be reasonably required in the normal course of ordinary and prudent day-to-day activities.

(3.3.1.1.4) Guarantee or become contingently liable in any way as surety, endorser, creditor, co-maker, accommodation maker, or in any other way (however characterized) for the debt or obligations of any other party, except as may be reasonably required in the normal course of ordinary and prudent day-to-day activities.

(3.3.1.2) The Guarantor shall give us annually, at the end of each of its tax years, a certified correct copy of (a) the Guarantor's balance sheet at the end of each such year and (b) the Guarantor's Federal Income Tax Return for each of such years (all together with all supporting schedules). The Guarantor shall also give us at any reasonable time any other financial statements, books, records, or reports we may reasonably, by written notice, from time-to-time require.

(3.3.1.3) The Guarantor shall deliver all required financial statements, notices, and returns or reports to our Northeast Regional Financial Services Branch. The Guarantor shall deliver all financial statements to us as soon as possible, but in no event later than 90 days after the close of the accounting period to

which they relate. The Guarantor shall timely file all tax returns (in accordance with IRS deadlines or agreements between the Company and the IRS) and deliver them to us within 15 days of their timely filing with the U.S. Internal Revenue Service.

(3.3.1.4) The Guarantor shall (within 10 days of its first knowledge thereof) give us notice of any pending litigation, business reverse, casualty, loss, or any other matter (however characterized) that materially diminishes: (a) its ability to service any debt actually or contingently owed the Government, (b) its ability to perform any other duty or obligation owed the Government, (c) its ability to fully and faithfully perform any covenant with the Government, (d) the value of any property or other assets pledged to the Government, or (e) the net worth of the parties against whom the Government has recourse.

(3.3.2) Any violation of any of these covenants shall be an event of default, and may constitute grounds for the Government's declaration of a security default, under any and all default rights specified in the Security Documents and cause the Government, in its sole discretion, to immediately accelerate the full unpaid amount of the Note, foreclose under the Security Documents, and fully pursue all default rights specified in the Security Documents and all other remedies for collecting the Note.

(3.3.3) Any violation of these covenants by the Borrower or the Government's verifiable determination that the Borrower's financial condition has deteriorated and jeopardizes the Borrower's continuing ability to perform its responsibilities in connection with the loan, may cause the Government, in its sole discretion, to deem itself insecure and permit the Government to take action to limit potential losses in connection with a defaulted loan or loan in jeopardy of default including, but not limited to, requiring additional collateral or a greater equity contribution from the Borrower.

(4) INSURANCE REQUIREMENTS:

(4.1) PROPERTY COVERAGE:

(4.1.1) The Property located at 40 Commercial Street, Portland, ME must have business personal property insurance

for the replacement cost, with a minimum of \$2,485,000. In addition to the contents, coverage must include inventory, equipment, and work in progress.

(4.1.2) The Property located at 150 Main Street, Richmond, ME must have all risk building and personal property insurance for the replacement cost of the facility, with a minimum of \$2,348,000 building and \$2,000,000 business personal property. In addition to the building, coverage must include contents, inventory, equipment, and work in progress.

(4.1.3) Both Properties must have business interruption insurance for actual loss sustained at each location.

(4.1.4) Both Properties must have boiler and machinery insurance for an amount not less than the outstanding balance of this financing. The initial amount will not be less than \$5,719,902.

(4.2) LIABILITY COVERAGE:

(4.2.1) Both Properties must have a commercial general liability policy. Minimum limits of liability must be \$1,000,000 per occurrence plus \$2,000,000 general aggregate.

(4.2.2) Both Properties must have umbrella liability for a total of \$2,000,000 minimum.

(4.2.3) Both Properties must have a business auto policy placed at \$1,000,000 minimum to include all land motor vehicles, trailers, or semitrailers designed for travel on public roads and owned, leased, or otherwise controlled by the facility.

(4.2.4) Both Properties must have statutory state limits of workmen's compensation, including proper classifications for all workers, with coverage equal to or greater than \$100,000. The workmen's compensation coverage must include employer's liability with a minimum of \$100,000.

(4.3) GENERAL REQUIREMENTS:

(4.3.1) We must be provided in a timely manner with original policies, binders, and endorsements. Such policies must list the NMFS headquarters address as follows for the additional assured or mortgagee as indicated.

National Marine Fisheries Service
Financial Services Division, F/MB5
1315 East-West Highway
Silver Spring, MD 20910

(4.3.2) We must be named as additional assured on all liability insurance.

(4.3.3) We must be listed as first mortgagee on all property coverages.

(4.3.4) We must have thirty (30) days notice of cancellation on all coverages.

(4.3.5) We must be provided with our standard NMFS Form 2-267(a) shoreside endorsement for property and NMFS Form 2-267(b) shoreside endorsement for liability.

(4.4) Such other usual and customary insurances as we may require. We attach our standard requirements for insurance.

(5) INSPECTIONS:

The Government may cause inspectors (appraisers, surveyors, engineers, or architects) of its choice to inspect all Project Property and Equipment prior to Transaction closing.

Although the Government shall choose these inspectors, they shall work for the Government, and it may initially pay them, you are solely responsible for their cost. In the event that the Government pays them, you are obligated to reimburse the Government and hereby unconditionally promise to, within 30 days of its demand, pay for the cost of all such inspections. All amounts disbursed by the Government for this purpose shall, if not fully repaid to the Government by the date the Transaction is closed, be: (a) added, payable upon its demand, to the Note, (b) earn interest at the same rate as the Note, and (c) be secured by the Security Documents.

The Government will consult with you about the kind and cost of inspection services required. It shall endeavor to keep all inspections, and all costs for them, as reasonable as possible. Nevertheless, the choice of inspectors and services shall be the Government's, and failure of the inspection results to meet, for its sole purposes, its approval, or your failure to reimburse the Government for all inspection costs

shall constitute, in its sole discretion, either cause for withdrawal of the Approval Letter or a security default under the Security Documents.

(6) PRE-CLOSING:

(6.1) Please let our Regional Financial Services Branch at the address specified in (9) below, know, at least 45 days in advance, the date you need the Transaction closed. The Government will need to verify or arrange many things, for example:

(6.1.1) The depreciated actual costs eligible for the Transaction.

(6.1.2) The adequacy of all required insurance (communicate about insurance matters directly with our Central Insurance Servicing Unit at the address specified in (9) below, rather than our Regional Financial Services Branch).

(6.1.3) The absence of liens on property involved in the Transaction (other than those permitted herein).

(6.1.4) All closing documentation factors including the availability of your private counsel where the Transaction involves real property, U.C.C. filings, or other unusually complicated factors. *Where the Transaction involves real property mortgages or U.C.C. filings, your attorney will have to prepare, and submit all closing documents involving the real estate or U.C.C. filings to the Government before Transaction closing.*

(6.1.5) Your possession of all necessary permits, licenses, approvals, and other clearances required to do business.

(6.1.6) Verify that the Borrower continues to have no permit sanctions or Notice of Permit Sanctions and no unpaid final and unappealable civil penalties under the provisions of Federal statutes protecting living marine resources.

(6.1.7) No change in any party's financial or economic circumstances or prospects deemed by the Government to be materially adverse to its interest.

(6.1.8) The availability of all parties at Transaction

closing.

(6.1.9) The availability of all required documentation of good standing and authority to enter into the Transaction, etc.

(6.1.10) The accomplishment of all other matters that constitute, in its sole discretion, conditions precedent to the Government's willingness to close the Transaction.

(6.1.11) The time, date, and place of Transaction closing.

(6.2) The Government will prepare the appropriate documents to be executed by the parties at closing. In those circumstances where the Transaction includes real estate mortgages and/or Uniform Commercial Code filings, Borrower's attorney may be required to prepare the relevant documents including an opinion letter that the documents if appropriately recorded will adequately secure the interest of the Government for the term of the loan.

(7) CLOSING:

Our Regional Financial Services Branch will close the Transaction.

The Government will not close the Transaction unless all parties hereto have fully complied with all requirements of the Approval Letter and all subsequent Transaction closing instructions.

You must, at Transaction closing, provide funds for all required document filing, mortgage recordation, title transfer, or other fees that may be required to perfect the closing documents and complete the closing. You must, at Transaction closing, provide funds for any fees owed to Government. You must, at Transaction closing, provide funds to reimburse the Government for any inspection or other expenses it may have incurred in your behalf.

(8) POST-CLOSING:

The proceeds of the Note will be transferred, by electronic wire transfer if possible, to the parties indicated by the intent and purpose of the Approval Letter. Disbursement will occur after all Transaction closing documents required by the Approval Letter have been fully perfected (including transfer,

recording, and filing where required) and all other Transaction closing requirements have been completed and approved by the Government.

(9) CONTACT WITH US:

The Regional Financial Services Branch (Branch) that will close the Transaction and service the Borrower's loan during the life of the financing, is:

Financial Services Branch, F/MB51
National Marine Fisheries Service
55 Great Republic Drive
Suite 02-700
Gloucester, MA 01930-2209

Phone: (978)281-9222
Fax: (978)281-9375

Borrower may communicate with the Branch on all matters except insurance. Borrower shall communicate on all insurance matters directly with the Central Insurance Servicing Unit:

Insurance Servicing Unit
Financial Services Division, F/MB5
National Marine Fisheries Service
1315 East West Highway
Silver Spring, Maryland 20910

Phone: (301) 427-8767
Fax: (301) 713-1306

Borrower shall contact both the Branch and the Central Insurance Unit as soon as all parties required to do so have signed the Approval Letter and Borrower has returned the Approval Letter to the Branch. The Government and the parties will benefit by having as much time as possible to prepare for closing the Transaction.

This case number is FF-B-174. All correspondence with and checks to the Government must include this number.

(10) SIGNING THE APPROVAL LETTER:

All parties listed in the signature section of the Approval Letter must sign the Approval Letter in the designated spaces

provided and return it (with original signatures) to the Branch. This evidences the acceptance by all parties of the terms and conditions of the Approval Letter. Nothing can go forward until all parties have signed the Approval Letter and their original signatures thereon are in the Government's possession.

(11) GENERAL:

(11.1) The Chief, Financial Services Division, or his designee, may negotiate at any time, now or in the future, with any party to the Approval Letter, any creditor, or any other party whatsoever about: the Approval Letter, the liability of any party, the collateral securing the Transaction, the Security Documents, or any other matter affecting the Transaction. All parties will receive notice of any pending amendment and any resulting amendment of the Approval Letter shall require the written agreement of the parties, except those who have specifically waived notice or the necessity of their consent to amendments to the Approval Letter, the Note or any other Security Document. The parties hereby give the Government the right to enter into separate agreements with one or more of the parties, i.e. individually or with a subset of the parties hereto; such agreements may pertain to this Approval Letter's provisions, the Security Documents, the Note, Guaranty Agreements, or any other aspect of the Transaction. Any resulting change in the Approval Letter shall not be cause for damage, counterclaim, or set-off by any party hereto. It is the sole responsibility of all parties to verify for themselves the final conditions under which the Transaction is being closed.

(11.2) All parties must meet such other conditions as the Government may reasonably deem necessary to accomplish the intent and purpose of the Approval Letter and to otherwise protect the interest of the Government.

(11.3) With respect to the content herein, this Approval Letter is the entire and exclusive agreement between the parties, and supersedes all prior documents and offers. In the event of any inconsistency between the terms of this Approval Letter and the terms of the Security Documents, statutes or regulations applicable to this Transaction, then the Security Documents, statutes or regulations shall supersede the Approval Letter.

(11.4) All parties hereto forever waive all right to sue, or otherwise counterclaim against, the Government based on any claim of past, present, or future oral agreement between the parties.

(11.5) The provisions of the Approval Letter are severable and, in the event any portion thereof is held to be void, invalid, non-binding, or otherwise unenforceable, the remaining portion thereof shall remain fully valid, binding, and enforceable against all parties hereto.

(11.6) The Borrower and Guarantor (if any) acknowledge and agree that the Approval Letter and /or the Security Documents contain, or will contain, provisions for the protection of the Security interests of the Government (including, but not limited to, acceleration, assumption and subrogation provisions) liens, release of liens, payment of taxes, and other matters that the Government may prescribe. Any breach of the terms of the Approval Letter or Security Documents may, in the sole discretion of the Government, result in cancellation of the loan approval and void disbursement of loan funds.

(11.7) The exercise of any of the Government's rights shall be at its sole discretion. The Government's failure at any time to exercise any or all of its rights shall not constitute a waiver of any of those rights.

(11.8) In the event the Government determines, in its sole discretion, that any party's financial condition has deteriorated enough to jeopardize the Borrower's continuing ability to perform its responsibilities in connection with the loan, the Government may take action(s) to limit potential losses in connection with a defaulted loan or loan in jeopardy of default. These actions include, but are not limited to, requiring additional collateral or a greater equity contribution.

(11.9) This Approval Letter shall not, by implication or otherwise, be construed to limit or impair the power or authority of the United States of America to enforce the laws of the United States (and any regulations promulgated under those laws), including, but not limited to, the Magnuson-Stevens Fishery Conservation and Management Act, various treaties and implementing acts, or other applicable statutes. Accordingly, except to the extent that this Approval Letter

indicates that we have approved your loan application and intend to proceed to close this loan (subject to the terms and conditions within this Approval Letter, Security Documents, applicable regulations or guidelines, and other documents related to the Transaction), this Approval Letter does not constitute or imply the grant, by any other agency, division or department of the United States of America (including, but not limited to, any other unit of the National Marine Fisheries Service, the Department of Homeland Security, or the Department of Justice) of any other consent, accord, satisfaction, advice, or a waiver of rights, power or authority.

(12) SIGNATURES:

(12.1) The parties required to do so may sign the Approval Letter in any number of counterparts, and all such signed counterparts shall constitute one and the same Approval Letter.

(12.2) The undersigned hereby agree to, and shall henceforth be bound by and subject to, for the life of this loan, all provisions set forth in the Approval Letter or Approval Letter as amended.

(12.3) **FIRST PARTY:** United States of America, Acting by and through the Secretary of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service:

By: _____
Brian Summers
Financial Assistance Specialist

For: _____
Paul Marx, Chief
Financial Services Division

(12.4) SECOND PARTY: Shucks Maine Lobster, LLC:

By: _____ Date: _____

Title: _____

Attest: _____ Date: _____

Title: _____

(12.5) THIRD PARTY: Indian Creek Investments

By: _____ Date: _____

Title: _____

Attest: _____ Date: _____

Title: _____

(12.6) FOURTH PARTY: W. John Hathaway:

By: _____ Date: _____

W. John Hathaway

Witness:

By: _____ Date: _____

(Print Witness' Full Name)

(12.7) FIFTH PARTY: Sue-Ellen I. Hathaway:

By: _____ Date: _____

Sue-Ellen I. Hathaway

Witness:

By: _____ Date: _____

(Print Witness' Full Name)

(12.8) SIXTH PARTY: Linda L. Bean:

By: _____ Date: _____
Linda L. Bean

Witness:

By: _____ Date: _____

(Print Witness' Full Name)

Exhibit 4

Lease Agreement

LEASE AGREEMENT
for a Portion of
PORTLAND OCEAN TERMINAL

This lease, made in triplicate original as of the 18th day of April, 2013, by and between the **CITY OF PORTLAND**, a Maine municipal corporation having its principal place of business at 389 Congress Street, Portland, Maine (hereinafter referred to as "Landlord") and **SHUCKS MAINE LOBSTER, LLC**, a Maine limited liability corporation with a mailing address of 190 Mills Rd. Kennebunkport, ME. 04046 (hereinafter referred to as "Tenant").

WHEREAS, Landlord has available warehouse space at the Portland Ocean Terminal ("POT") located at 40 Commercial Street in Portland; and

WHEREAS, Tenant wishes to lease warehouse space within the POT; and

WHEREAS, Landlord agrees to lease warehouse space to Tenant, pursuant to the terms and conditions set forth in this Agreement; and

WHEREAS, Landlord has sufficient right, title and interest in and to the real property, together with the facilities, easements, rights, licenses, and privileges hereinafter granted, and has full power and authority to enter into this Agreement in respect thereof;

NOW, THEREFORE, in consideration of the mutual covenants and considerations herein contained,

WITNESSETH:

1. Premises; Security:

- a. The property described below and depicted on Exhibit A, attached hereto and made part hereof are collectively, the "Premises".
- b. Landlord does hereby lease, demise and let unto Tenant approximately 18,800 square feet of warehouse space for its exclusive use located within the central portion of the POT warehouse, and depicted as "Shucks Primary Lease Area: +/- 18,800 sq ft" on Exhibit A. Tenant shall have no authority to modify or make any changes to the Premises without the prior consent of Landlord which consent shall not be unreasonably withheld. Landlord hereby accepts the modifications, improvements, and changes proposed in Exhibit A attached hereto.
- c. Tenant, at its own cost and subject to approval by Landlord, shall install a structure, such as an interior wall or fence to separate the Premises from the remainder of the POT as shown in Exhibit A attached hereto.

- d. Tenant, at its own cost and subject to approval as to design and construction by Landlord, shall construct two loading docks and doors, a nitrogen tank and an additional door for employee access on the southwestern side of the POT generally as shown in Exhibit A attached hereto to access the property depicted on Exhibit A. The location of such improvements is subject to agreement between Tenant and Landlord. Once completely constructed, Tenant shall have access to the loading docks on both the west and east sides of the Premises for acceptance of deliveries and shipping by vehicle, during the term of this lease. Upon termination of this lease, all such improvements, excluding the nitrogen tank, shall become property of the Landlord, without cost to the Landlord or payment to Tenant subject to Section 14. Tenant shall promptly remove the nitrogen tank, upon termination, or sixty (days) from date of termination, or it shall become the property of the Landlord.
- e. Security Rules: Tenant shall comply with all safety and security requirements in its operations hereunder. All Tenant employees working at the POT shall obtain a Transit Worker Identification Credential (TWIC) and shall display such TWIC cards at all times when at the POT, whether within the Premises or on the Common Use Space. Tenant further agrees that its officers, employees and agents shall abide by the provisions of the Landlord's Federal Facility Security Plan, and with any other security directives or policies that may be promulgated from time to time by the Landlord, the State of Maine or by agencies of the Federal Government during the term of this Agreement, all of which are attached as Exhibit B and made a part hereof. If required by the U.S. Coast Guard or other agency(ies) with appropriate jurisdiction, Tenant shall create its own Facility Security Plan.

Tenant shall pay all costs, expenses, liabilities, losses, damages, fines, penalties, claims, and demands, including reasonable counsel fees, which may arise directly out of Tenant's (including its officers, volunteers and employees) failure to comply with the covenants of this paragraph, and such failure shall be deemed a default under this Agreement.

- f. Access: Tenant shall be provided with access to the Premises on a twenty-four (24) hour basis through the use of a key, and Tenant shall be responsible for ensuring that its employees understand the security requirements of POT and that only Tenant's authorized persons are provided access, and in the course of doing the Tenant's business. Authorized persons shall include Tenant's officers, employees, guests, clients, customers, inspectors and visitors from adjoining cruise ships and boats who have entered POT security space.
- g. The Tenant's rights of occupancy are subject to the right of the Landlord to occasionally use the Premises for access to the portions of the Maine State Pier/Portland Ocean Terminal, and to that extent Tenant's rights are not

exclusive. Such use by the Landlord shall be made in a manner so as to not interfere with the Tenant's use, to the extent reasonably possible.

2. Term.

- a. Subject to the Section below concerning termination, the initial term of this Agreement shall commence six (6) months from the date of Landlord's approval of Tenant's construction plans that have received all necessary permits and licenses and shall continue for a fifteen (15) year term. That portion of the rights leased hereunder which is the right to use parking spaces (see Section 6 below), shall have a different Term; with respect to those rights only, the term is for two years, from the date this leasehold begins; the term of these rights to use parking shall automatically renew for two years, unless either party hereto gives notice before December 1 of any year, of nonrenewal; and these rights to use parking spaces shall not renew for any period after the Term described above has ended.
- b. Option to Lease Northwesterly Additional Space: Tenant shall have the right to lease the adjoining area shown as "Shucks Expansion Option: +/- 5,700 sq ft" on the attached Exhibit A, under the same terms and conditions outlined in the Lease herein, and with a pro rata adjustment to the rent due hereunder. If not exercised before July 1, 2015, this Option shall then expire. The option shall be exercised by giving the Landlord written notice, at least 60 days prior to the desired occupancy date.
- c. Option to Lease Southeasterly Additional Space: Tenant shall have the right to lease the adjoining area shown as "Shucks or Ready Expansion Option: +/- 9,200 sq ft" on the attached Exhibit A, under the same terms and conditions outlined in the Lease herein, and with a pro rata adjustment to the rent due hereunder. If not exercised before July 1, 2016, this Option shall then expire. The option shall be exercised by giving the Landlord written notice, at least 60 days prior to the desired occupancy date. If Ready notifies the Landlord that it desires to exercise its subordinate option to lease this same space, Tenant must either exercise its option within 15 days of receiving notice from Landlord that Ready has given such notice to the Landlord, or Tenant's option to lease this space shall terminate.

3. Permitted Uses.

- a. Tenant Uses: Tenant may use the Premises for any permitted conditional use or uses in accordance with City of Portland Code of Ordinance, including but not limited to wholesale, offloading, warehousing, storage, packaging, shipping, receiving, processing, manufacturing, office space, refrigerated and freezer storage, food service, preparation and testing, educational display and cooking, and any other necessary activities associated with Shucks Maine Lobster as

determined by the Planning Authority to be consistent with the Eastern Waterfront Zone or its successor.

- b. Tenant may, upon receipt of written consent of Landlord which consent shall not be unreasonably withheld, make physical improvements to Premises to support Tenant's use.
- c. Landlord uses: Landlord reserves the right to permit other parties to use the remainder of the POT warehouse (other than the Premises) during the term of this Agreement and thereafter, so long as such use does not unreasonably interfere with the use of the Premises by Tenant as permitted or required by this Lease Agreement.
- d. Tenant agrees to use commercially reasonable efforts to work with the Landlord to coordinate Tenant's use of the Premises with other tenants and users of the POT warehouse, as well as other uses of the Maine State Pier.
- e. Nothing herein is intended to create, nor shall it be deemed to be, a joint venture between the parties.

4. Rent.

Rent for the Premises shall be \$10.54 per square foot per annum during the initial term of the Lease, during 2013, payable in equal monthly payments in advance on the first day of each month of the term of this Lease Agreement. The Rent shall increase by two percent (2%) each year thereafter, on January 1 of each year. Tenant shall only be responsible, in the final calendar year of this Lease, for the prorated portion of the annual Rent, corresponding with the date of termination of this Lease.

5. Utilities.

The Landlord shall provide, at Tenant's expense, separate electrical and water meters or submeters to separate Tenant's electrical and water usage from that of Landlord and other users of the POT. Tenant shall pay Landlord monthly for its water and electric usage. Landlord is not responsible for providing heat to the Premises.

6. Parking.

Landlord shall provide 10 parking spaces in the Thames Street gravel lot located on Commercial Street across from Ocean Gateway, or another mutually agreed upon location for exclusive use by Tenant. See Section 2 for term of this right to use parking spaces.

Landlord shall provide three (3) parking spaces on the State Pier for exclusive use by Tenant.

Landlord shall not allow any parking other than by Tenant or Tenant's delivery vehicles immediately adjacent to the POT. Landlord shall maintain a striped pedestrian walkway along the west side of the POT from the Main Gate to the end of the Tenant's Premises.

Landlord hereby grants Tenant the right to use the wharf on the east side of the POT for pedestrian and vehicle traffic for the purpose of access to the Premises for employees, invited guests, and delivery vehicles who have obtained proper security clearance. Landlord may limit vehicular traffic in this area on days when cruise lines are docked at the POT.

7. Tenant to Plow and Remove Snow

Tenant, at Tenant's expense, shall be responsible for plowing and removing snow from the loading dock access area and driveway.

8. Tenant to Remove Trash and Debris.

Tenant, at Tenant's expense, shall maintain the entire portion of the Premises in the same condition and repair as it has on the commencement of this Agreement, except only for reasonable wear and tear, and shall remove all trash and debris attributable to it from the Premises. No waste, water, process water, or trash or other material or fluid(s) shall be placed in the waters under or near the Premises, without Tenant providing written notice of the same to Landlord, and demonstrating to Landlord that any required permits or approvals have been obtained by Tenant, and only with written permission from Landlord which permission shall not be unreasonably withheld. Notwithstanding the foregoing, Landlord does hereby consent to Tenant operating a raw seawater intake and discharge system on the Premises in conjunction with its live lobster tanks, if any, if permitted by law and if any applicable permits have been obtained by Tenant.

9. Compliance with Laws.

Tenant shall, at its own cost and expense, promptly observe and comply with all applicable laws, ordinances, requirements, orders, directives, rules and regulations of the federal, state, and county and city governments, including the City Of Portland Facilities rules as they may be amended from time to time, and of all other governmental authorities, affecting the Premises or appurtenances thereto, while such laws or regulations are in force, regardless of when enacted. Tenant shall pay all costs, expenses, liabilities, losses, damages, fines, penalties, claims, and demands, including reasonable counsel fees, which may arise directly out of Tenant's failure to comply with the covenants of this Section, and such failure shall be deemed a default under this Agreement. Tenant shall be responsible for obtaining all necessary permits and licenses required for its use and occupancy of the POT at its own cost and expense.

10. Indemnification.

- a. General. To the fullest extent permitted by law, Tenant shall at its own expense defend, indemnify, and hold harmless the Landlord, its officers, agents, and employees from and against any and all liability, claims, damages, penalties, losses, expenses, or judgments, just or unjust, arising from injury or death to any person, or damage to property sustained by anyone (including but not limited to Landlord employees or property), including but not limited to claims based upon violation of any environmental law or regulation, except to the extent that such claims arise from a negligent act or omission of the Landlord, its officers, agents, servants or employees.

Tenant shall, at its own cost and expense, defend any and all suits or actions, just or unjust, which may be brought against Landlord or in which Landlord may be impleaded with others upon any such above-mentioned matter, claim or claims, including claims of contractors, employees, laborers, material men, and suppliers. In cases in which Landlord is a party, Landlord shall have the right to participate at its own discretion and expense and no such suit or action shall be settled without prior written consent of Landlord. Such obligation of indemnity and defense shall not be construed to negate nor abridge any other right of indemnification or contribution running to Landlord which would otherwise exist.

- b. Without limiting the foregoing, to the fullest extent permitted by law, Tenant hereby agrees to assume all risk of injury, harm or damage to any person or property (including but not limited to all risk of injury, harm or damage to Tenant's officers, agents, employees, contractors, customers or invitees or to their property) arising out of, during, or in connection with the rental or use of the POT, the parking provided, the Premises, or any POT warehouse property or any portion thereof and the activities hereunder which injury, harm or damage is alleged to be related to the presence of mold at or in the Premises, and to defend, indemnify and hold the Landlord harmless from any such liability, claims, damages, losses or expenses.
- c. Covenant against liens: Tenant shall not cause or permit any lien against the Landlord's property or any improvements thereto to arise out of or accrue from any action or use thereof by Tenant and shall hold the Landlord harmless therefrom; provided, however, that Tenant may in good faith contest the validity of any alleged lien. Upon request of the Landlord, Tenant shall post a bond warranting payment of any such lien in the event Tenant contests such lien.
- d. Survival. The Terms of this Section shall expressly survive the expiration or termination of this Agreement.

11. **Insurance.**

- a. Amounts. Without expense to the Landlord, and with no lapse in coverage, Tenant shall procure and maintain, at its own cost, and show evidence to the Landlord of the following insurance to protect the Landlord from claims and damages which may arise from Tenant's operations under this Agreement, whether such operations shall be performed by the Tenant or by anyone directly or indirectly employed by it, in the types and minimum amounts set forth below:

<u>Description</u>	<u>Coverage</u>	<u>Each Occurrence</u>
(i) Commercial General Liability	B.I./P.D.	\$1,000,000
(ii) Automobile Liability Insurance		\$ 400,000
(iii) Worker's Compensation		Maine statutory amount

- b. Landlord protected. The Landlord shall be named as an additional insured under items (i) and (ii) above. Tenant shall also provide evidence of Workers Compensation coverage in the statutory amounts.
- c. Notice to Landlord. All policies of insurance required herein shall be in a form and issued by a company or companies approved to do insurance business in the State of Maine. Each such policy shall provide that such policy may not be changed, altered or canceled by the insurer during its term without first giving thirty (30) days' notice in writing to the Landlord. Each liability policy required to be obtained hereunder shall be on an occurrence basis. In the event that policies are not available on an occurrence basis, Tenant shall purchase a "tail" which provides coverage hereunder for a minimum of six (6) years after termination of this Agreement.

All policies required hereunder shall be primary to any insurance or self-insurance which Landlord may maintain for its own benefit. Liability insurance coverage shall also extend to damage, destruction, and injury to City-owned or City-leased property and City personnel, to the extent caused by, or resulting from negligent acts, operations, or omissions of Tenant, its officers, agents, employees, invitees, and/or contractors.

- d. Certificates. Certificates or other evidence of insurance coverages required of Tenant in this Section, in amounts no less than those stipulated herein or as may be in effect from time-to-time, shall be delivered to the Landlord prior to use of the Premises. Such certificate or certificates shall at all times while this Agreement is in effect provide Landlord with at least thirty (30) days prior written notice of any change or modification in insurance coverage or insurance carrier.

12. Assignment/Subletting.

Tenant shall not sublease, transfer or assign this Agreement or the rights granted hereunder at any time during the term of this Agreement. No such assignment or subletting shall relieve Tenant of any obligations hereunder and any person accepting such assignment shall take the Agreement subject to all prior breaches and shall be liable therefore in the same manner as Tenant.

Landlord hereby grants the following exception: Tenant may collaterally assign this Agreement to a bona fide Lender for the purposes of obtaining and/or securing financing.

13. Casualty Damage.

- a. If the Premises or any part thereof shall be destroyed or damaged by fire or other unavoidable casualty so that the same shall be thereby rendered unfit for use, then, and in such case, the Rent hereinabove stated or a just and proportional part thereof, according to the nature and extent of injuries sustained, shall be suspended or abated, until the Premises shall have been put in proper condition for use by Tenant. Provided, however, in the event of such destruction or damage, either Landlord or Tenant shall have the right to terminate this Lease by giving the other party written notice of such termination within thirty (30) days after such damage or destruction, and upon the giving of such notice, the term of this Agreement shall cease and come to an end as of the date of such damage or destruction and any unearned rent shall be returned to Tenant.
- b. Tenant shall be responsible for covering the equipment and supplies with such property and casualty insurance as it deems necessary and Landlord shall have no responsibility therefor. Tenant assumes all risk of damage, loss or casualty to its property, equipment and/or supplies while located at the POT, even if the cause of such damage is the result of the negligent act or omission of Landlord, its officers or employees. Tenant shall defend, indemnify and hold the Landlord harmless from any claim based upon any damage, loss or casualty to its property, equipment and/or supplies while at the POT. Any casualty insurance obtained by Tenant for its property, equipment or supplies at POT shall include a waiver of subrogation against the Landlord.

14. Termination for Convenience or Cause.

- a. Landlord may, in its discretion and for its convenience, terminate this Agreement upon no less than Three Hundred Sixty (360) days prior written notice to Tenant. In the event of termination during a rental period, Landlord will reimburse to Tenant documented initial construction expenditures made by Tenant for the purposes of build-out, improvements, additions or installations to the Premises, but such reimbursement shall be calculated as set forth below, in subsection (b) and in no event shall exceed \$1,000,000; also in the event of termination,

Landlord will reimburse Tenant for the pro-rated amount paid in rent for any time period after the effective date of the termination; provided, however, that Tenant shall remain liable to pay any Rent accrued and owed for the time period prior to the effective date of termination.

- b. The reimbursement under subsection (a) above will be based upon the initial investment amount not to exceed \$1,000,000 (Tenant is of course free to invest more than this, but this amount is, as stated above, the limit for the purpose of this reimbursement) and the reimbursement required under this Section shall be reduced over fifteen (15) years per annual schedule shown on Exhibit C.
- d. Either party may terminate this Agreement upon no less than Thirty (30) calendar days' prior written notice for failure of the non-terminating party to comply with the terms and conditions of this Agreement. In such event, the non-terminating party shall have the right to cure such default within the Thirty (30) day period or in the case of default in any payment due hereunder, within Ten (10) calendar days of receipt of notice of such default. Such notice of default shall be required to coincide with a rental period.
- d. Upon any termination of this Lease for reasons other than Convenience as outlined in 14(a) above, Tenant shall quit and surrender to Landlord the Premises in accordance with the provisions of Section 15 herein regarding Return of Premises. If this lease is terminated, Tenant shall remain liable to Landlord for all Rent accrued and unpaid up to the date of such termination. In no event shall either party be liable to the other for incidental, special, or consequential damages of any nature claimed as a result of the breach of any term of this Agreement or termination of this Agreement other than as outlined in 14 a. above.

15. Return of Premises; Trade Fixtures.

Tenant at the expiration or termination of this Agreement shall peaceably yield up to Landlord the Premises in good repair in all respects, reasonable use and wear and damage by fire and all other unavoidable casualties not caused by Tenant, its officers, employees, agents, invitees or contractors excepted. Tenant shall remove all trade fixtures, equipment and other personal property installed or placed by it at its expense in, on or about the Premises; provided, however, all damage caused by or as a result of such removal shall be repaired by Tenant at its expense. Should Tenant fail to remove its fixtures, equipment or property within Ninety (90) days of a notice to do so from Landlord, ownership of such fixtures, equipment and property shall automatically be vested in Landlord and Landlord have the right dispose of such fixtures, equipment and property in any manner it sees fit, and retain all proceeds therefrom. Notwithstanding the foregoing, Tenant shall continue to be liable to Tenant for the costs of any such removal and disposal in excess of any such proceeds.

16. Covenants.

Landlord covenants that it is the owner in fee of the Premises and can and will provide quiet enjoyment of the Premises during the term of this Agreement. Each party covenants that the Agreement is signed by a duly authorized individual.

17. Notices.

Any notice required to be given under this Lease shall be in writing and shall be hand-delivered or sent by U.S. certified mail, return receipt requested, postage prepaid, addressed to the parties as stated below or such other address as either party may designate in writing to which its future notices shall be sent.

To Tenant: John Hathaway
Shucks Maine Lobster, LLC
190 Mills Rd.
Kennebunkport, ME. 04046

To Landlord: Mark H. Rees
City Manager
389 Congress Street
Portland, Maine 04101
cc: Director of Public Buildings (~~at same address~~)

*239 Park Avenue, Portland ME
04102*

The Landlord's representative for administration of this Agreement shall be the Director of Public Buildings or his/her authorized designee.

18. Amendment.

Both parties hereto acknowledge and agree that they have not relied upon any statements, representations, agreements or warranties except such as are expressed herein. The terms of this Lease may be modified or amended by the mutual assent of the parties hereto; provided, however, that no such modification or amendment to this Lease shall be binding until in writing and signed by both parties.

19. Governing Law.

This Agreement shall be governed by and construed in accordance with the laws of the State of Maine.

20. Force Majeure.

Neither Tenant nor Landlord shall be deemed in violation of this Lease if it is prevented from performing any of its obligations hereunder by reason of strikes, boycotts, labor disputes, acts of God, war, acts of superior governmental authority or other reason over which it has no control; provided, however, that the suspension of performance shall be

no longer than that required by the force majeure and the party prevented from performance has given written notice thereof to the other party.

21. Non-Waiver.

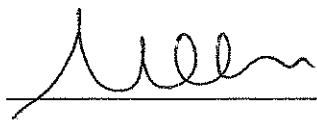
No waiver of any breach of any one or more of the conditions of this Lease by the Landlord or Tenant shall be deemed to imply or constitute a waiver of any succeeding or other breach hereunder.

22. Brokers.

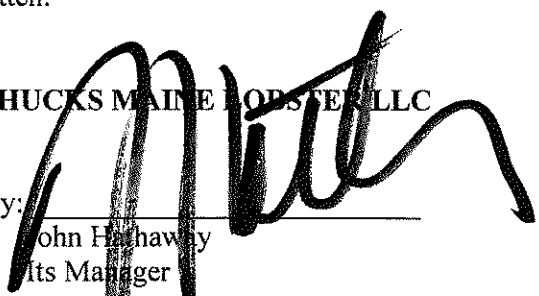
Landlord and Tenant each represent and warrant to the other that it has not dealt with any agents, brokers or finders in connection with this Agreement. Each party agrees to hold and indemnify the other harmless from and against any losses, damages, costs or expenses (including attorneys' fees) that either party may suffer as a result of claims made or suits brought by any broker in connection with this transaction, the obligated party hereunder to be the party whose conduct gives rise to such claim.

IN WITNESS WHEREOF, the parties hereto have caused this Lease to be duly executed as of the day and year first above written.

WITNESS:



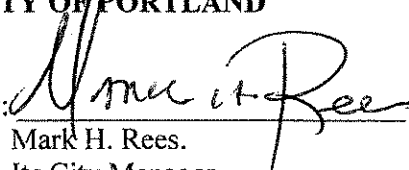
SHUCKS MAINE LOBSTER LLC

By: 

John H. Hawley
Its Manager

WITNESS:

CITY OF PORTLAND

By: 

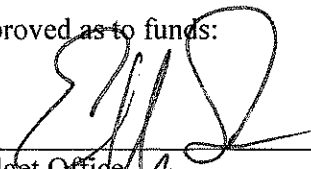
Mark H. Rees.
Its City Manager

Approved as to form:

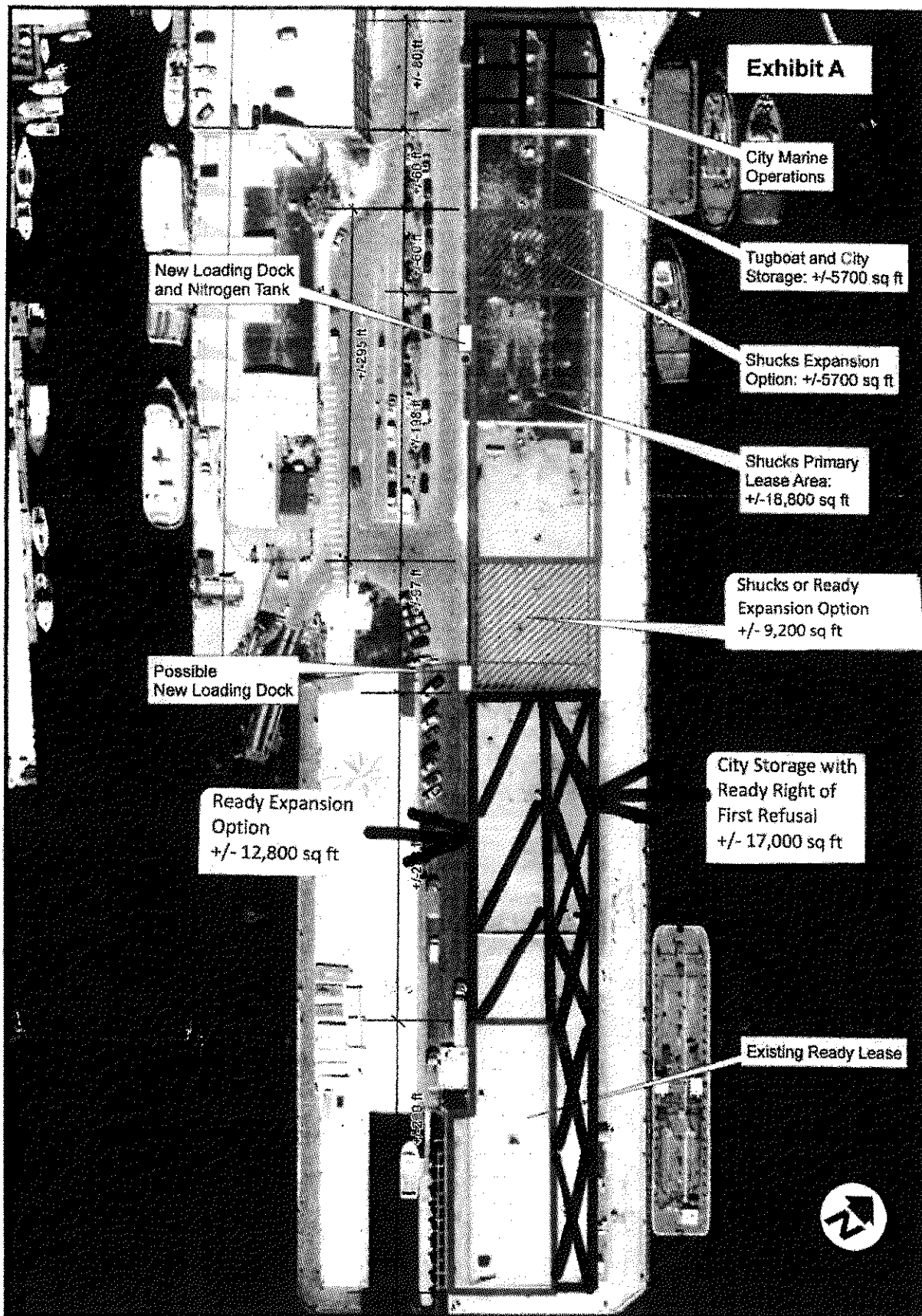


Corporation Counsel's Office

Approved as to funds:



Budget Office



Portland Ocean Terminal: Use Proposals

100 50 0 100 Feet

Map produced by the City of Portland Planning Division from Portland GIS Program 2012 data. Intended for orientation only, not for design. All dimensions are approximate. Field verify.
June 2013

Handwritten signature

EXHIBIT B

Tenant shall comply with all safety and security requirements in its operations hereunder.
Applicability: 33 CFR 105.255

Addendum:

USCG Navigation and Inspection Circular 3.3 c. TWIC Escorting

The purpose of the TWIC Program is to ensure that only individuals who possess a TWIC are granted unescorted access to restricted & secure areas. This means that those who do not possess a TWIC but still have a need to enter the secure/restricted area must be escorted if granted access to a secure/restricted area by the owner/operator.

Escorting means ensuring that the escorted individual is continuously accompanied while within a secure area in a manner sufficient to observe whether the escorted individual is engaged in activities other than those for which escorted access was granted." There are two specific escort categories:

- (1) Escort within secure areas;
- (2) Escort within restricted areas.

Escorting in secure areas: Appropriate physical accompaniment exists with one TWIC holder escorting no more than 10 non-TWIC holders.

Escorting in restricted areas: Appropriate physical accompaniment exists with one TWIC holder escorting no more than 5 non-TWIC holders.

Escorting ratios do not apply when non-TWIC holders are transported in an enclosed vehicle. In this case, one TWIC holder who is driving or riding in the vehicle can escort any number of passengers as long as they are only allowed to depart the vehicle in a location where other TWIC holders will be able to escort them or where they will not need to be escorted (e.g. a public access area or outside the facility). This applies in both secure areas and also restricted areas.

Escorting requirements must be met once the non-TWIC holders depart the vehicle.

A handwritten signature in black ink, consisting of stylized, overlapping letters that appear to be 'MT' or similar, located in the bottom right corner of the page.

Exhibit C

SHUCKS LEASE VERSUS CITY BUY-OUT AMOUNT

YEAR	RENT (18,800 sf w/2% annual escalator)	CITY BUY-OUT AMOUNT	CUMULATIVE RENT VERSUS BUY-OUT DIFFERENCE
2014	\$202,100	\$0	202,100
2015	\$206,142	\$933,000	-\$524,758
2016	\$210,265	\$866,000	-\$247,493
2017	\$214,470	\$799,000	\$33,977
2018	\$218,760	\$732,000	\$319,737
2019	\$223,135	\$665,000	\$609,871
2020	\$227,597	\$598,000	\$904,469
2021	\$232,149	\$531,000	\$1,203,618
2022	\$236,792	\$464,000	\$1,507,410
2023	\$241,528	\$397,000	\$1,815,939
2024	\$246,359	\$330,000	\$2,129,297
2025	\$251,286	\$263,000	\$2,447,583
2026	\$256,312	\$196,000	\$2,770,895
2027	\$261,438	\$129,000	\$3,099,333
2028	\$266,667	\$0	\$3,495,000
TOTAL	\$3,495,000		



Exhibit 5

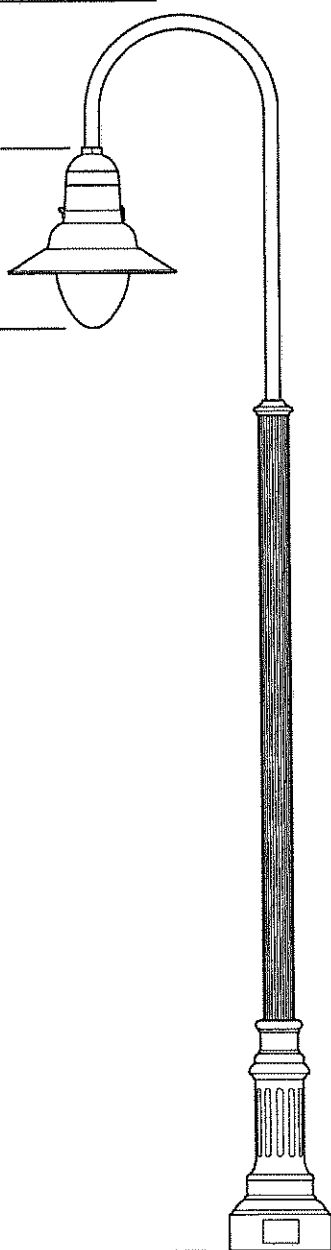
Lighting Cut Sheets & Nitrogen Tank Details

SBCA6 Bishops Crook-A6

Luminaires: Pendant

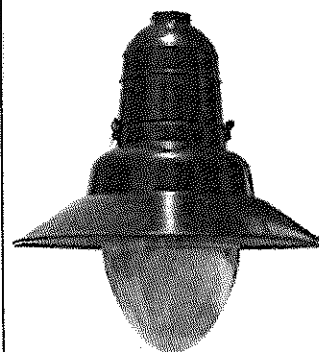
*Luminaire Height: 30"
Diameter: 28"*

A perennial favorite for street, park and plaza lighting, the SBCA6 Bishops Crook-A6 luminaire is currently enjoying a new upsurge in popularity for several reasons. The downward facing prismatic globe delivers an uninterrupted hemisphere of directed light. It is structurally rugged, hence extremely vandal resistant. It is available in a broad range of power ratings, up to 250 watts in Metal Halide and High-Pressure Sodium. Thus, making it eminently adaptable to virtually every possible public lighting circumstance.



*Shown with
Pole: SAL-IVP-5H-12'
Roadway Arm: LYN30*

Removable ballast plate for easy maintenance. Hinged refractor door for easy relamping. Mates magnificently with a plain, or, ornamented Bishops Crook pole to impart Renaissance urbanity to any street, plaza, or mall.



For Ordering Information see reverse.



SBCA6 is designed to utilize a wide range of light sources, including High Intensity Discharge (HID), Induction and others. These light source families provide the highest efficiency in lumen output, service life and energy use.

Sentry
ELECTRIC

SBCA6 Bishops Crook-A6

Sentry Electric LLC

185 Buffalo Avenue, Freeport, New York, 11520

Telephone: 516.379.4660 Fax: 516.378.0624

www.sentrylighting.com

info@sentrylighting.com

SBCA6 Bishops Crook-A6

Luminaires: Pendant

Product Features

Construction

All components are made from high-strength ASTM 356.1 cast aluminum and heavy gauge spun aluminum. Top casting shall have a cast aluminum captive hinge and (1) solid catch with thumb triggered secondary lock securing the liberty bell spinning which allows quick and easy access to the ballast compartment. Removable ballast plate for easy maintenance. The refractor door shall be a cast aluminum two piece ring set with integrated hinge for easy relamping.

Optical

Injection-molded polycarbonate, or acrylic prismatic globe with specular internal reflector. Available in symmetrical and asymmetrical light distribution.

Available in a wide range of lamp choices and wattage ratings including High Intensity Discharge (HID), Incandescent and Induction.

Electrical

Meets UL 1598 for Safety. Luminaire shall have porcelain socket rated for 600V with 4kV pulse and uses a nickel-plated screw shell with spring-loaded center contact and lamp grips. Luminaires shall be prewired and factory tested. The ballast shall be a high power factor, constant wattage autotransformer type. The power factor shall be at least 90%.

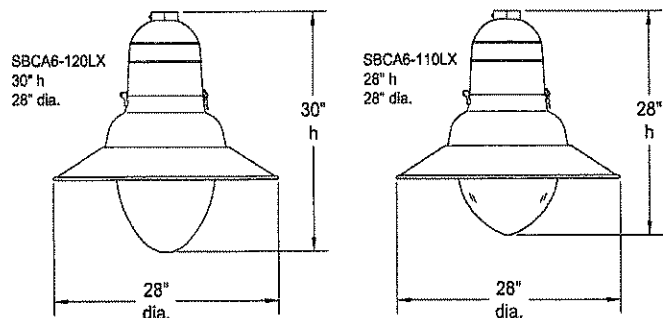
Finish

To insure product durability, all exposed metallic surfaces shall be finished with a high performance coating consisting of high gloss Super Durable polyester powder coat paint to be applied utilizing a multistage process that includes phosphate pretreatment, electrostatic powder application, and convection curing. Paint shall be weather, corrosion, abrasion, and UV resistant in compliance with the American Architectural Manufacturers Association's specification AAMA 2604-05. Color to be specified.

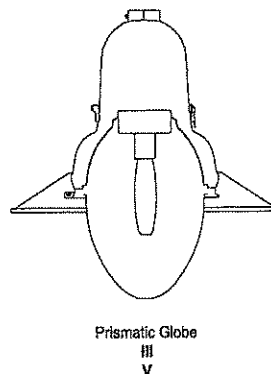
Mounting

Mounts to a 2" NPS nipple using a 2" NPS coupling in top casting of luminaire. (1) 3/8"-16 UNC stainless steel allen head cup point set screw stops the luminaire from unwanted movement on the 2" NPS nipple.

Model



Optical System



Ordering Information

Choose the **boldface** catalog references that best suit your needs.

Example: **SBCA6 - 120LX - 250MHPS - 120V - ACR - V - HSS - BK**

Model	Globe Option	Wattage/ Lamp		Voltage	Globe Material	Options	Finish
SBCA6	110LX 110LX "Short" Globe	INC Incandescent		Single Line	(blank) Polycarbonate	HSS House Side Shield	BK Black (Standard)
	120LX 120LX "Long" Globe (Standard)	100HPS 100 watt High Pressure Sodium 150HPS 150 watt High Pressure Sodium 200HPS 200 watt High Pressure Sodium 250HPS 250 watt High Pressure Sodium 175MH 175 watt Metal Halide* 250MH 250 watt Metal Halide* 85QL 85 watt QL Lamp (120V, 200 - 277V) 165QL 165 watt QL Lamp (120V, 200 - 277V) 70ICE 70 watt Icetron (120 - 277V) 100ICE 100 watt Icetron (120 - 277V) * Available Pulse Start, ADD PS, i.e. 175MHPS Consult factory for other lamping options.		120V 480V Multi-Tap 120V-MT 208V-MT 240V-MT 277V-MT	ACR Acrylic		BZ Bronze FG Federal Green GR Gray Custom finish consult factory.
					Distribution III Prismatic Globe, Type III V Prismatic Globe, Type V		

PROJECT DESIGN CRITERIA

- 1). REFERENCE THE "BILL OF MATERIAL" ON THIS SHEET. THE SITE WORK, ie CIVIL, ELECTRICAL, PERMITTING etc, IS THE RESPONSIBILITY AND OWNED BY THE "CUSTOMER" AS SHOWN. THE PRODUCT SUPPLY SYSTEM, ie TANK, VAPORIZERS & INTERCONNECTING PIPING, IS THE RESPONSIBILITY AND IS OWNED BY "PRAXAIR INC."
- 2). ALL ACCESS ROADWAYS ARE THE RESPONSIBILITY OF THE CUSTOMER AND ARE TO BE CAPABLE OF SUPPORTING 80,000 lbs. AASHTO HS-20 LOADING.
- 3). THIS FOUNDATION SYSTEM IS DESIGNED ASSUMING THE FOLLOWING CONDITIONS:
2000 psf SOIL BEARING CAPACITY
90 MPH WIND LOAD EXPOSURE "C"
SEISMIC ZONE 2 ESSENTIAL SERVICE
NORMAL WATER TABLE CONDITIONS
IN ACCORDANCE WITH A.C.I.318 LATEST EDITION
FOR CONDITIONS OUTSIDE THESE CRITERIA IT IS THE CUSTOMER'S RESPONSIBILITY TO PROVIDE SUITABLE FOUNDATION DESIGNS THAT MUST BE APPROVED BY "PRAXAIR INC." BEFORE CONSTRUCTION.
- 4). CONTRACTOR TO REMOVE TOPSOIL UNTIL A SUITABLE BASE IS ESTABLISHED FOR GRAVEL UNDERLAYMENT IF CONDITIONS CANNOT BE MET AT DRAWING DEPTHS.
- 5). CONTRACTOR TO USE AIR ENTRAINED 4"-5" SLUMP CONCRETE; ASTM #C-150 TYPE I, FC=3000psi @ 28 DAYS. OR ASTM #C-150 TYPE III, FC=3000psi @ 7 DAYS.
- 6). ROUND EDGES OF PADS WITH SIDEWALK EDGING TOOL.
- 7). TOP OF PADS TO BE BROOM FINISHED AND LEVEL. ALL PAD ELEVATIONS TO BE REFERENCED FROM CHOSEN BENCHMARK.
- 8). SKIRTING OF PAD TO BE BELOW FROST LINE PER LOCAL BUILDING CODES.
- 9). BUMPER POSTS TO BE FILLED WITH CONCRETE. IN MULTIPLE POST INSTALLATIONS, ALL POST TOPS ARE TO BE IN A LINE.
- 10). BUMPER POSTS TO BE PAINTED; BLAST=SSPC-SP6 PRIME=2.5mil RED OXIDE PAINT=2.5mil SAFETY YELLOW W/3 STRIPS OF REFLECTIVE TAPE AT TOP OF POST.
- 11-A). INDIVIDUAL PADS ie: TANK, VAPORIZER etc, TO BE SEPARATED WITH A SAWCUT 1/3 OF "D" DEEP (WHERE "D" IS THE TOTAL DEPTH OF THE SLAB).
- 11-B). INDIVIDUAL PADS ie: TANK, TRANSFER etc, TO BE SEPARATED WITH AN ISOLATION JOINT. USE PLYWOOD TREATED WITH WAX (OR EQUIV BOND-BREAKER). EXCEPT ON TOP FACE, TOP OF PLYWOOD TO BE 1" FROM TOP OF CONCRETE; THIS SURFACE TO BE SEALED W/ "CS-2727" FLEXIBLE EPOXY JOINT SEALER (OR EQUIV.).
- 12). ALL OUTDOOR RECEPTACLES AT SITE TO BE PROTECTED WITH GROUND FAULT INTERRUPTERS.
- 13). ALL ELECTRICAL COMPONENTS NOT INSTALLED WITHIN A BUILDING MUST BE IN WEATHERTIGHT ENCLOSURES.
- 14). VOICE GRADE PHONE LINE MUST BE DEDICATED LINE. FOR CUSTOMERS WITH AUTOMATIC PRODUCT ORDERING.

BILL of MATERIAL

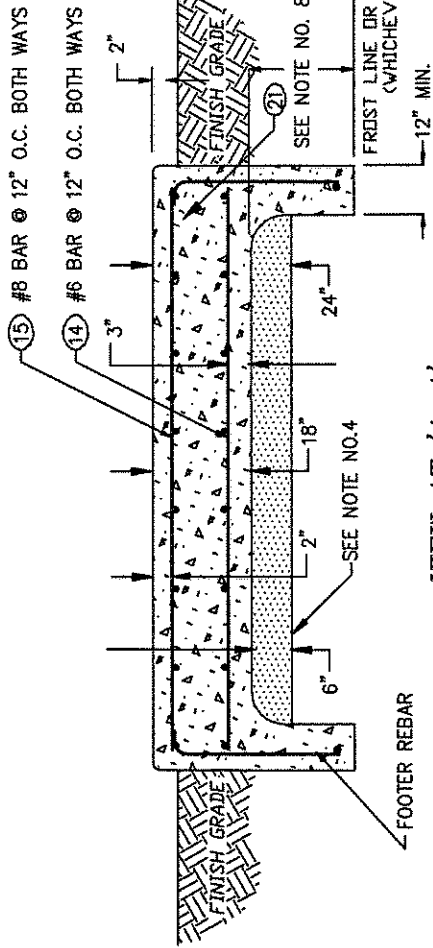
ITEM	QTY	U/M	DESCRIPTION	SUPPLIER
1	1	EA	VESSEL CRYOGENIC STORAGE, TL-11000 - LIQUID NITROGEN	PRAXAIR
2	1	EA	MODULE, LIQUID CONDITIONING MODULE	PRAXAIR
3	1	EA	MANIFOLD, PRESSURE BUILDING/ECONOMIZER	PRAXAIR
4	1	EA	VAPORIZER, HEX 2x2	PRAXAIR
5	0	EA	MODULE, LIQUID DEWAR FILL	PRAXAIR
6	0	EA	MODULE, CRITICAL FLOW, w/ -100F TO +100F THERMOMETER.	PRAXAIR
7	0	EA	MODULE, FILTER, 1" PS	PRAXAIR
8	0	EA	MIXER, THERMCO,	PRAXAIR
9	1	EA	MODULE, "TRACKER", REMOTE TELEMETRY UNIT, VS-2	PRAXAIR
10	0	EA	MODULE, REMOTE FILL	PRAXAIR
11	0	EA	MODULE, EXTENDED FILL w/ STAND.	PRAXAIR
12	AS REQ'D		BOLT, CHEMICAL ADHESIVE, HILT OR OTHERS	PRAXAIR
13	4	EA	PIPE, 6" SCH 60 x 72" Lg, C-STL	CUSTOMER
14	AS REQ'D		BAR, NO. 6, ASTM TYPE A-615, GRADE 60	CUSTOMER
15	AS REQ'D		BAR, NO. 8, ASTM TYPE A-615, GRADE 60	CUSTOMER
16	AS REQ'D		BAR, NO. 4, ASTM TYPE A-615, GRADE 60	CUSTOMER
17	AS REQ'D		BAR, NO. 5, ASTM TYPE A-615, GRADE 60	CUSTOMER
18	AS REQ'D		FENCE, GALVANIZED CHAIN LINK 2" MESH, 9 GA. X 72" HIGH	CUSTOMER
19	1	EA	GATE, SLIDING, 72" WIDE MIN, CHAIN LINK, 9 GA. X 72" HIGH	CUSTOMER
20	1	EA	GATE, SWING, 36" WIDE MIN, CHAIN LINK, 9 GA. X 72" HIGH	CUSTOMER
21	AS REQ'D		CONCRETE, SEE NOTE # 5	CUSTOMER
22	AS REQ'D		120V / 15A SERVICE (UNDERGROUND CONDUIT)	CUSTOMER
23	AS REQ'D		VOICE GRADE PHONE LINE (UNDERGROUND CONDUIT), NOTE #14	CUSTOMER



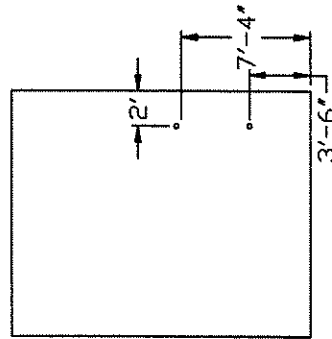
CUSTOMER SERVICE

PRAXAIR NO. 5609931
FILE: SHUCKS_MAINE_LOBSTER
DRAWN BY: DJB DATE: 5-4-08
CHECK BY: SCALE: 1"=10FT
APPROVED BY: REM SHEET 1 OF 3
REV. DATE

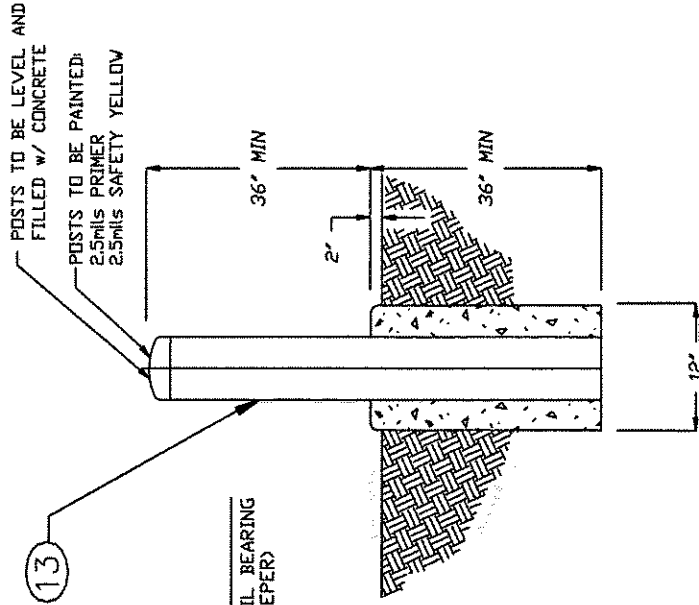
PROJECT: SHUCKS MAINE LOBSTER
LOCATION: RICHMOND, ME 04357



VIEW AT 'A-A'
TANK PAD FOR: TL-11000
NO SCALE



CONDUIT LOCATION
SCALE: 1"=10'



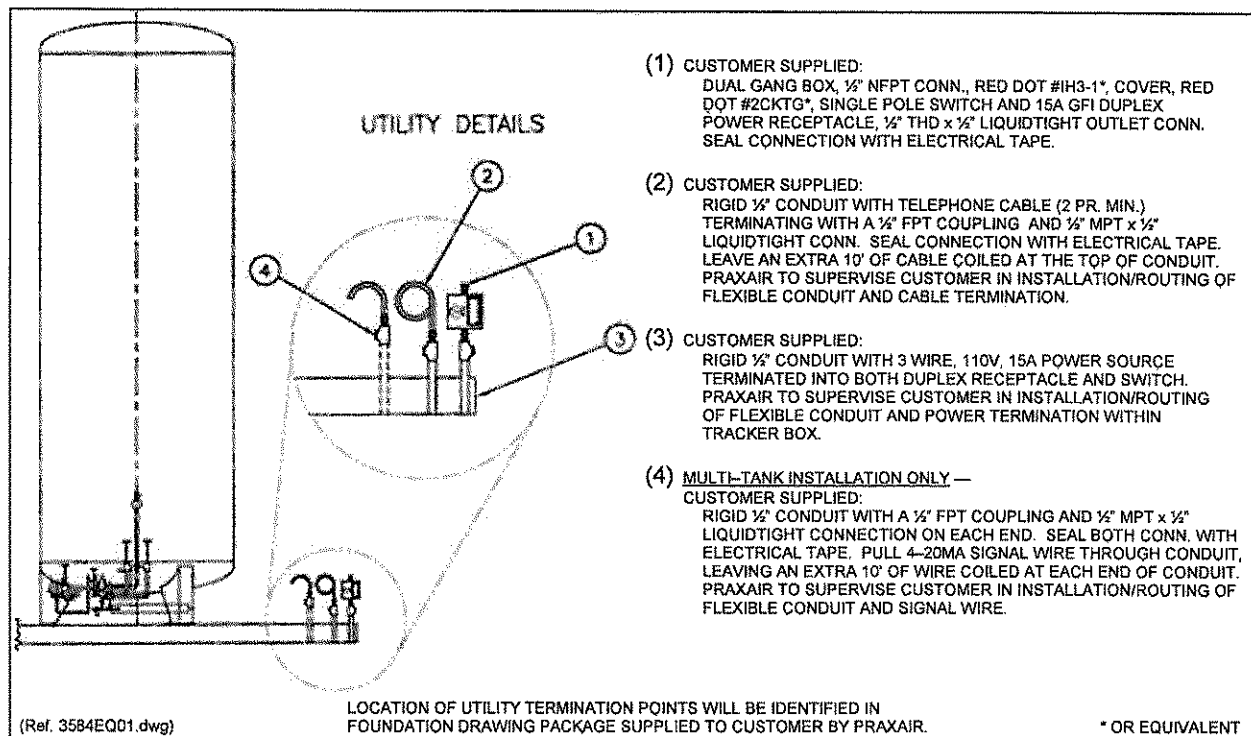
DETAIL "Q"
BUMPER POST
NO SCALE

PRAXAIR Making Our Planet More Productive		PRAXAIR NO. 5609931	
CUSTOMER SERVICE		FILE: SHUCKS_MAINE_LOBSTER	
		DRAWN BY: DJB	DATE: 5-4-08
		CHECK BY:	SCALE: 1"=10FT
		APPROVED BY: REM	SHEET 3 OF 3
		REV.	DATE:
PROJECT: SHUCKS MAINE LOBSTER			
LOCATION: RICHMOND, ME 04357			



Tracker™ RTU Utility Requirements for Non-Hazardous¹ Locations

Praxair Tracker™ remote telemetry unit (RTU) operation requires a dedicated supply of 120-volt AC power and standard (direct inward dialing) telephone service. Installation of the power and telephone service must adhere to National Electrical Code® (NFPA 70™) requirements. Utility details are provided in the following diagram.



Rigid conduits for the power and telephone service are to be run to the specified location at the tank foundation perimeter. Cable and conduit runs should be as direct as possible with a minimum of splice joints. Telephone cable must not be installed in trays or in conduit shared with electrical power cable. Wiring requirements are as follows:

- **Electrical Power** – 120 volts AC, 15-amp circuit, #14 AWG, 3-conductor, type THWN wire. An on/off switch shall be installed as the termination point for the electrical power.
- **Telephone Service** – Twisted-pair, two-pair cable minimum (1 spare pair), 22-gauge solid copper wire, PVC-insulated conductors color coded to telephone industry standards with cable sheath per site environment, and shielding as required. Cable must meet or exceed Insulated Cable Engineer's Association standard S-80-576, and must be capable of carrying Level 1 modulated analog data. "Voice-Over-Internet Protocol" (VoIP) telephone systems will not work for RTU applications. The service must be Direct Inward Dialing (DID).

The installed power service shall be tested for proper voltage, and shall then be de-energized, electrically insulated, and secured from physical damage. The installed telephone service shall be tested for strong dial tone and the ability to place and receive telephone calls at the RTU end of the cable. Praxair will supervise the customer's electrician in the completion of the power and telephone service installation from the conduit termination points into the RTU.

¹ "Hazardous" location defined by NFPA 70 National Electrical Code, section 500.5.

Exhibit 6

NOAA Letter



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Silver Spring, MD 20910

August 27, 2013

Shucks Maine Lobster, LLC
Attn: W. John Hathaway
150 Main Street
Richmond, ME 04357

Reference Case No. FF-B-174
Shucks Maine Lobster, LLC

Dear Mr. Hathaway:

This letter cancels and replaces in its entirety the Approval Letter dated August 7, 2013.

The Department of Commerce, acting through the National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Fisheries Finance Program (the Government) has in principle approved the financing application made by Shucks Maine Lobster, LLC (the "Borrower").

Upon full compliance with this approval and agreement letter (the "Approval Letter") and applicable statutes and regulations, including but not limited to, Subtitle V of Title 46 of the U.S. Code, formerly known as "Title XI of the Merchant Marine Act of 1936," 46 U.S.C. 53701, et seq., and the Magnuson-Stevens Fishery Conservation and Management Act, 16 U.S.C. 1801 et seq., as amended, as well as the outstanding guidance and instructions of the Financial Services Division, the Borrower will issue a promissory note (the "Note"), to the Government. The Government will provide financing (the "Transaction") in the manner described below.

(1) PURPOSE:

The purpose of the Transaction is to reimburse the Borrower for capital expenditures related to the Borrower's processing facility located in Portland, Maine (the "Project Property"), equal to 48.9% of the \$6,125,329 depreciated actual cost (the "Project").



(2) NOTE

(2.1) The Note(s) shall involve the following amount and other basic terms.

- (2.1.1) Amount: \$3,000,000 or 80% of the Project's build out and equipment costs, whichever is less.
- (2.1.2) Maturity: 15 years from inception.
- (2.1.3) Amortization¹: Level debt.
- (2.1.4) Payments: Quarterly.
- (2.1.5) Interest Rate: To be determined by the U.S. Treasury rate for agency borrowing.

(2.2) We shall direct that the proceeds of the Note be paid, first, directly to the parties to whom the Borrower is indebted for the Project's eligible cost and, second, to the Borrower (as reimbursement of the Borrower's funds previously expended for the Project's eligible cost) if the amount of the Note exceeds the amount of the Borrower's outstanding indebtedness for the Project's eligible cost.

(3) SECURITY FOR THE NOTE

(3.1) Security for the Note shall be such security agreements, undertakings, and other documents that the Government deems necessary to accomplish the purpose of the Approval Letter and protect the interest of the United States (collectively, the "Security Documents"). All provisions contained in any document required by the Approval in Principle letter, as may be amended, currently, or at any time in the future, must be acceptable to the Government.

The Borrower and the other parties specified below will provide the Government with whatever evidence of compliance with the special requirements, special covenants, and provisions contained in this letter that it may require. All third parties that the Government may

¹ An amortization schedule that will estimate the application of payments will be provided at Transaction closing. 2

require to do work in connection with this Transaction, including but not limited to, private attorneys, marine surveyors, land appraisers or surveyors, equipment appraisers, shall be acceptable to the Government.

(3.2) Loan Covenants

The Borrower, and the other parties specified below, shall, as additional security for the Note, be bound by and subject to the following special requirements, special covenants and provisions:

(3.2.1) Special Requirements

(3.2.1.1) The Project shall be free and clear of all liens, or claims of any nature, except such liens or claims as may otherwise be specifically permitted herein, and the Borrower shall, before Transaction closing, provide the Government whatever evidence thereof the Government may require.

(3.2.1.2) All pledges of all property shall also include appropriate security agreements and filings on all associated appurtenances and rights associated with such pledged property.

(3.2.1.3) If the proceeds of the Note are applied and there remain any claims of any nature against the Project Property, except such claims as may otherwise be specifically permitted herein, the Borrower shall immediately take action to satisfy and discharge such claims. Any failure of the Borrower to do so shall be an event of default, and permit the Government to declare a security default, and to exercise all default rights specified in the Security Documents and permitted by law.

(3.2.1.4) The Borrower shall, regarding the ownership and operation of all of the Borrower's property cause the appropriate authorities to provide the Government, before Transaction closing, with all evidence of proper title recordation and governmental permits, approvals, licenses, consents, permissions, clearances, or other evidence of compliance with governmental requirements.

(3.2.1.5) There shall, before Transaction closing, be no change in the Borrower's financial position, performance,

or prospects deemed by the Government to be materially adverse to our interest.

(3.2.1.6) The Borrower shall, before Transaction closing, provide the Government evidence of its authority to enter into the Transaction.

(3.2.1.7) The Borrower shall, before Transaction closing, cause the appropriate parties to provide the Government with evidence of all parties' authority to enter into any portion of the Transaction.

(3.2.1.8) The Borrower shall, before Transaction closing and at the Borrower's sole expense, cause private counsel to provide the Government with a legal opinion that the closing documents when executed and recorded in connection with the Transaction constitute legal and valid obligations fully binding and enforceable against the Borrower or other parties specified below, for the duration of the loan term.

(3.2.1.9) The Borrower shall, at Transaction closing, provide the Government a first position lien interest, by means of a security agreement and associated filings under the U.C.C., real property mortgage or deed of trust, or any other means the Government may require on all fisheries unloading, processing, holding, and distribution equipment (the "Equipment") of whatsoever nature whether currently owned or acquired at any time in the future, together-with all accessories, improvements, replacements, substitutions, or additions thereto, used for the Borrower's fisheries operations on the Project Property, or on any other premises at any other site at which the Borrower now conducts, or in the future may conduct, its fisheries operations and regardless of the Equipment's actual location at any given time.

The Equipment shall, at the Borrower's cost and before Transaction closing, be inventoried (sufficiently to describe with certainty in the first security agreement and associated U.C.C. filing) and valued by an appraisal satisfactory to the Government. The Equipment shall include, but shall not be limited to: all forklifts, bobcats, cranes, pallet trucks, lift trucks, and other product or material movement equipment; all trailers, tanks, trucks, or other rolling stock; all fish

unloading, transfer, and conveying equipment; all fish processing equipment; all fish weighing equipment; all cooling, refrigerating, freezing, and other fish holding equipment (blast freezers, plate freezers, coolers, or other refrigeration equipment); all fish packaging equipment; all fish baskets, totes, tanks, tubs, and other fish holding equipment; all ice makers; all hand and power tools; all office equipment; all together with all associated equipment, machinery, parts, tools, or other items of whatsoever nature and whether fixed or unfixed to the Project Property or any other premises whatsoever.

Notwithstanding the foregoing, the Government may subordinate the priority of its security interest on specific goods or pieces of Equipment associated with the Project to the existing security interest of a secured party that has provided Borrower with financing for the purchase of such goods or pieces of Equipment (the Government's subordination shall not be unreasonably withheld); PROVIDED THAT (1) such purchase financing has been granted on commercially reasonable credit terms that are prudent for the Borrower; (2) such equipment or goods are not (and will not be) affixed or attached to the Project or Project Property so as to constitute a component, appurtenance or fixture; (3) any amount(s) secured does not exceed the purchase price of the specific goods or equipment; and (4) such aforementioned security interest(s) does not attach to any other collateral. The Borrower shall give the Government a list or description of all goods or equipment purchased with financing from other secured parties, and upon full repayment of the indebtedness secured by such goods or equipment, the Government shall retain a first priority security interest in all Project Property.

The U.C.C. Security shall contain (a) provisions allowing the Government to enter upon any premises where the Equipment may be located and marshal, secure, protect, seize, and do all other things necessary to preserve the Equipment immediately upon the Borrower's default, but before any judicial action regarding such default, and (b) such other provisions as the Government deems necessary to accomplish the purpose of the Approval Letter and otherwise protect the Government's interest.

(3.2.1.10) The Borrower will obtain subordination agreements from all other parties having a secured interest in the Project Property or the Borrower's other property that (a) recognize the Government's senior interest in, and sole rights to, the Equipment or the proceeds of the Equipment's liquidation and (b) agree not to interfere in any way, but instead to cooperate in all reasonable ways, with the Government's representatives entering upon the Project Property or the Borrower's other property and marshaling, securing, protecting, and doing all other things necessary to preserve the Equipment.

(3.2.1.11) The Borrower shall, at Transaction closing, provide the Government a first lien security interest on all equipment located at the Project Property, described as 40 Commercial Street, Portland, ME 04101.

(3.2.1.12) The Borrower shall, at Transaction closing, provide the Government an Assignment of Lease on the Project Property from the City of Portland, Maine.

(3.2.1.13) The Borrower at Transaction closing shall cause Indian Creek Investments, an Alabama General Partnership Composed of W. John Hathaway and Sue-Ellen I. Hathaway, to provide the Government its guarantee of the full principal and interest amount of this note. This guarantee shall be secured by, and limited to, the following:

A. A second mortgage on real estate described as a 200,000 SF corner lot zoned commercial located at Hughes Road and Sunset Boulevard, Madison, Alabama 35875. This lien shall be subordinate to only our existing liens.

B. A third mortgage on real estate located at Hobbs Island Road and Highway 231, Huntsville AL 35875. This lien shall be subordinate to only our existing liens.

(3.2.1.14) The Borrower shall, at Transaction closing, provide the Government a deed of trust, in the full amount of the Note, on real estate, owned by the Company and all improvements thereon which together comprise the Company's fisheries processing facilities located at 150

Main Street, Richmond, Maine 04357. This lien shall be in third position and subordinate to only our existing liens.

(3.2.1.15) The Borrower shall, at Transaction closing, provide the Government a security interest on all equipment located at the Borrower's processing facility located at 150 Main Street, Richmond, Maine 04357. This lien shall be in third position and subordinate to only our existing liens.

(3.2.1.16) The Borrower shall, at Transaction closing, cause W. John Hathaway and Sue-Ellen I. Hathaway (the "Guarantor²") to provide the Government their unconditional personal guarantee of the Company's repayment of the full principal and interest amount of the Note.

(3.2.1.17) The Borrower must, before Transaction closing, provide the Government with verification, satisfactory to us, of capital expenditures for equipment and the build out of the Project Property.

(3.2.1.18) The Borrower must, before Transaction closing, provide the Government with an acceptable, in our sole discretion, an environmental hazards indemnification agreement respecting the Project Property.

(3.2.2) Special Covenants:

(3.2.2.1) In addition to the foregoing covenants, the Borrower shall be bound by and subject to the following special covenants and all provisions pertaining to them:

(3.2.2.1.1) The Borrower shall not without the prior written consent of the Chief, Financial Services Division, National Marine Fisheries Service, which consent shall not unreasonably be withheld, take any of the following actions:

(3.2.2.1.1.1) Pay to any officer, partner, or other party any salary, commission, bonus, management fee, dividend, or other consideration in excess of either reasonable industry standards or ordinary financial

² Use of the singular term "Guarantor" includes the plural, and encompasses all parties listed.

prudence for a company of the Borrower's size and financial condition when such consideration is paid (and the burden of proving reasonability shall be on the Borrower).

(3.2.2.1.1.2) Purchase or redeem any shares of its own stock or ownership interest.

(3.2.2.1.1.3) Make any additional investment (excluding purchases regarding the routine and continuing maintenance and preservation of the Borrower's present property, explicitly including but not limited to the Project, and its productivity) in, or incur any additional liability for, the purchase, acquisition, lease, or other use of any fixed property in connection with the Borrower's present level of operations in any one fiscal year in excess of an aggregate of 10% of the Borrower's total assets.

(3.2.2.1.1.4) Start any new business or acquire any other business, or the assets of any other business, or sell, liquidate, dissolve, spin-off, split-up or in any other way dispose of their assets except as may be reasonably required in the normal course of ordinary and prudent day-to-day activities.

(3.2.2.1.1.5) Guarantee or become contingently liable in any way as surety, endorser, creditor, co-maker, accommodation maker, or in any other way for the debt or obligations of any other party, except as may be reasonably required in the normal course of ordinary and prudent day-to-day activities.

(3.2.2.1.1.6) By any means whatsoever, allow itself to be acquired by, or otherwise reorganized into any other company, unless the acquiring company or reorganized entity is acceptable to the Government and agrees to: (a) provide a 100% unconditional guarantee of the repayment of all debt actually or contingently owed by the Borrower, (b) be bound by these covenants, (c) be bound by such other covenants as the Government shall reasonably require to protect its interest, and (d) provide such other assurances and security that the Government may require.

(3.2.2.1.1.7) Establish any trust, retirement fund, or

any other fund for the benefit of any Borrower, Guarantor or any party related to the Borrower or any Guarantor, or transfer any funds, property, or other assets of any kind into any such fund whether now or hereafter existing (and any such action shall be void and without effect to the Government's interest³.

(3.2.2.1.1.8) Transfer any funds, property, or other assets to any party by any means for any consideration less than payment by such party of the full and fair market value thereof (and any such action shall be void and without effect as to the Government's interest): provided, however, that reasonable transfers not significantly affecting the Borrower's net worth, and not inconsistent with the Borrower's obligation to protect the Government from loss by preserving its net worth, shall be exempted.

(3.2.2.1.2) The Borrower shall (within 10 days of its first knowledge thereof) give the Government notice of any pending litigation, business reversal, casualty, loss, or any other matter that materially diminishes: (a) its ability to service this debt, (b) its ability to perform any other duty or obligation owed under this debt, (c) its ability to fully and faithfully perform any covenant with the Government, (d) the value of any property or other assets pledged to the Government, or (e) the net worth of the parties against whom we have recourse.

(3.2.2.1.3) The Borrower shall give the Government annually, at the end of each of its accounting or tax years: (a) the Borrower's balance sheet at the end of each such year, (b) the Borrower's income and expense statement for the preceding 12 months of each of such years, (c) the Borrower's Federal Income Tax Return for each of such years (all together with all supporting schedules). Independent certified public accountants acceptable, in our sole discretion to us, shall, according to generally accepted accounting principles, compile the annual financial reports required under (a) through (c) hereof.

³ This provision excludes contributions, not exceeding the maximum allowed by current IRS regulations, to any such party's IRA, Keogh, or 401K account. Any contributions in excess of the maximum allowable under current IRS regulations per year per person to any other retirement account, and any contributions in any amount to any trust or other fund of whatsoever kind, must be approved in advance and in writing by us.

(3.2.2.1.4) The Borrower shall deliver all required financial statements, notices, and returns or reports to our Northeast Regional Financial Services Branch as soon as possible, but in no event later than 90 days after the close of the accounting period to which they relate. All of the Borrower's tax returns must be timely filed (in accordance with the Internal Revenue Service (IRS) deadlines or agreements between the Borrower and the IRS and delivered to the Government within 15 days of their filing with the U.S. Internal Revenue Service.

(3.2.2.1.5) All annual financial reports required hereunder shall include a certification from the Borrower's president, managing partner, or authorized representative that either (a) there has been no default under the Security Documents during the reporting period, or (b) there has been a default or defaults under the Security Documents during the reporting period, in which latter case the nature, extent, prospective consequences, and all other relevant details of such default or defaults shall be fully set forth in such certification. This certification must attest that all taxes and assessments on property pledged as collateral for the loan are fully paid and current.

(3.2.2.1.6) The Borrower shall permit the Government, or any representative selected by it, in such manner and at such times as we may reasonably require, to: (a) make inspections and audits of any books, records, papers, or other documents of whatsoever nature in the Borrower's custody and control (or in any other entity's custody or control) relating in any way to the Borrower's financial or business condition, (b) make extracts there from, and (c) make inspections and appraisals of any of the Borrower's physical assets. The Borrower shall, within thirty days of our demand, pay the Government for the cost of all such inspections, audits, or appraisals, and all such amounts disbursed by the Government for such purpose shall, until fully repaid by the Borrower, be: (a) added, payable upon our demand, to the Note, (b) earn interest at the same rate as the other principal of the Note, and (c) be secured by the Security Documents.

(3.2.2.1.7) Should a limited fisheries access system be initiated at some future date under which the Borrower is

granted a transferable fishery participation right, harvest privilege, or management allocation, regardless of the name given to such right, privilege or allocation, including (but not limited to) any allocations, permits, quotas, licenses, cage tags, or any other fisheries access restriction or right affecting, necessary for, or in any other way (however characterized) associated with any of the property included in or subject to the Security Documents, the Borrower agrees that it shall grant to the Government a full senior security interest in such allocation by whatsoever means deemed by the Government to be appropriate (including, but not limited to, the Borrower's execution of security agreements and the filing of financing statements under the U.C.C.). Further, if the Borrower fails to do so, Borrower agrees that the Government may use the attorney-in-fact provisions conferred upon it by the Security Documents to execute, deliver, and otherwise perfect whatever documents may be required to accomplish the grant to the Government of a full security interest in such fisheries right, privilege or allocation.

(3.3) Guarantor Obligations:

(3.3.1) In addition to all covenants of whatsoever nature in our customary form of Security Documents, the Guarantor shall be bound by and subject to the following special covenants and all provisions pertaining to them:

(3.3.1.1) The Guarantor shall not without our prior written consent, *which consent shall not unreasonably be withheld*, take any of the following actions:

(3.3.1.1.1) Establish any trust, retirement fund, or any other fund (however characterized) for the benefit of itself or of any party, or transfer any funds, property, or other assets of any kind (however characterized) into any such fund whether now or hereafter existing (and any such action shall be void and without effect insofar as our interests are concerned)⁴.

⁴ This provision excludes contributions, not exceeding the maximum allowed by IRS regulations, to any such party's IRA, Keogh, or 401K account. Any contributions in excess of the maximum allowable under current IRS regulations per year per person to any other retirement account, and any contributions in any amount to any trust or other fund of whatsoever kind, must be approved in advance and in writing by us.

(3.3.1.1.2) Transfer any funds, property, or other assets (however characterized) to any party, person, or entity by way of gift or by any other means (however characterized) for any consideration less than payment by such party of the full and fair market value thereof (and any such action shall be void and without effect insofar as our interests are concerned): provided, however, that reasonable transfers not significantly affecting the Guarantor's net worth, and not inconsistent with the Guarantor's obligation to protect us from loss by preserving its net worth, shall be exempted.

(3.3.1.1.3) Start any new business or acquire any other business, or the assets of any other business, or sell, liquidate, dissolve, spin-off, split-up or in any other way (however characterized) dispose of its assets except as may be reasonably required in the normal course of ordinary and prudent day-to-day activities.

(3.3.1.1.4) Guarantee or become contingently liable in any way as surety, endorser, creditor, co-maker, accommodation maker, or in any other way (however characterized) for the debt or obligations of any other party, except as may be reasonably required in the normal course of ordinary and prudent day-to-day activities.

(3.3.1.2) The Guarantor shall give us annually, at the end of each of its tax years, a certified correct copy of (a) the Guarantor's balance sheet at the end of each such year and (b) the Guarantor's Federal Income Tax Return for each of such years (all together with all supporting schedules). The Guarantor shall also give us at any reasonable time any other financial statements, books, records, or reports we may reasonably, by written notice, from time-to-time require.

(3.3.1.3) The Guarantor shall deliver all required financial statements, notices, and returns or reports to our Northeast Regional Financial Services Branch. The Guarantor shall deliver all financial statements to us as soon as possible, but in no event later than 90 days after the close of the accounting period to

which they relate. The Guarantor shall timely file all tax returns (in accordance with IRS deadlines or agreements between the Company and the IRS) and deliver them to us within 15 days of their timely filing with the U.S. Internal Revenue Service.

(3.3.1.4) The Guarantor shall (within 10 days of its first knowledge thereof) give us notice of any pending litigation, business reverse, casualty, loss, or any other matter (however characterized) that materially diminishes: (a) its ability to service any debt actually or contingently owed the Government, (b) its ability to perform any other duty or obligation owed the Government, (c) its ability to fully and faithfully perform any covenant with the Government, (d) the value of any property or other assets pledged to the Government, or (e) the net worth of the parties against whom the Government has recourse.

(3.3.2) Any violation of any of these covenants shall be an event of default, and may constitute grounds for the Government's declaration of a security default, under any and all default rights specified in the Security Documents and cause the Government, in its sole discretion, to immediately accelerate the full unpaid amount of the Note, foreclose under the Security Documents, and fully pursue all default rights specified in the Security Documents and all other remedies for collecting the Note.

(3.3.3) Any violation of these covenants by the Borrower or the Government's verifiable determination that the Borrower's financial condition has deteriorated and jeopardizes the Borrower's continuing ability to perform its responsibilities in connection with the loan, may cause the Government, in its sole discretion, to deem itself insecure and permit the Government to take action to limit potential losses in connection with a defaulted loan or loan in jeopardy of default including, but not limited to, requiring additional collateral or a greater equity contribution from the Borrower.

(4) INSURANCE REQUIREMENTS:

(4.1) PROPERTY COVERAGE:

(4.1.1) The Property located at 40 Commercial Street, Portland, ME must have business personal property insurance

for the replacement cost, with a minimum of \$2,485,000. In addition to the contents, coverage must include inventory, equipment, and work in progress.

(4.1.2) The Property located at 150 Main Street, Richmond, ME must have all risk building and personal property insurance for the replacement cost of the facility, with a minimum of \$2,348,000 building and \$2,000,000 business personal property. In addition to the building, coverage must include contents, inventory, equipment, and work in progress.

(4.1.3) Both Properties must have business interruption insurance for actual loss sustained at each location.

(4.1.4) Both Properties must have boiler and machinery insurance for an amount not less than the outstanding balance of this financing. The initial amount will not be less than \$5,719,902.

(4.2) LIABILITY COVERAGE:

(4.2.1) Both Properties must have a commercial general liability policy. Minimum limits of liability must be \$1,000,000 per occurrence plus \$2,000,000 general aggregate.

(4.2.2) Both Properties must have umbrella liability for a total of \$2,000,000 minimum.

(4.2.3) Both Properties must have a business auto policy placed at \$1,000,000 minimum to include all land motor vehicles, trailers, or semitrailers designed for travel on public roads and owned, leased, or otherwise controlled by the facility.

(4.2.4) Both Properties must have statutory state limits of workmen's compensation, including proper classifications for all workers, with coverage equal to or greater than \$100,000. The workmen's compensation coverage must include employer's liability with a minimum of \$100,000.

(4.3) GENERAL REQUIREMENTS:

(4.3.1) We must be provided in a timely manner with original policies, binders, and endorsements. Such policies must list the NMFS headquarters address as follows for the additional assured or mortgagee as indicated.

National Marine Fisheries Service
Financial Services Division, F/MB5
1315 East-West Highway
Silver Spring, MD 20910

(4.3.2) We must be named as additional assured on all liability insurance.

(4.3.3) We must be listed as first mortgagee on all property coverages.

(4.3.4) We must have thirty (30) days notice of cancellation on all coverages.

(4.3.5) We must be provided with our standard NMFS Form 2-267(a) shoreside endorsement for property and NMFS Form 2-267(b) shoreside endorsement for liability.

(4.4) Such other usual and customary insurances as we may require. We attach our standard requirements for insurance.

(5) INSPECTIONS:

The Government may cause inspectors (appraisers, surveyors, engineers, or architects) of its choice to inspect all Project Property and Equipment prior to Transaction closing.

Although the Government shall choose these inspectors, they shall work for the Government, and it may initially pay them, you are solely responsible for their cost. In the event that the Government pays them, you are obligated to reimburse the Government and hereby unconditionally promise to, within 30 days of its demand, pay for the cost of all such inspections. All amounts disbursed by the Government for this purpose shall, if not fully repaid to the Government by the date the Transaction is closed, be: (a) added, payable upon its demand, to the Note, (b) earn interest at the same rate as the Note, and (c) be secured by the Security Documents.

The Government will consult with you about the kind and cost of inspection services required. It shall endeavor to keep all inspections, and all costs for them, as reasonable as possible. Nevertheless, the choice of inspectors and services shall be the Government's, and failure of the inspection results to meet, for its sole purposes, its approval, or your failure to reimburse the Government for all inspection costs

shall constitute, in its sole discretion, either cause for withdrawal of the Approval Letter or a security default under the Security Documents.

(6) PRE-CLOSING:

(6.1) Please let our Regional Financial Services Branch at the address specified in (9) below, know, at least 45 days in advance, the date you need the Transaction closed. The Government will need to verify or arrange many things, for example:

(6.1.1) The depreciated actual costs eligible for the Transaction.

(6.1.2) The adequacy of all required insurance (communicate about insurance matters directly with our Central Insurance Servicing Unit at the address specified in (9) below, rather than our Regional Financial Services Branch).

(6.1.3) The absence of liens on property involved in the Transaction (other than those permitted herein).

(6.1.4) All closing documentation factors including the availability of your private counsel where the Transaction involves real property, U.C.C. filings, or other unusually complicated factors. *Where the Transaction involves real property mortgages or U.C.C. filings, your attorney will have to prepare, and submit all closing documents involving the real estate or U.C.C. filings to the Government before Transaction closing.*

(6.1.5) Your possession of all necessary permits, licenses, approvals, and other clearances required to do business.

(6.1.6) Verify that the Borrower continues to have no permit sanctions or Notice of Permit Sanctions and no unpaid final and unappealable civil penalties under the provisions of Federal statutes protecting living marine resources.

(6.1.7) No change in any party's financial or economic circumstances or prospects deemed by the Government to be materially adverse to its interest.

(6.1.8) The availability of all parties at Transaction

closing.

(6.1.9) The availability of all required documentation of good standing and authority to enter into the Transaction, etc.

(6.1.10) The accomplishment of all other matters that constitute, in its sole discretion, conditions precedent to the Government's willingness to close the Transaction.

(6.1.11) The time, date, and place of Transaction closing.

(6.2) The Government will prepare the appropriate documents to be executed by the parties at closing. In those circumstances where the Transaction includes real estate mortgages and/or Uniform Commercial Code filings, Borrower's attorney may be required to prepare the relevant documents including an opinion letter that the documents if appropriately recorded will adequately secure the interest of the Government for the term of the loan.

(7) CLOSING:

Our Regional Financial Services Branch will close the Transaction.

The Government will not close the Transaction unless all parties hereto have fully complied with all requirements of the Approval Letter and all subsequent Transaction closing instructions.

You must, at Transaction closing, provide funds for all required document filing, mortgage recordation, title transfer, or other fees that may be required to perfect the closing documents and complete the closing. You must, at Transaction closing, provide funds for any fees owed to Government. You must, at Transaction closing, provide funds to reimburse the Government for any inspection or other expenses it may have incurred in your behalf.

(8) POST-CLOSING:

The proceeds of the Note will be transferred, by electronic wire transfer if possible, to the parties indicated by the intent and purpose of the Approval Letter. Disbursement will occur after all Transaction closing documents required by the Approval Letter have been fully perfected (including transfer,

provided and return it (with original signatures) to the Branch. This evidences the acceptance by all parties of the terms and conditions of the Approval Letter. Nothing can go forward until all parties have signed the Approval Letter and their original signatures thereon are in the Government's possession.

(11) GENERAL:

(11.1) The Chief, Financial Services Division, or his designee, may negotiate at any time, now or in the future, with any party to the Approval Letter, any creditor, or any other party whatsoever about: the Approval Letter, the liability of any party, the collateral securing the Transaction, the Security Documents, or any other matter affecting the Transaction. All parties will receive notice of any pending amendment and any resulting amendment of the Approval Letter shall require the written agreement of the parties, except those who have specifically waived notice or the necessity of their consent to amendments to the Approval Letter, the Note or any other Security Document. The parties hereby give the Government the right to enter into separate agreements with one or more of the parties, i.e. individually or with a subset of the parties hereto; such agreements may pertain to this Approval Letter's provisions, the Security Documents, the Note, Guaranty Agreements, or any other aspect of the Transaction. Any resulting change in the Approval Letter shall not be cause for damage, counterclaim, or set-off by any party hereto. It is the sole responsibility of all parties to verify for themselves the final conditions under which the Transaction is being closed.

(11.2) All parties must meet such other conditions as the Government may reasonably deem necessary to accomplish the intent and purpose of the Approval Letter and to otherwise protect the interest of the Government.

(11.3) With respect to the content herein, this Approval Letter is the entire and exclusive agreement between the parties, and supersedes all prior documents and offers. In the event of any inconsistency between the terms of this Approval Letter and the terms of the Security Documents, statutes or regulations applicable to this Transaction, then the Security Documents, statutes or regulations shall supersede the Approval Letter.

(11.4) All parties hereto forever waive all right to sue, or otherwise counterclaim against, the Government based on any claim of past, present, or future oral agreement between the parties.

(11.5) The provisions of the Approval Letter are severable and, in the event any portion thereof is held to be void, invalid, non-binding, or otherwise unenforceable, the remaining portion thereof shall remain fully valid, binding, and enforceable against all parties hereto.

(11.6) The Borrower and Guarantor (if any) acknowledge and agree that the Approval Letter and /or the Security Documents contain, or will contain, provisions for the protection of the Security interests of the Government (including, but not limited to, acceleration, assumption and subrogation provisions) liens, release of liens, payment of taxes, and other matters that the Government may prescribe. Any breach of the terms of the Approval Letter or Security Documents may, in the sole discretion of the Government, result in cancellation of the loan approval and void disbursement of loan funds.

(11.7) The exercise of any of the Government's rights shall be at its sole discretion. The Government's failure at any time to exercise any or all of its rights shall not constitute a waiver of any of those rights.

(11.8) In the event the Government determines, in its sole discretion, that any party's financial condition has deteriorated enough to jeopardize the Borrower's continuing ability to perform its responsibilities in connection with the loan, the Government may take action(s) to limit potential losses in connection with a defaulted loan or loan in jeopardy of default. These actions include, but are not limited to, requiring additional collateral or a greater equity contribution.

(11.9) This Approval Letter shall not, by implication or otherwise, be construed to limit or impair the power or authority of the United States of America to enforce the laws of the United States (and any regulations promulgated under those laws), including, but not limited to, the Magnuson-Stevens Fishery Conservation and Management Act, various treaties and implementing acts, or other applicable statutes. Accordingly, except to the extent that this Approval Letter

indicates that we have approved your loan application and intend to proceed to close this loan (subject to the terms and conditions within this Approval Letter, Security Documents, applicable regulations or guidelines, and other documents related to the Transaction), this Approval Letter does not constitute or imply the grant, by any other agency, division or department of the United States of America (including, but not limited to, any other unit of the National Marine Fisheries Service, the Department of Homeland Security, or the Department of Justice) of any other consent, accord, satisfaction, advice, or a waiver of rights, power or authority.

(12) SIGNATURES:

(12.1) The parties required to do so may sign the Approval Letter in any number of counterparts, and all such signed counterparts shall constitute one and the same Approval Letter.

(12.2) The undersigned hereby agree to, and shall henceforth be bound by and subject to, for the life of this loan, all provisions set forth in the Approval Letter or Approval Letter as amended.

(12.3) **FIRST PARTY:** United States of America, Acting by and through the Secretary of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service:

By: Brian Summers
Brian Summers
Financial Assistance Specialist

For: Paul L. Marx
Paul Marx, Chief
Financial Services Division

(12.4) SECOND PARTY: Shucks Maine Lobster, LLC:

By: [Signature] Date: 8.30.13

Title: President

Attest: Erika I. Dupuis Date: 8/30/13

Title: Notary Public Maine

ERIKA I. DUPUIS
Notary Public, Maine
My Commission Expires November 1, 2014

(12.5) THIRD PARTY: Eastern Creek Investments

By: [Signature] Date: 8.30.13

Title: Partner

Attest: Erika I. Dupuis Date: 8/30/13

Title: Notary Public Maine

ERIKA I. DUPUIS
Notary Public, Maine
My Commission Expires November 1, 2014

(12.6) FOURTH PARTY: W. John Hathaway:

By: [Signature] Date: 8.30.13
W. John Hathaway

Witness:

By: Erika I. Dupuis Date: 8/30/13

Erika I. Dupuis
(Print Witness' Full Name)

(12.7) FIFTH PARTY: Sue-Ellen I. Hathaway:

By: [Signature] Date: 8/30/13
Sue-Ellen I. Hathaway

Witness:

By: Erika I. Dupuis Date: 8/30/13

Erika I. Dupuis
(Print Witness' Full Name)



POT Operations and Transportation Narrative

A typical in-season day for Shucks once we are in the POT building:

3-4 am Crew of 14-18 people show up for processing. Typically these people will car-pool, walk or bicycle to work. Estimate 3-4 cars, parking off-site.

6-9 am Office staff and/or management of 7-8 people start. Estimate 4-5 parking spots. 2 on pier (Shucks reserved spots), others in remote lot.

8 am Crew of 10-15 people show up for picking and packing. Again, car-pooling, walking, bicycling, but also Metro Bus. Another 3-4 cars.

9-11 am Trucking activity likely to consist of:

- 1-2 Box trucks, 5-10 minute stops
- 1 tractor trailer picking up finished goods, 20 minute stop
- 2 or 3 times per week, 1 tractor trailer delivering supplies, 20 minute stop

12-1 pm First crew leaves. (Parking Spaces open up.)

3-4 pm Box truck takes away closed plastic bins of shell waste. 15 minute stop

5 pm Picking/Packing Crew Leaves. Cleaning crew of 4-8 people arrives. 2-4 cars parking off site.

6 pm (Optional) Second Shift starts. If applicable, this would be 8 people and run until Midnight - 2 am. Estimate this would be 4 cars, offsite.

7-9 pm 1-2 Box trucks, 10-15 minute stops

10 pm - 2 am Trucking activity consists of:

- Lobster deliveries, 1-3 tractor trailers approximately 20 minutes each. These inbound deliveries are scheduled so as not to be at the same time.
- Nitrogen delivery, every other day. (not using loading dock, truck is backed up to Nitrogen tank.)

2:30 am - Trash Hauling (2 days per week)

OPTION SPACE IMPACT

The option space would be used to incorporate the balance of our meat production into the POT facility. The plan outlined above includes the trucking of raw material from the POT to Richmond, which then returns to the POT to be completed.

So expanding into the option space will eliminate at least 1 Box Truck daily, but won't increase finished product shipping (as all finished product will ship out of the POT facility in both cases).

Employees—the 8am crew will increase by 20-25 people to a total of 30-40, with cars increasing to 6-10 total for that crew.

Shucks Maine Lobster POT Typical Schedule

Staffing		Trucking		CBL	
Shipping, Receiving, Office, Supervisors, Etc. 10-12 Employees, times vary. 4-5 Parking Spots, 2 on Pier, others Offsite	First Crew (14-18 Employees) 3-4 Cars Offsite	3 AM			
		4 AM			
		5 AM			
		6 AM			
		7 AM		CBL Morning Rush	
		8 AM			
		9 AM	1-2 Box Trucks 1 Tractor Trailer		
		10 AM	1 Tractor Trailer (2-3 per week)		
		11 AM			
		12 PM			
		1 PM			
		2 PM			
	Second Crew (10-15 people) 3-4 Cars Offsite	3 PM	Flat Bed Truck		
		4 PM		CBL Evening Rush	
		5 PM			
		6 PM			
		Sanitation (4-8 Emp.) 2-4 Cars Offsite	7 PM	1-2 Box Trucks	
			8 PM		
	9 PM				
	Opt. 2nd Shift (8 Employees) 2-4 Cars Offsite		10 PM	Lobster Receiving 1-3 Trctr Trailers	
		11 PM			
		12 PM	Nitrogen Delivery		
		1 AM	Trash Hauling (Twice Weekly)		
		2 AM			

Shucks Maine Lobster POT Schedule with OPTION SPACE

Staffing		Trucking		CBL
Shipping, Receiving, Office, Supervisors, Etc. 10-12 Employees, times vary. 4-5 Parking Spots, 2 on Pier, others Offsite	First Crew (14-18 Employees) 3-4 Cars Offsite	3 AM		
		4 AM		
		5 AM		
		6 AM		
	Second Crew (30-40 people) 6-10 Cars Offsite	7 AM		CBL Morning Rush
		8 AM		
		9 AM	1-2 Box Trucks 1 Tractor Trailer 1 Tractor Trailer (2-3 per week)	
		10 AM		
		11 AM		
	Sanitation (4-8 Emp.) 2-4 Cars Offsite	12 PM		
		1 PM		
		2 PM		
		3 PM	Flat Bed Truck	
	Opt. 2nd Shift (8 Employees) 2-4 Cars Offsite	4 PM		CBL Evening Rush
		5 PM		
		6 PM		
		7 PM	1-2 Box Trucks	
		8 PM		
		9 PM		
		10 PM	Lobster Receiving 1-3 Trctr Trailers	
		11 PM		
		12 PM	Nitrogen Delivery	
		1 AM		
		2 AM	Trash Hauling (Twice Weekly)	

Date: 5.7.14

Shucks Maine Lobster
Maine State Pier Project

Re: Nitrogen Tank Location

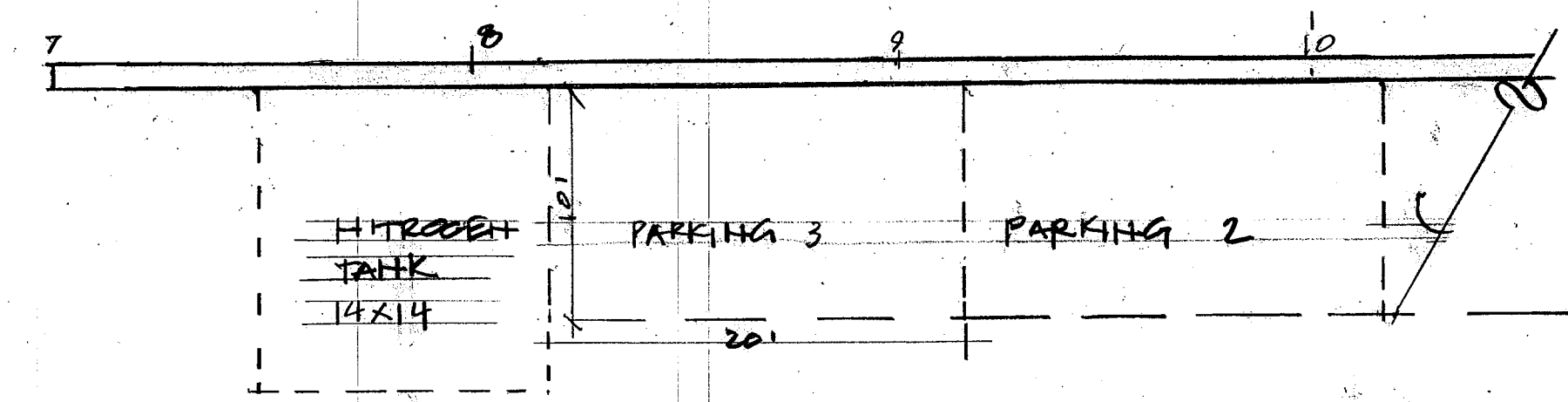
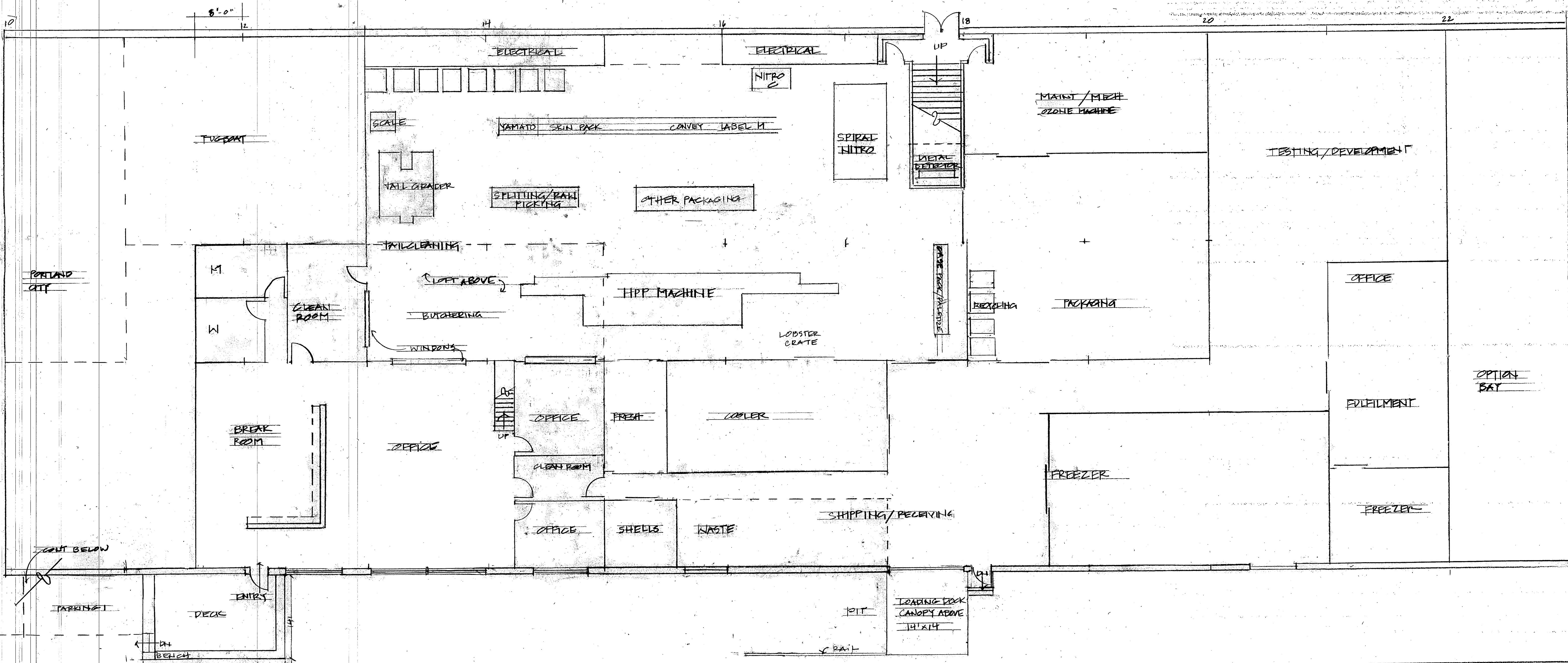
Due to site restrictions and NFPA 55 Code guidelines there are only three (3) locations available to place the nitrogen tank.

Limiting Factors:

- a. The East Pier is not available because of Cruise Ship traffic;
- b. The South Pier is accessible by water only;
- c. The North Entrance is a secured area and not available;
- d. The West Side is the only side available for entry, dock and tank placement .

West Side Limiting Factors:

- a. Initial Location: south of the loading dock:
 - 1. The South Side is reserved for Ready Bros.;
 - 2. Area is needed for truck turning radius;
 - 3. The Tank cannot be placed within ten feet of the loading dock door according to NFPA 55 guidelines;
- b. Location No. 1:
 - 1. Does not allow for future CBL plans which call for a perpendicular crosswalk;
 - 2. Meets NFPA 55 guidelines;
 - 3. Maintains three (3) parking spaces per lease;
- c. Location No. 2:
 - 1. Loss of two (2) parking spaces;
 - 2. Meets NFPA 55 guidelines;
 - 3. Allows for perpendicular crosswalk;
- d. Location No. 3:
 - 1. Costs \$10,000 more to install;
 - 2. Costs \$10,000 more per year to operate;
 - 3. In line of garage traffic;
 - 4. Creates four (4) more spaces for Shucks;
 - 5. Allows for proper fire lane;
 - 6. Meets NFPA 55 guidelines;

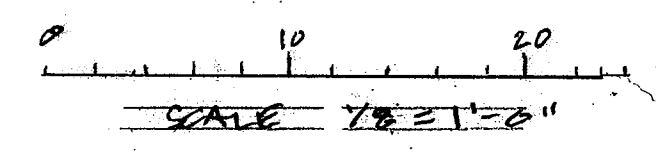
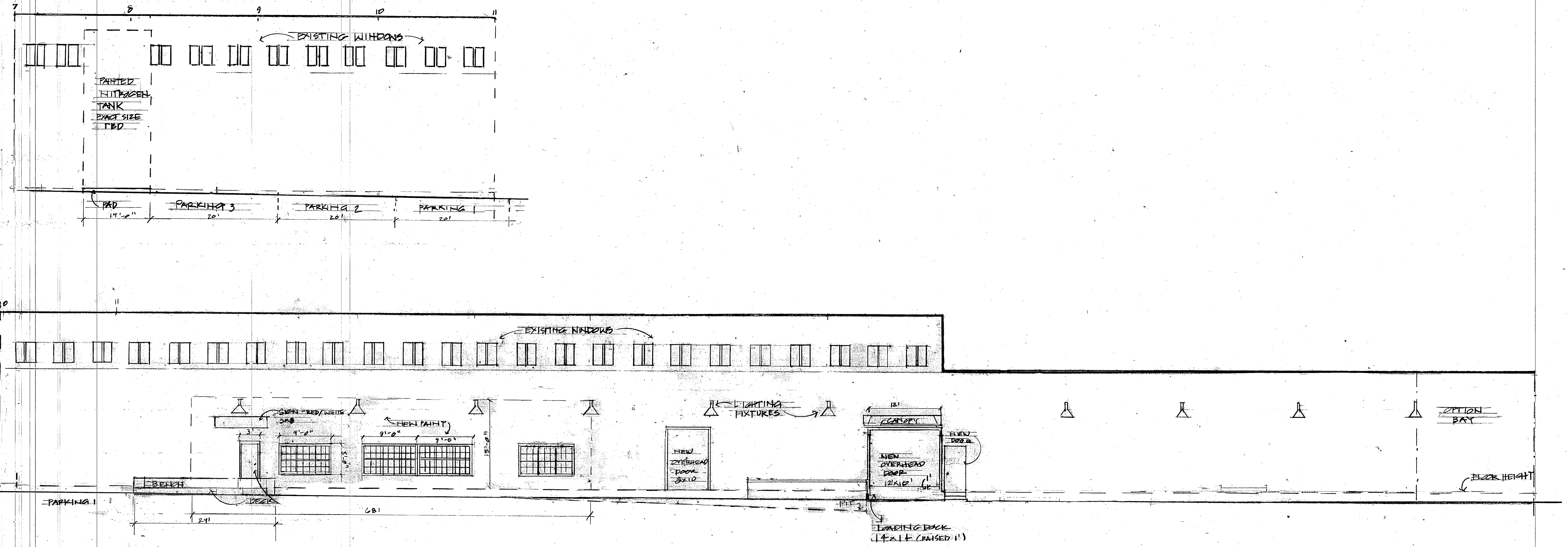


0 10 20
SCALE 1/8" = 1'-0"

SHUCKS MAINE LOBSTER
MAINE STATE FIER
PORTLAND MAINE

FLOOR PLAN

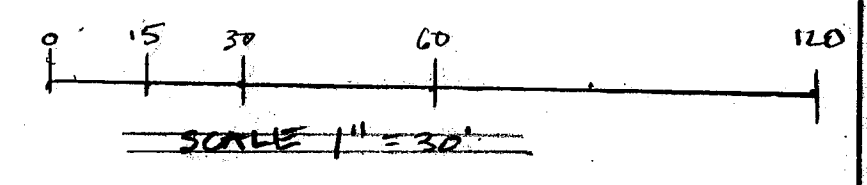
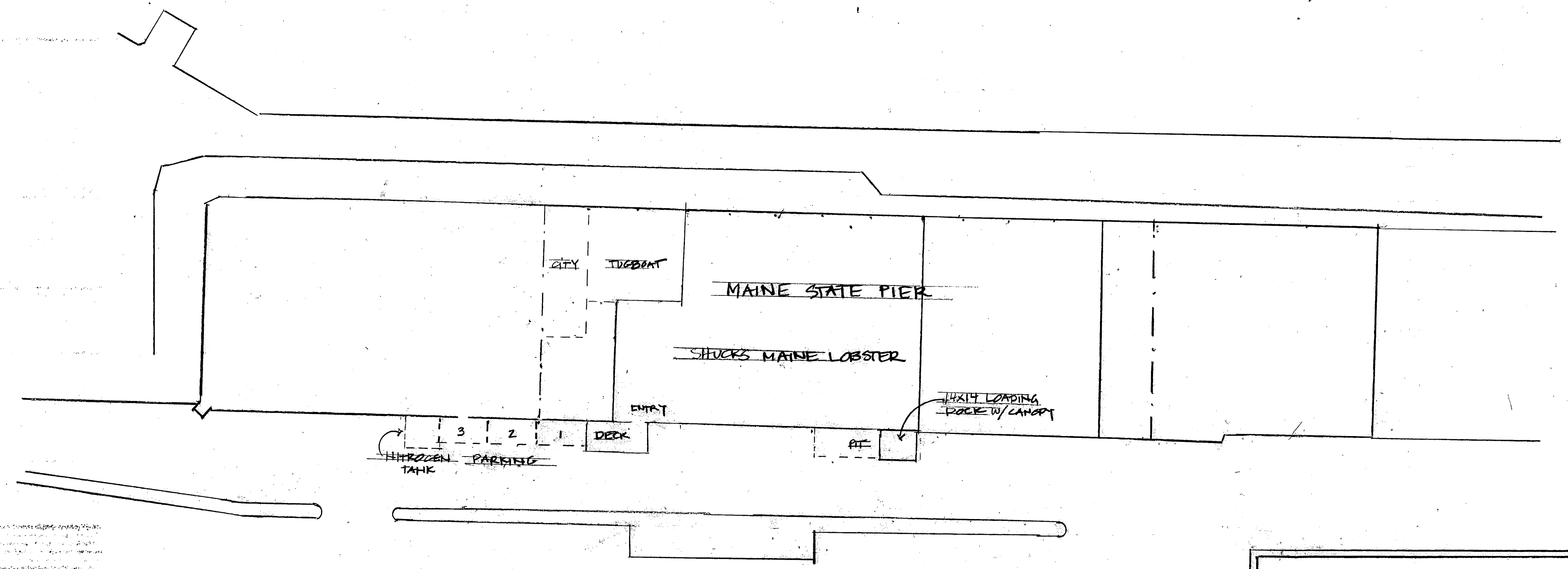
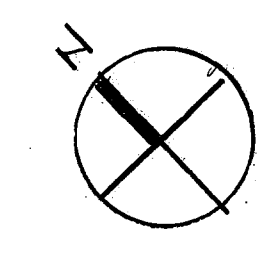
FEB 18/14
REV. MAR 5
REV. MAR 10



SHUCKS MAINE LOBSTER
MAINE STATE PIER
PORTLAND MAINE

EAST ELEVATION

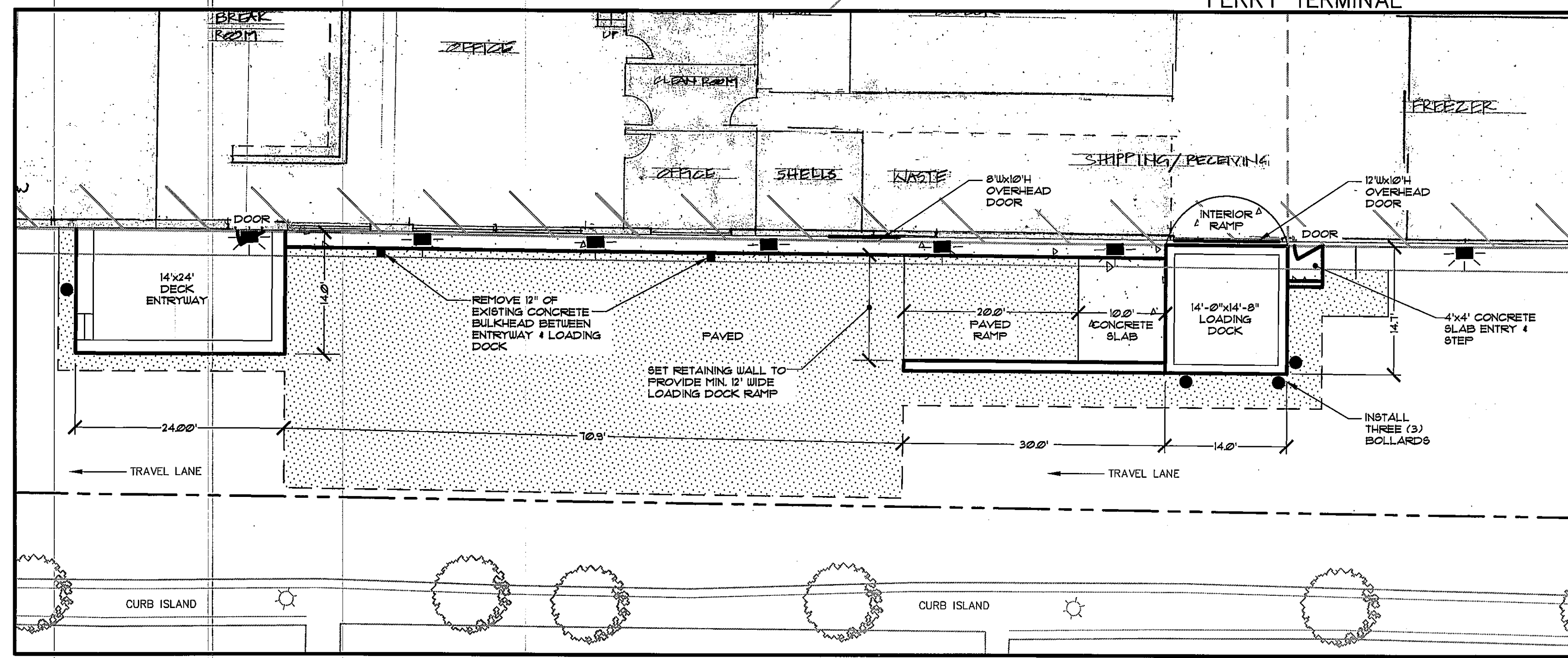
FEB 19/14
REV MAR 5
REV MAR 10



SHUCKS MAINE LOBSTER
MAINE STATE PIER
PORTLAND MAINE

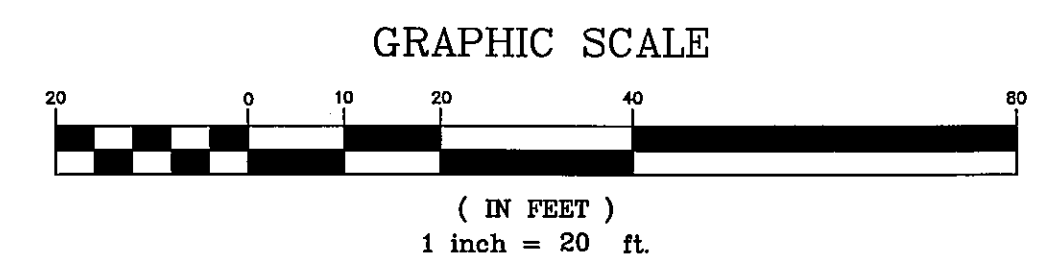
SITE PLAN

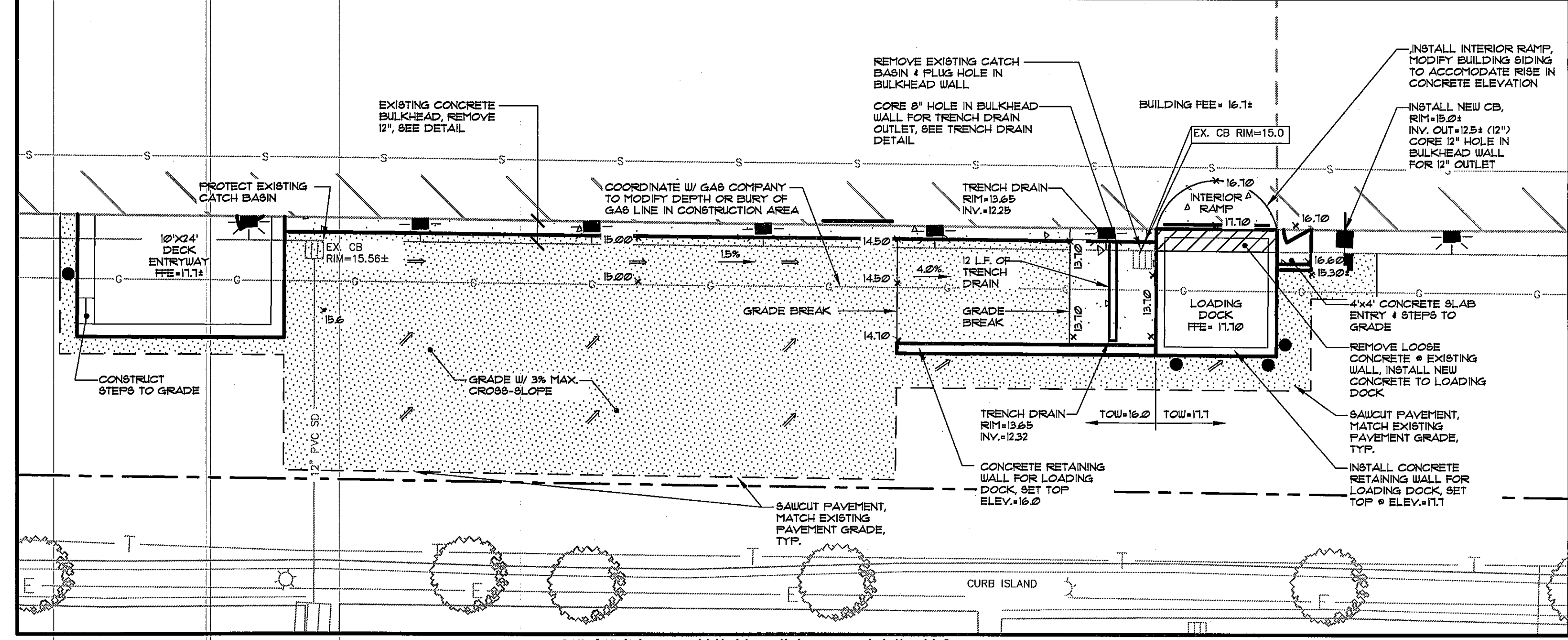
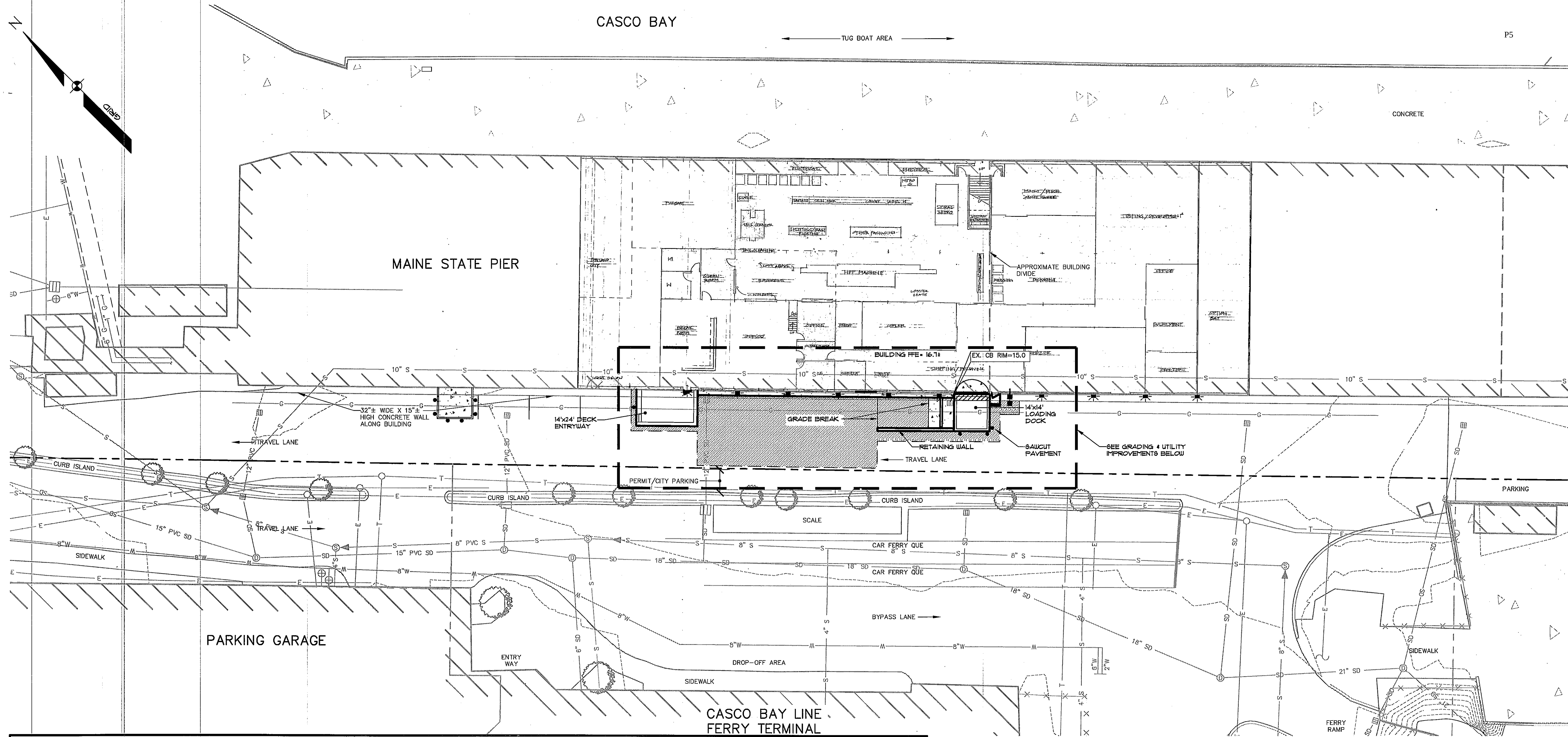
FEB 18/14
REV MARK 5
REV MARK 10



LEGEND

EXISTING	DESCRIPTION	PROPOSED
	BOUNDARY LINE/ROW.	
	ABUTTER LINE/ROW.	
	EASEMENT	
	ZONE LINE	
	BENCHMARK	
	BUILDING	
	SIGN	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	GRAVEL ROAD	
	CURBLINE	
	EDGE WATER	
	TREELINE	
	TREE	
	FENCE	
	RETRAINING WALL	
	GUARDRAIL	
	BOLLARD	

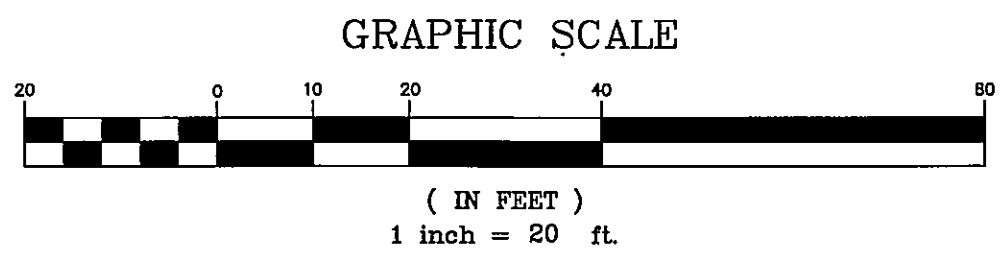




LEGEND					
EXISTING	DESCRIPTION	PROPOSED	EXISTING	DESCRIPTION	PROPOSED
---	BOUNDARY LINE/ROW	---	W	WATER	W
---	ABUTMENT LINE/ROW	---	WV	WATER GATE VALVE	WV
---	SETBACK	---	WV-O	WATER SHUT OFF	WV-O
---	EASEMENT	---	+	HYDRANT	+
---	ZONE LINE	---	W	POTABLE WELL	W
---	BENCHMARK	---	S	SEWER	S
---	BUILDING	---	FM	FORCE MAIN	FM
---	SIGN	---	SM	SEWER MH	SM
---	EDGE PAVEMENT	---	SD	STORM DRAIN	SD
---	EDGE CONCRETE	---	UD	UNDERDRAIN	UD
---	PAVEMENT PAINT	---	CB	CATCH BASIN	CB
---	GRAVEL ROAD	---	DB	DRAINAGE MH	DB
---	CURBLINE	---	CU	CULVERT	CU
---	EDGE WATER	---	OHU	OVERHEAD UTILITY	OHU
---	TREELINE	---	T	UNDERGROUND TELEPHONE	T
---	CONTOURS	---	E	UNDERGROUND ELECTRIC	E
---	SPOT GRADE	---	TF	TRANSFORMER PAD	TF
---	FENCE	---	EM	ELECTRICAL MANHOLE	EM
---	RETAINING WALL	---	TM	TELEPHONE MANHOLE	TM
---	GUARDRAIL	---	LP	LIGHT POLE/WALL	LP
---	BOLLARD	---	U	UTILITY POLE	U
---	GAS	---			
---	GAS GATE VALVE	---			

NOTES

- PROPERTY, SITE AND TOPOGRAPHIC DATA SHOWN HEREON IS FROM A COMBINATION OF AVAILABLE CITY GIS INFORMATION AND DATA FROM PLAN REFERENCE B. ENTITIES DEPICTED HEREON WERE NOT FIELD VERIFIED FOR ACCURACY OR OMISSIONS.
- VERTICAL AND HORIZONTAL DATUMS REFERENCED IN PLAN REFERENCE A. SEE SHEET 1 OF 5.
- THE UTILITY LOCATIONS DEPICTED HEREON ARE APPROXIMATE AND COMPILED USING AVAILABLE CITY GIS DATA. FIELD VERIFICATION IS REQUIRED BY THE CONTRACTOR PRIOR TO CONSTRUCTION ACTIVITY. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
- ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENT CONTROL BEST" MANUAL PUBLISHED BY BUREAU OF LAND AND WATER QUALITY MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2009 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.



STATE OF MAINE
CRAIG A. BURGESS
No. 12638
Professional Engineer
3-20-14

DATE: 03-20-14
SUBMITTED FOR CITY SITE PLAN APPROVAL
STATUS: A
BY: OAM
REV: 1
THIS PLAN SHALL NOT BE ACQUIRED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.

SEBAGO
TECHNIQS
75 John Roberts Rd., Suite 1A
South Portland, ME 04106
Tel: 207-262-2100
WWW.SEBAAGOTECHNIQS.COM
220 Goddard Rd., Suite B
Lewiston, ME 04240
Tel: 207-753-5565

PROJECT NO. 13430
DESIGN: OAM/CAB
DRAWN: OAM
CHECK: CAB

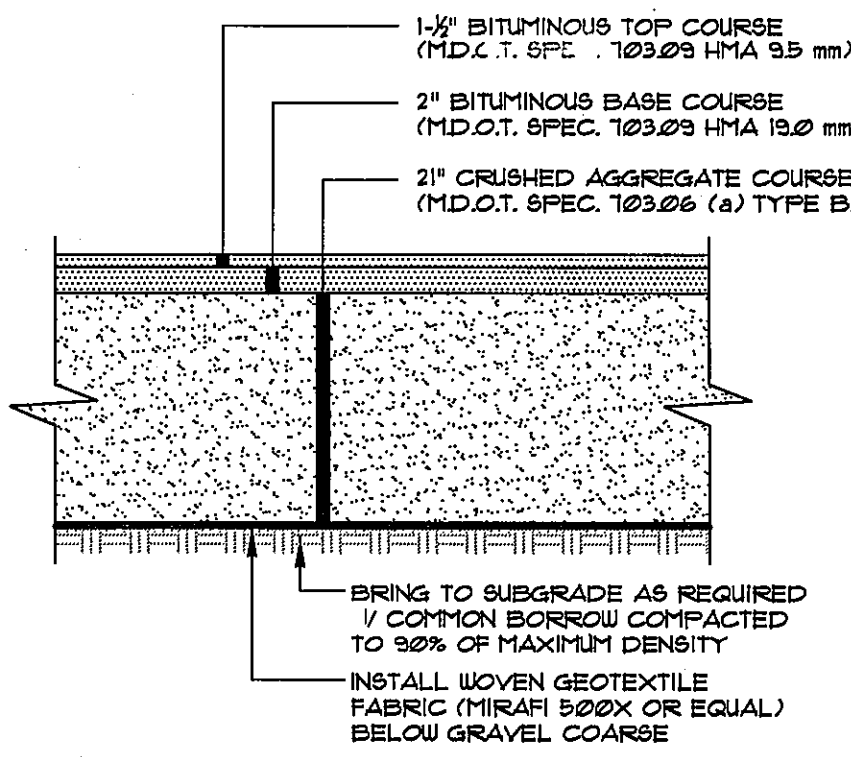
GRADING & UTILITY PLAN
OF:
MAINE STATE PIER PROCESSING FACILITY
COMMERCIAL STREET
PORTLAND, MAINE 04101
FOR:
SHUCKS MAINE LOBSTER
150 MAIN STREET
RICHMOND, ME 04357

DATE: 03-20-14
SCALE: 1"=20'
SHEET 3 OF 5

13430.dwg, TAB: GUT

CONSTRUCTION NOTES

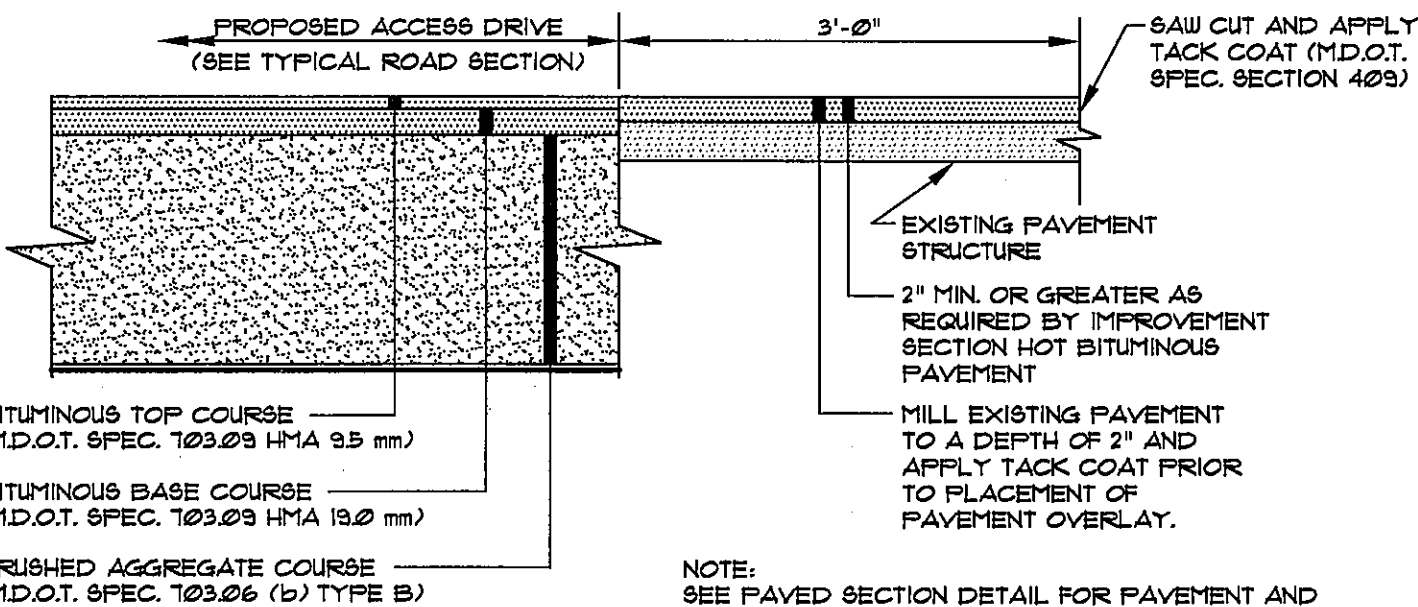
1. ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.
2. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIM OR HERSELF WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND SHALL MAKE PROVISIONS AS TO THE COST THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIM OR HERSELF WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.
3. CONTRACTOR SHALL NOTIFY ENGINEER OF ALL PRODUCTS OR ITEMS NOTED AS "EXISTING" WHICH ARE NOT FOUND IN THE FIELD.
4. INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OWNER'S REQUIREMENTS UNLESS SPECIFICALLY OTHERWISE INDICATED OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.
5. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.
6. CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.
7. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED BY DESIGN DRAWINGS.
8. SITE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.
9. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION, BEST MANAGEMENT PRACTICES" PUBLISHED BY THE CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 1991 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.
10. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY UTILITY COMPANIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (811) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
11. CONTRACTOR SHALL BE AWARE THAT DIG SAFE ONLY NOTIFIES ITS "MEMBER" UTILITIES ABOUT THE DIG. WHEN NOTIFIED, DIG SAFE WILL ADVISE CONTRACTOR OF MEMBER UTILITIES IN THE AREA. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND CONTACTING NON-MEMBER UTILITIES DIRECTLY. NON-MEMBER UTILITIES MAY INCLUDE TOWN OR CITY WATER AND SEWER DISTRICTS AND SMALL LOCAL UTILITIES, AS WELL AS USG PUBLIC WORKS SYSTEMS.
12. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRS.A 3360-A. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITIES TO OBTAIN AUTHORIZATION PRIOR TO RELOCATION OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. IF A UTILITY CONFLICT ARISES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER, THE MUNICIPALITY AND APPROPRIATE UTILITY COMPANY PRIOR TO PROCEEDING WITH ANY RELOCATION.
13. ALL PAVEMENT MARKINGS AND DIRECTIONAL SIGNAGE SHOWN ON THE PLAN SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS.
14. ALL PAVEMENT JOINTS SHALL BE SAUCUT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
15. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHT-OF-WAY.
16. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE PERMIT FROM THE TOWN OF NAPLES.
17. IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AND AS SPECIFIED ON PLANS.
18. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR THE REMOVAL, REPLACEMENT AND RECTIFICATION OF ALL DAMAGED AND DEFECTIVE MATERIAL AND WORKMANSHIP IN CONNECTION WITH THE CONTRACT WORK. THE CONTRACTOR SHALL REPLACE OR REPAIR AS DIRECTED BY THE OWNER. ALL SUCH DAMAGED OR DEFECTIVE MATERIALS WHICH APPEAR WITHIN A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION.
19. ALL WORK PERFORMED BY THE GENERAL CONTRACTOR AND/OR TRADE SUBCONTRACTOR SHALL CONFORM TO THE REQUIREMENTS OF LOCAL, STATE OR FEDERAL LAWS, AS WELL AS ANY OTHER GOVERNING REQUIREMENTS, WHETHER OR NOT SPECIFIED ON THE DRAWINGS.
20. WHERE THE TERMS "APPROVED EQUAL", "EQUAL TO", "ACCEPTABLE" OR OTHER GENERAL QUALIFYING TERMS ARE USED IN THESE NOTES, IT SHALL BE UNDERSTOOD THAT REFERENCE IS MADE TO THE RULING AND JUDGMENT OF SEBAGO TECHNIQS, INC.
21. THE GENERAL CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR THE WORK UNTIL TURNED OVER TO THE OWNER.
22. THE GENERAL CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DRAWINGS ON SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES.
23. THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
24. DETAILS ARE INTENDED TO SHOW END RESULT OF DESIGN. ANY MODIFICATION TO SUIT FIELD DIMENSION AND CONDITION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ANY WORK.
25. BEFORE THE FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND MATERIALS, REPAIR OR REPLACE PRIVATE OR PUBLIC PROPERTY WHICH MAY HAVE BEEN DAMAGED OR DESTROYED DURING CONSTRUCTION, CLEAN THE AREAS WITHIN AND ADJACENT TO THE PROJECT WHICH HAVE BEEN OBSTRUCTED BY HIS/HER OPERATIONS, AND LEAVE THE PROJECT AREA NEAT AND PRESENTABLE.
26. ALL SUBSURFACE UTILITY LINES SHOWN HEREON ARE BASED SOLELY ON THE FIELD LOCATION OF VISIBLE STRUCTURES, SMH'S, CB'S, HYDRANTS, ETC. IN CONJUNCTION WITH DESIGN AND OR AS-BUILT PLANS SUPPLIED TO SEBAGO TECHNIQS, INC. BY OTHERS. PRIOR TO ANY CONSTRUCTION, EXCAVATION, TEST BORINGS, DRILLING, ETC., DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A BARE TO DIG DATE OBTAINED. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES SHOWN HEREON AND ANY AND ALL OTHERS LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.



- NOTES:
1. COMPACT GRAVEL COURSE TO 95% OF MAXIMUM DENSITY USING HEAVY ROLLER COMPACTION.
 2. CONTRACTOR SHALL SET GRADE STAKES MARKING SUBBASE AND FINISH GRADE ELEVATIONS FOR CONSTRUCTION REFERENCE.

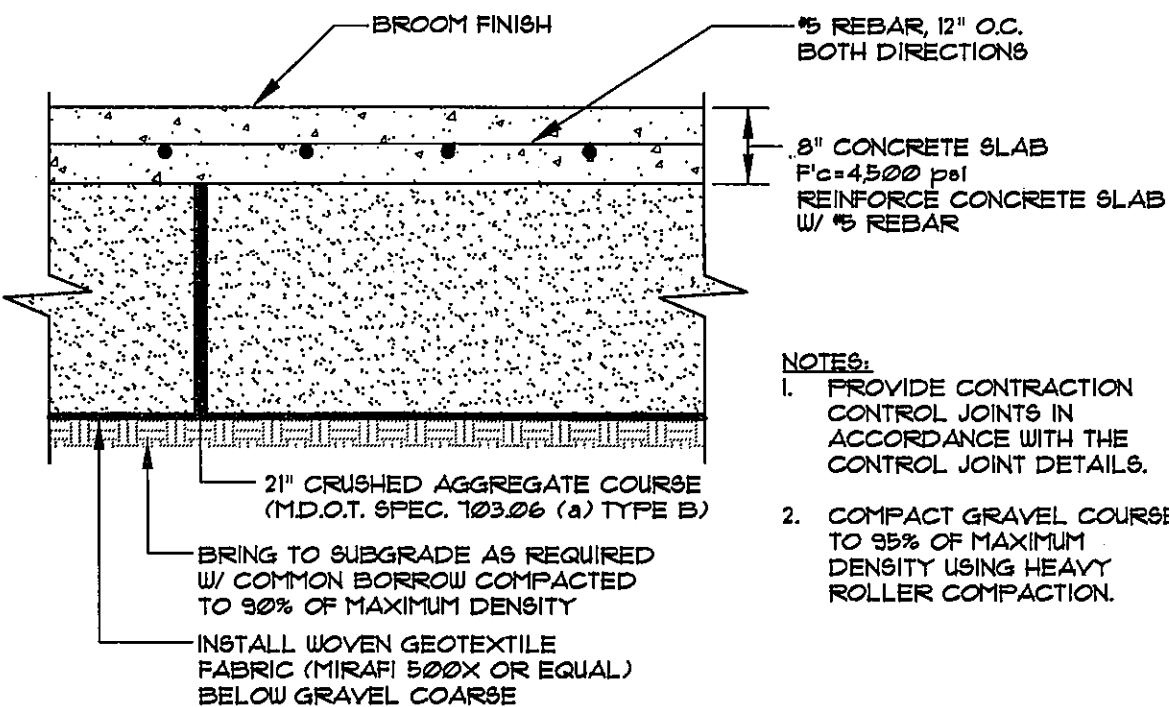
TYP. PAVED SECTION

NOT TO SCALE



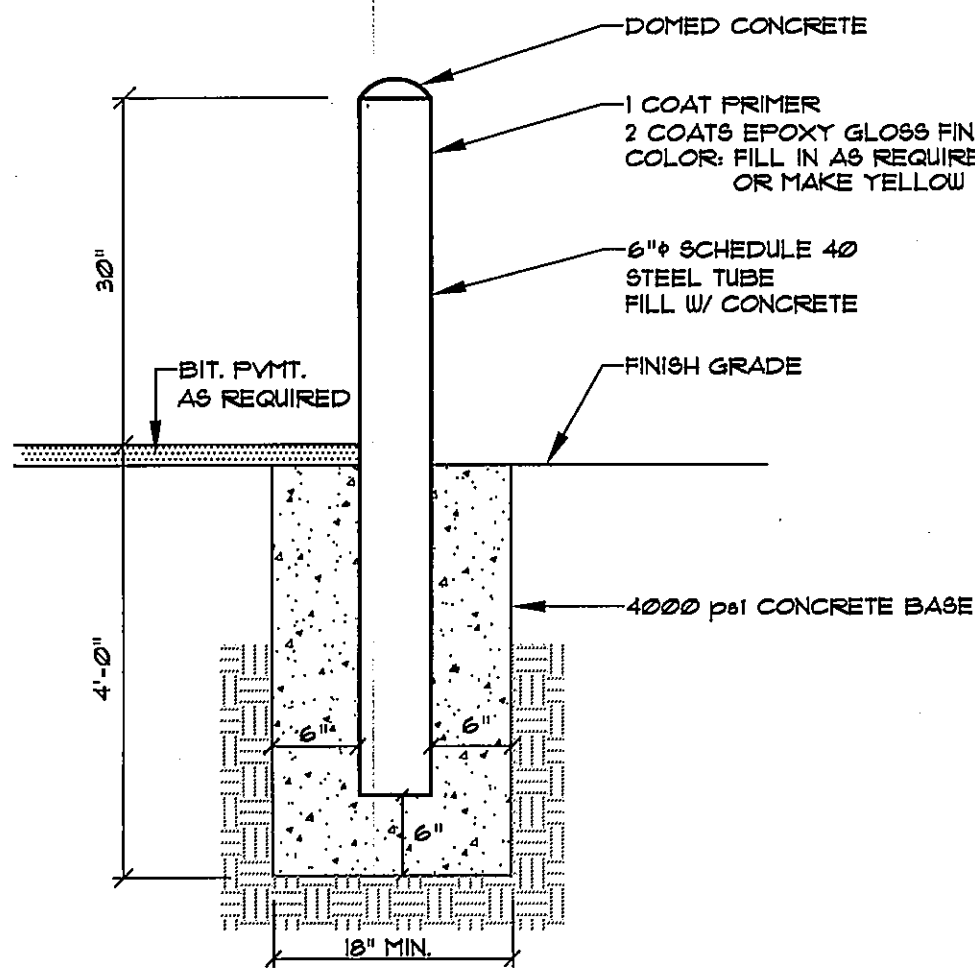
TYPICAL PAVEMENT JOINT

NOT TO SCALE



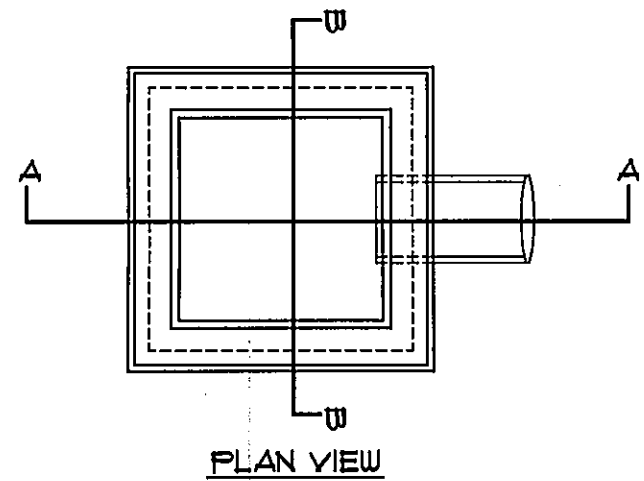
TYPICAL CONCRETE SLAB

NOT TO SCALE

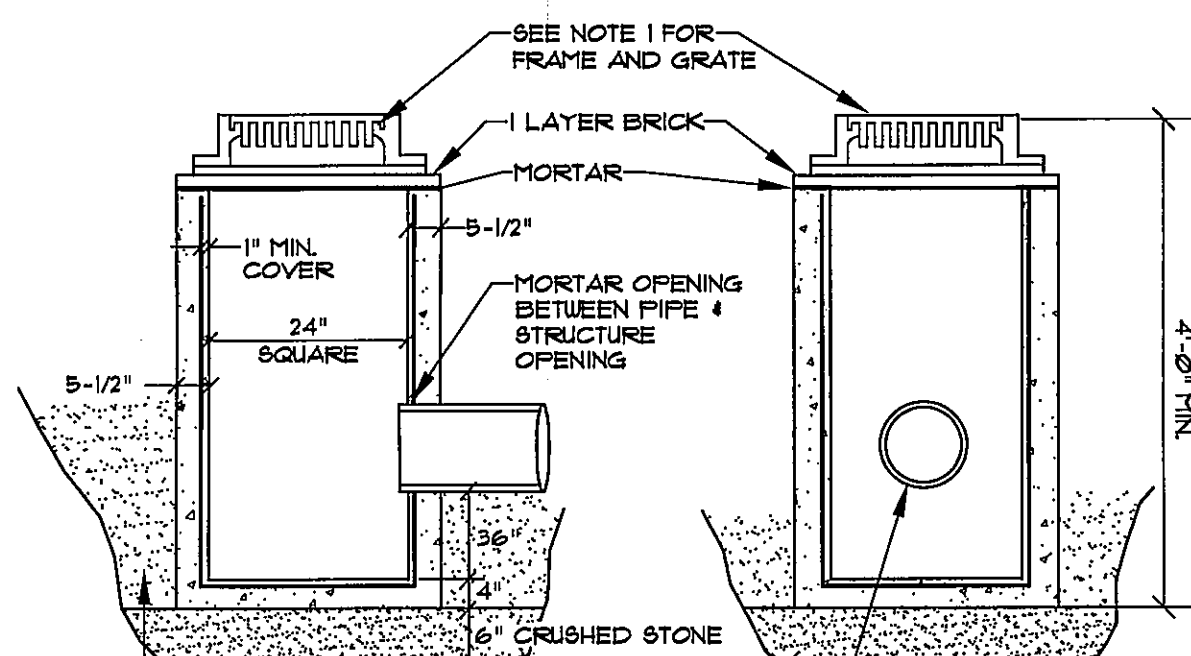


METAL BOLLARD

NOT TO SCALE



PLAN VIEW



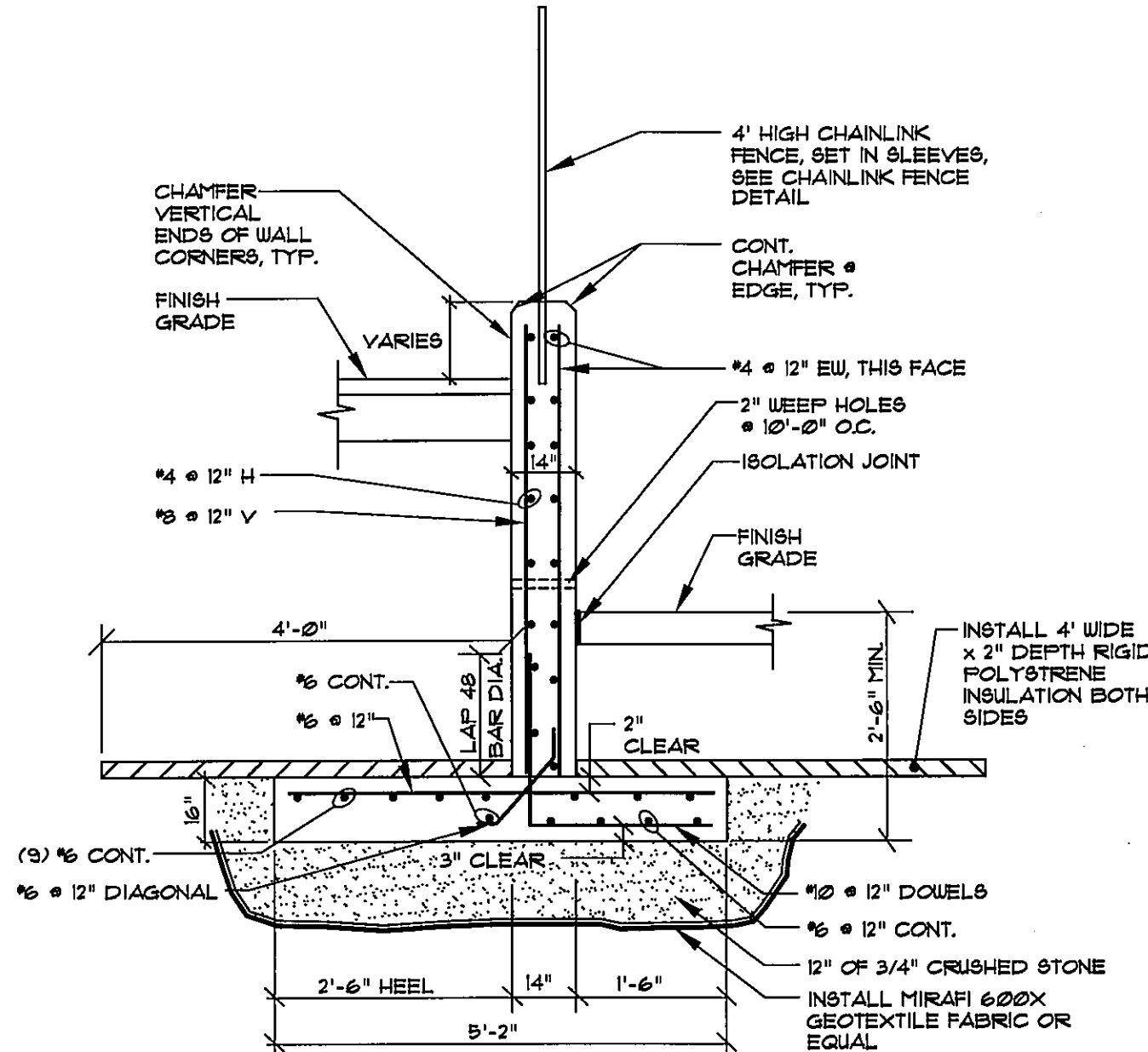
SECTION A-A

SECTION B-B

- NOTES:
1. FRAME SHALL BE FOR 24" SQUARE GRATE - LEBARON TYPE 1" SQUARE FRAME (LF 249) 4 FLANGE OR ETHERIDGE SQUARE FRAME 824G. GRATE SHALL BE 24"x24" CAST IRON.
 2. ENTIRE CATCH BASIN WITH EXCEPTION OF LEVELING BRICK FRAME AND GRATE TO BE PRECAST AS SINGLE PORTLAND CEMENT CONCRETE UNIT.

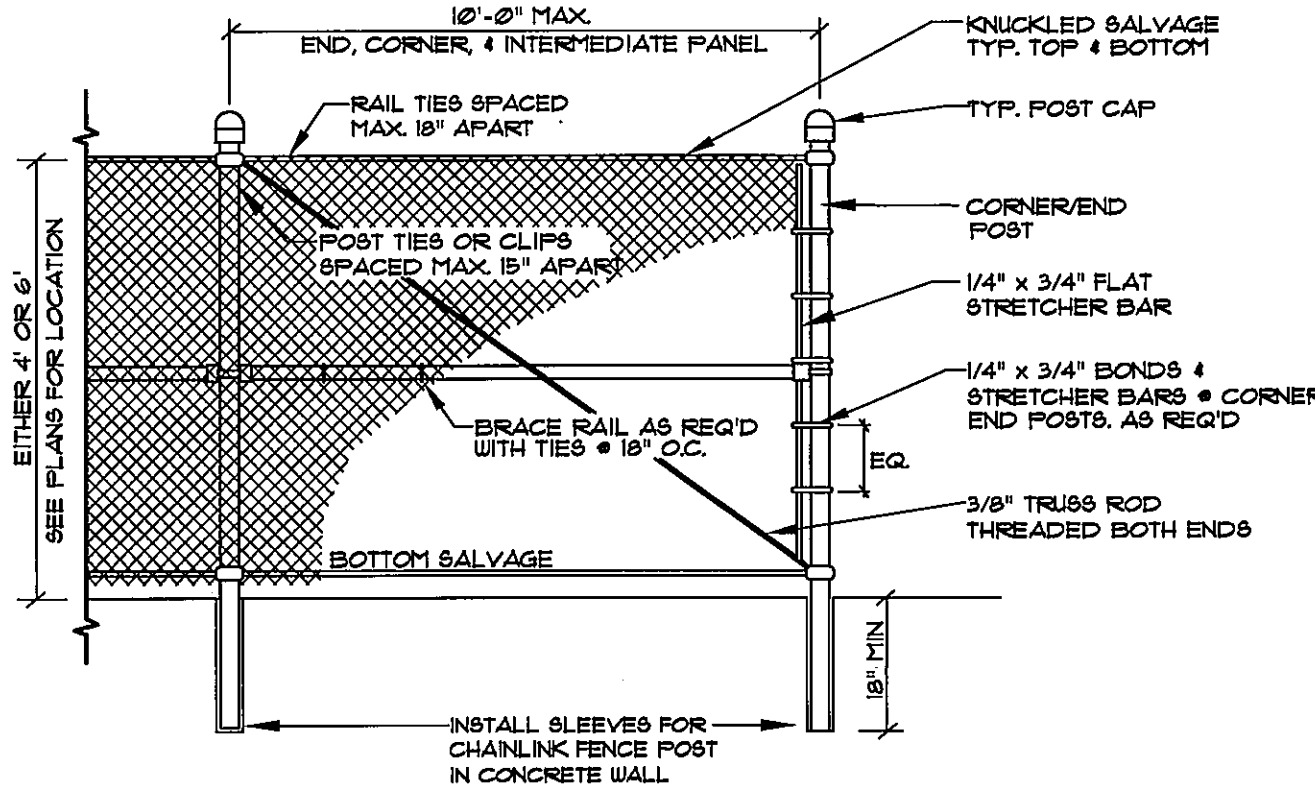
TYP. TYPE "F" CATCH BASIN

NOT TO SCALE



TYP. RETAINING WALL REINFORCING DETAIL

NOT TO SCALE

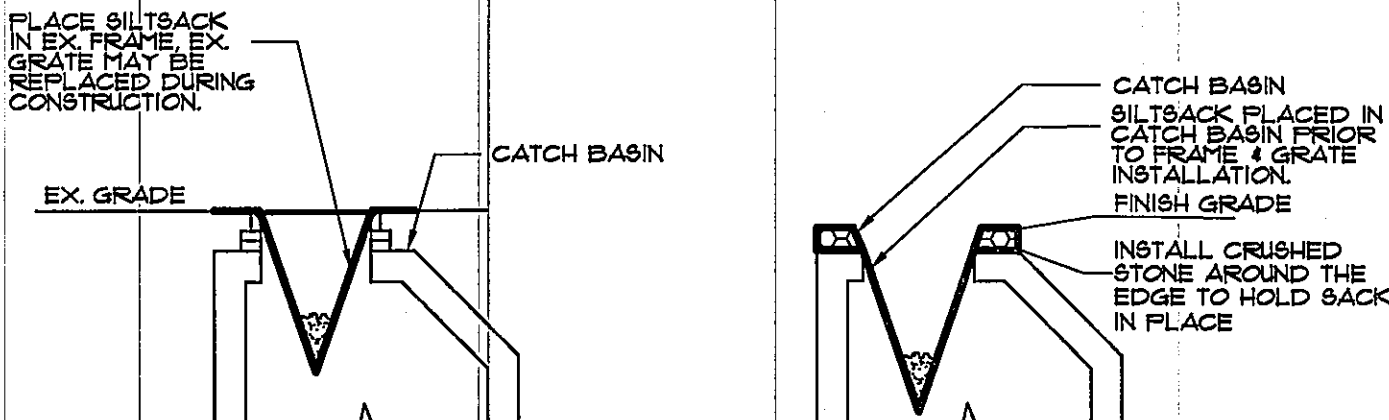


NOTES:

1. CORNER OR END POST: NOMINAL 3" O.D. GALVANIZED STEEL PIPE, MIN. 8.19 LB/LF.
2. INTERMEDIATE POST: NOMINAL 2-1/2" O.D. GALVANIZED STEEL PIPE, MIN. 3.65 LB/LF.
3. BRACES (TOP & BOTTOM): NOMINAL 1-5/8" O.D. GALVANIZED STEEL PIPE, MIN. 2.21 LB/LF.
4. THE OUTSIDE OF THE FENCE FABRIC SHALL BE 3" INSIDE THE EDGE OF PAVEMENT.
5. BRACE RAIL AND DIAGONAL BRACE ROD SHALL BE INSTALLED AT EACH 10' CORNER SECTION OF ENCLOSURE.
6. CONCRETE SHALL HAVE MINIMUM COMPRESSIVE STRENGTH (f') c OF 3,000 PSI WITH 6% AIR ENTRAINMENT.
7. SUBMIT SHOP DRAWINGS FOR OWNER'S/ENGINEER'S APPROVAL.
8. FENCE FABRIC POST, RAIL AND APPURTENANCES SHALL BE VINYL CLAD+ COLOR: BLACK.

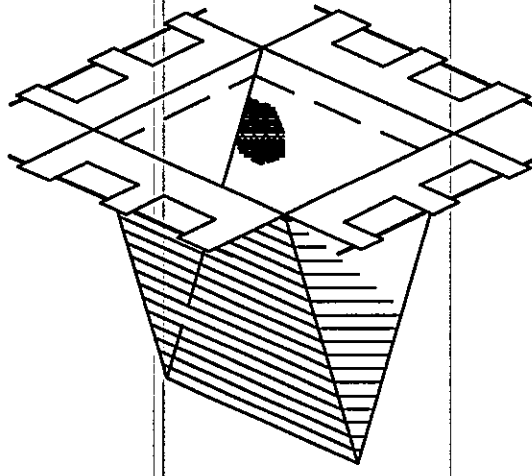
TYPICAL CHAIN LINK FENCE

NOT TO SCALE



EXISTING BASIN

NEW INSTALLATION

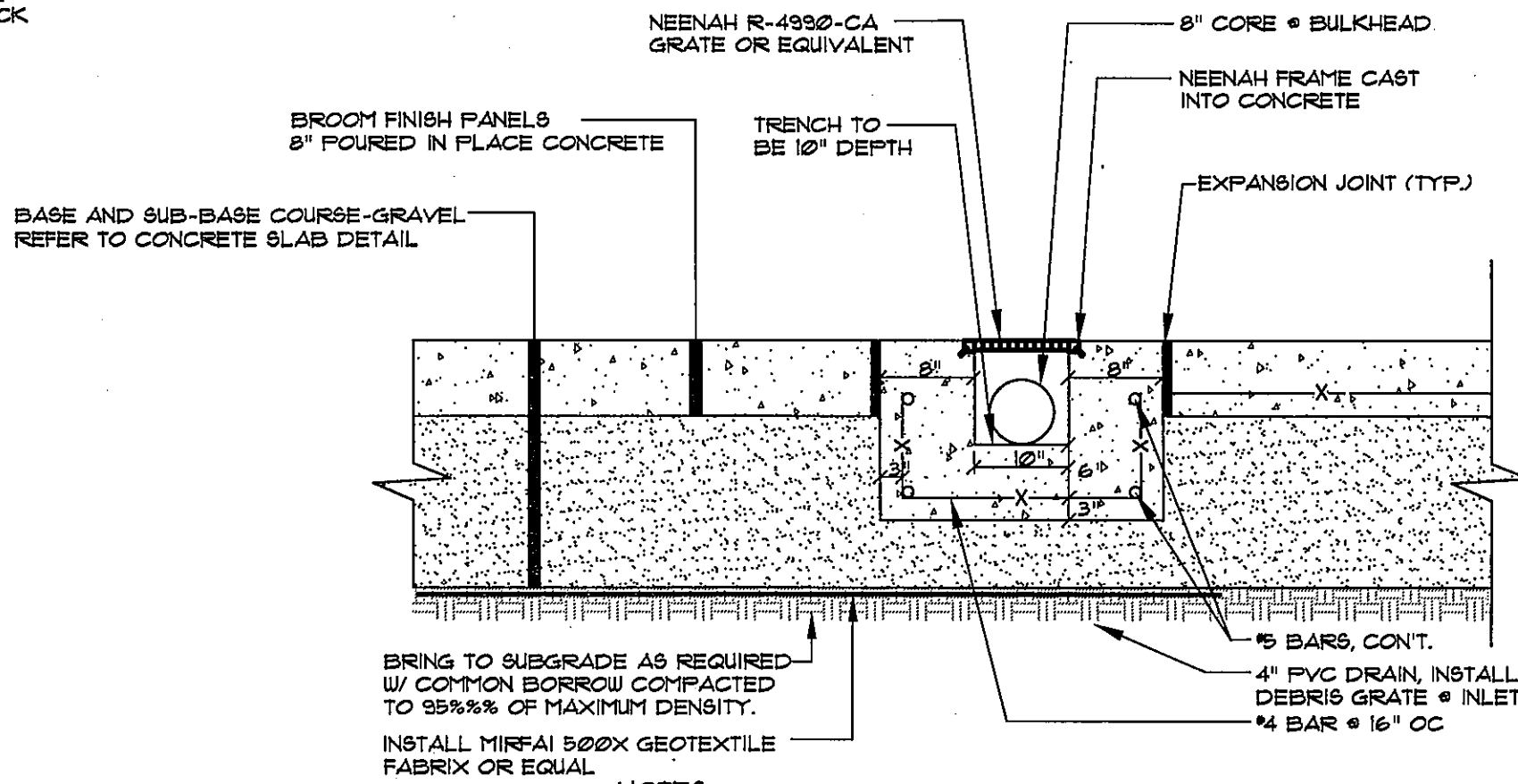


SILT SACK PROTECTION

- NOTES:
- PRIOR TO FINAL GRADING AND PAVING OPERATIONS BEGIN A CATCH BASIN INSERT (SUCH AS A SILT SACK OR A DANDY BAG®) MUST BE INSTALLED IN EXISTING BASIN PER MANUFACTURER'S INSTRUCTIONS. HAY BALES SHOULD BE REMOVED ONCE INSERTS ARE INSTALLED.

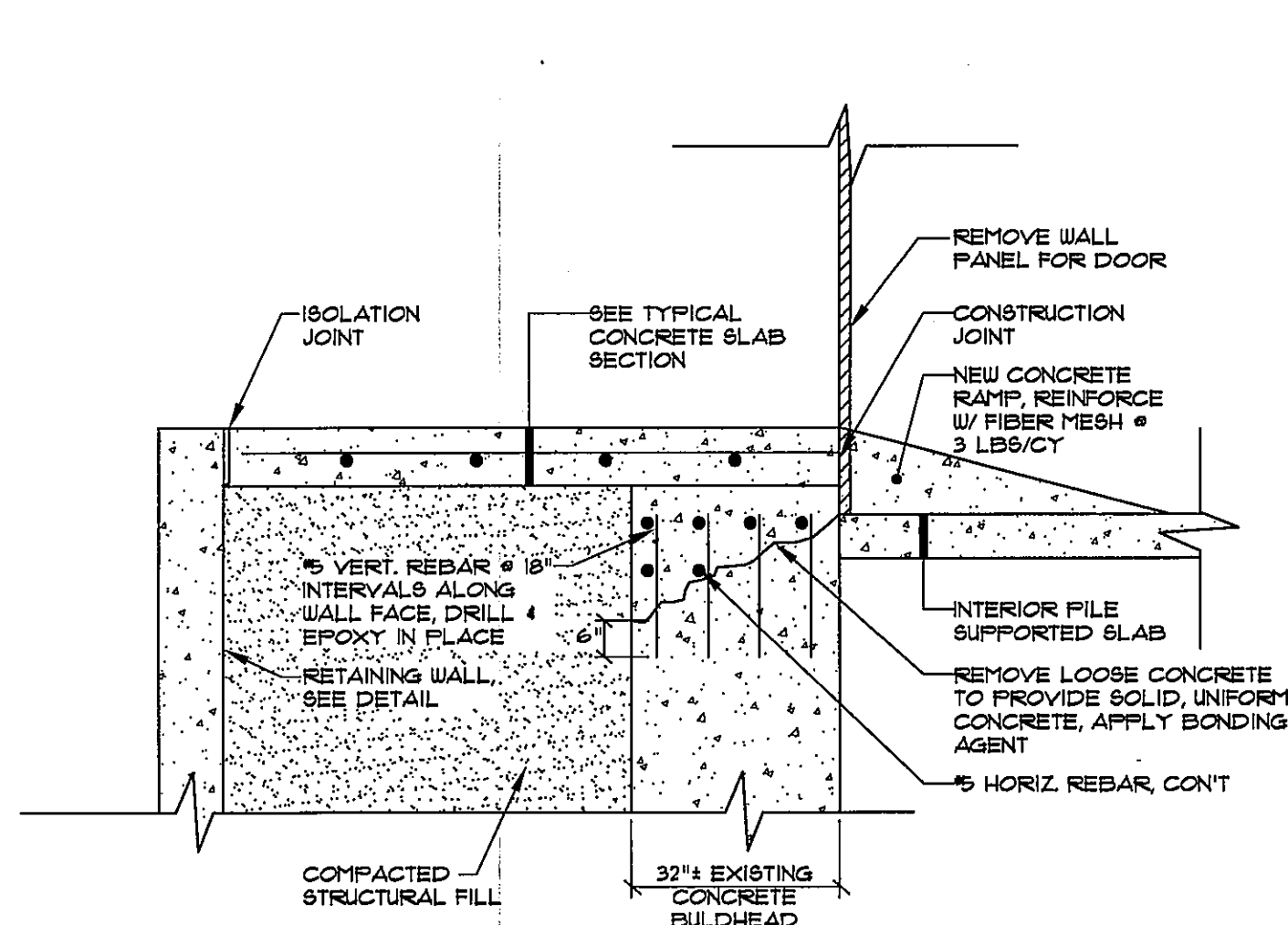
CATCH BASIN PROTECTION DETAIL (FOR PAVED AREAS)

NOT TO SCALE



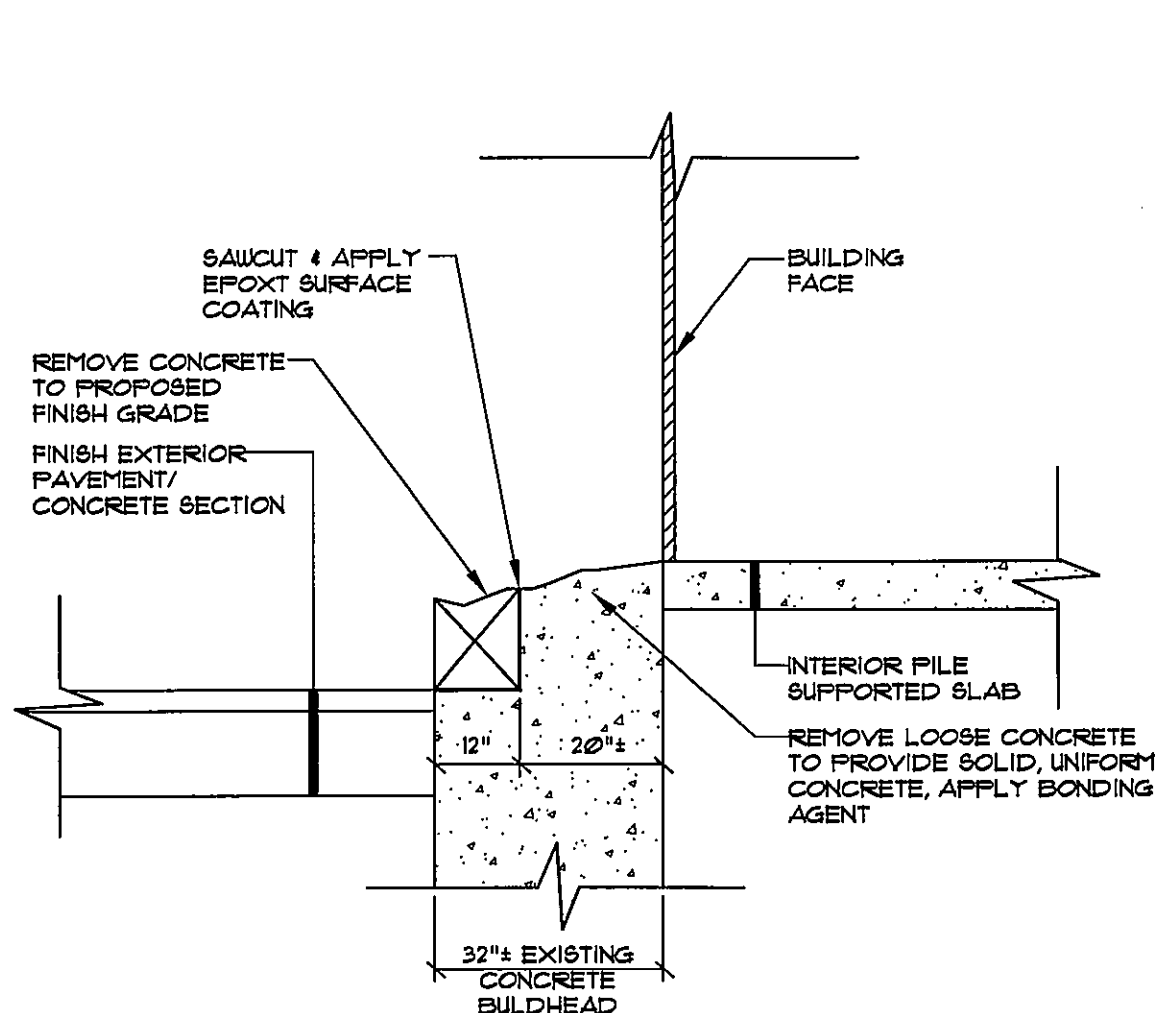
TRENCH DRAIN CROSS SECTION

NOT TO SCALE



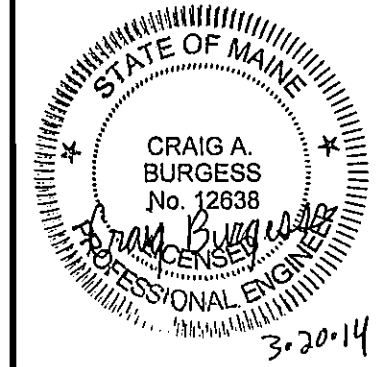
LOADING DOCK/ WALL IMPROVEMENT

NOT TO SCALE



LONGITUDINAL WALL SAW CUT

NOT TO SCALE



NO.	REV.	DATE	BY	APP.	DESCRIPTION
1	A	03-20-14	OAM		SUBMITTED FOR CITY SITE PLAN APPROVAL

PROJECT NO.	13430
DESIGN	OAM/CAB
CHD	
DRAWN	CAB

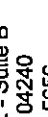
SITE DETAILS & NOTES

OF: MAINE STATE PIER PROCESSING FACILITY
COMMERCIAL STREET
PORTLAND, MAINE 04101

FOR: SHUCKS MAINE LOBSTER
150 MAIN STREET
RICHMOND, ME 04357

DATE	SCALE
03-20-14	1"=20'

[illegible]



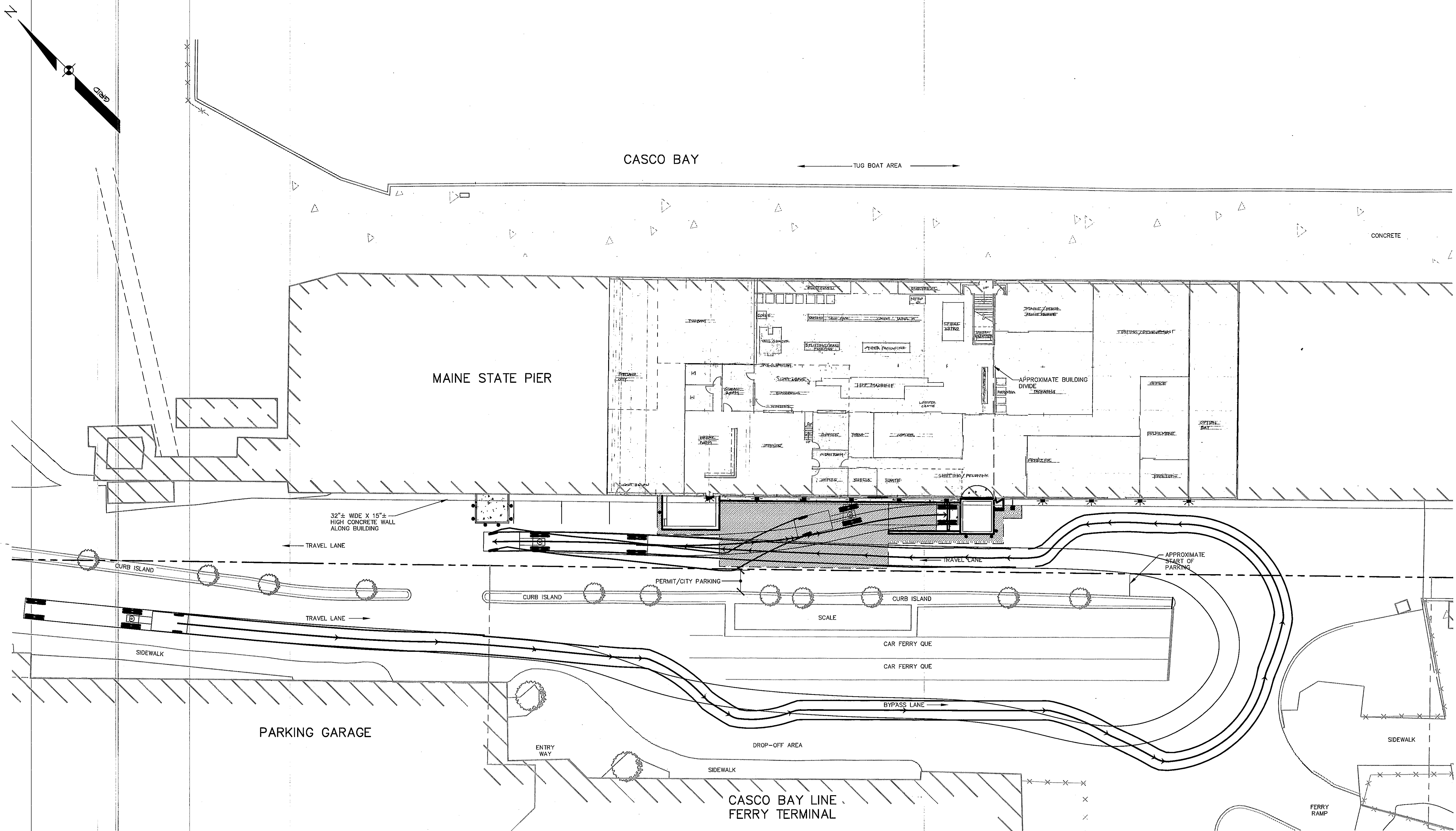
TECHNICS

WWW.SEBAGOTECHNICS.COM

76 John Roberts Rd. - Suite 1A 250 Goodard Rd. - Suite B
 South Portland, ME 04106 Lewiston, ME 04240
 Tel: 207-261-2100 Tel: 207-785-5555

TRAFFIC MOVEMENT PLAN
OF:
MAINE STATE PIER PROCESSING FACILITY
COMMERCIAL STREET
PORTLAND, MAINE 04101
FOR:
SHUCKS MAINE LOBSTER
150 MAIN STREET
PORTLAND, MAINE 04101

DATE	SCALE
03-20-14	1"=20'

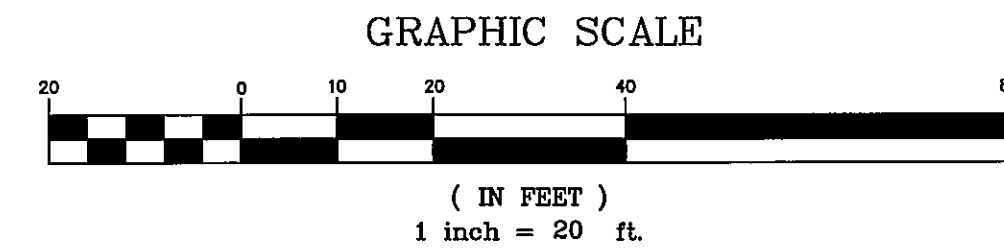


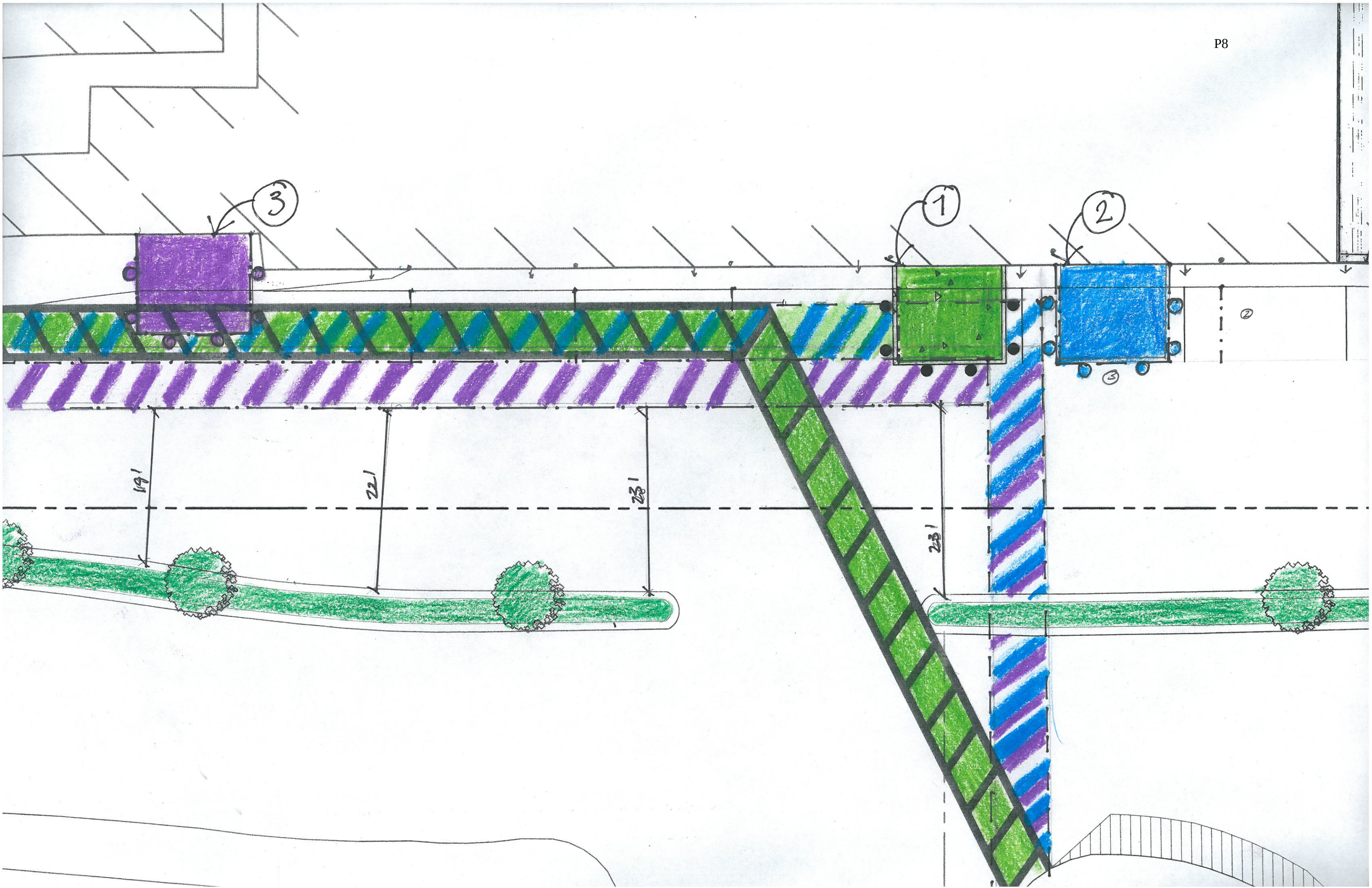
NOTES

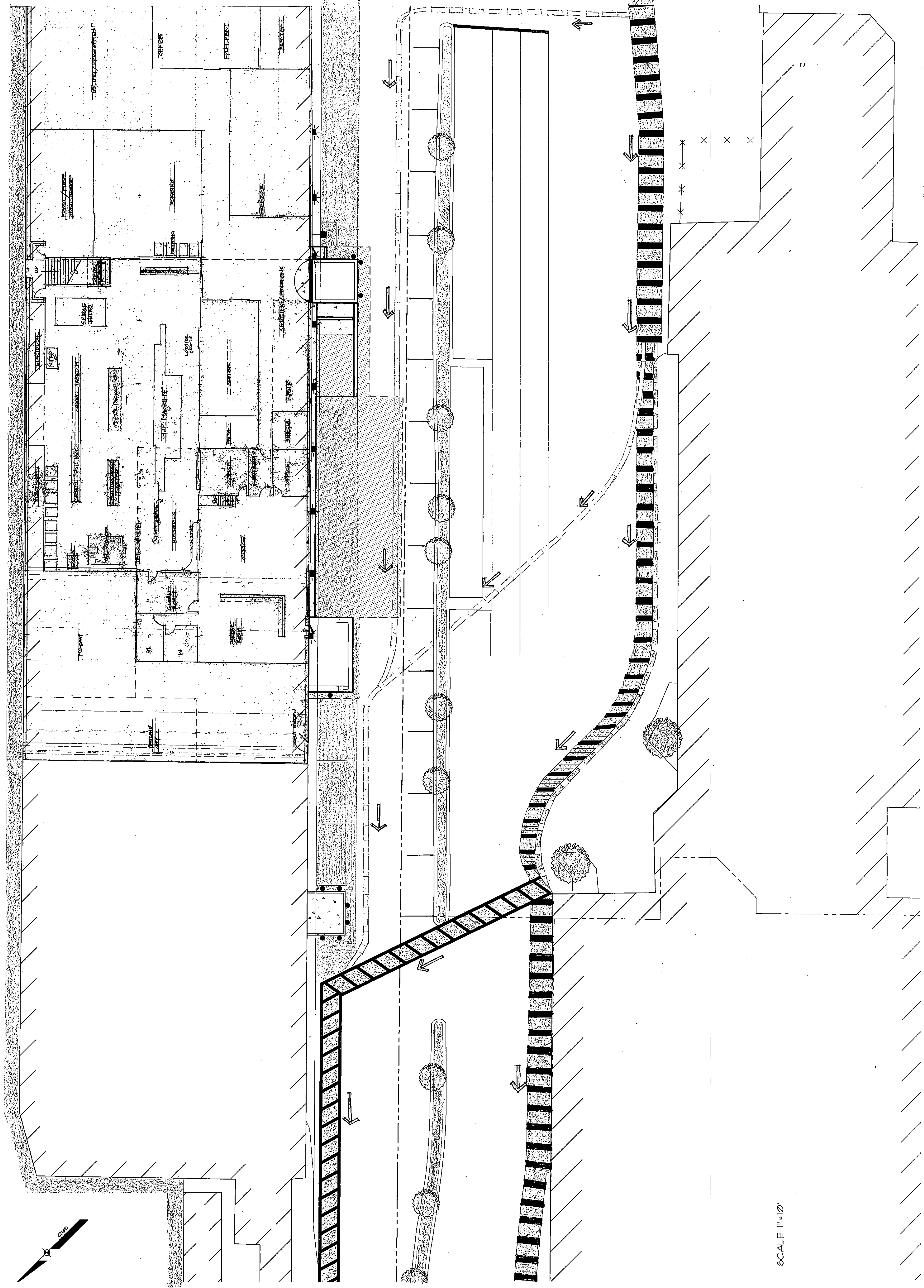
1. TRAFFIC MOVEMENT WAS PERFORMED IN AUTOTURN USING WB-62 (TRACTOR TRAILER) VEHICLE PER AASHTO 2001.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	BOUNDARY LINE/ROW	
	ABUTTER LINE/ROW	
	SETBACK	
	EASEMENT	
	ZONE LINE	
	BENCHMARK	
	BUILDING	
	SIGN	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	GRAVEL ROAD	
	CURBLE LINE	
	EDGE WATER	
	TREE LINE	
	TREE	
	FENCE	
	RETAINING WALL	
	GUARDRAIL	
	BOLLARD	









[? HAVE A QUESTION?
CLICK TO LIVE CHAT](#)

[Hide Product Banners](#)

PRODUCT DESCRIPTION

- RLM Spun Aluminum Vintage Warehouse reflector barn style shade with gooseneck extension arm
- Painted finishes are powder coated for a durable, scratch-resistant finish.
- White paint standard inside all painted fixtures.
- Fixtures, arms and post mounts are U.L. wet listed when installed according to manufacturers instructions.
- Screw hardware may not match finish, but are made of stainless steel.
- All fixtures come standard with 96" of lead wire.
- Made in the USA

WAREHOUSE COLLECTION



\$141.95 - ~~\$165~~

Warehouse Galvanized
18-Inch Outdoor

[Add to Cart](#)



\$215.95 - ~~\$249~~

Warehouse Black
16-Inch Outdoor Wall

[Add to Cart](#)



\$226.95 - ~~\$262~~

Warehouse Black
18-Inch Outdoor Wall

[Add to Cart](#)

American Nail Plate Lighting Warehouse White 20-Inch Outdoor Wall Light

P12

Bellacor Number: 541443

[Pin It](#)

[g+1](#)

[Like](#)

[Tweet](#)

[Add](#)

Final Price W/Codes **\$233.65**

Sale Price **\$245.95***

Compare: ~~\$345.00*~~

Regular Price: ~~\$284.00~~

YOU SAVE 17% \$50.35

Customer Reviews

☆☆☆☆☆ (0)

[Write a Review](#)

[Add To Project](#)

[Add To Wishlist](#)

[Print Page](#)

[Add to Compare](#)

[Email a Friend](#)

[ADD TO CART](#)

Qty:

USUALLY SHIPS IN 4 TO 6 WEEKS [details](#)

Cancel and return [policy](#)

FREE SHIPPING
ON ORDERS OVER **\$75**

[See Details](#)



PayPal

Get more time to pay

Check out with PayPal
and choose Bill Me Later*

Subject to credit approval.
See terms. US customers only.

PRODUCT DETAILS

Bellacor Number:	541443
Finish:	White
Dimensions:	20"W x 19"H x 36"Ext
Bulb/Watt:	One - 300 watt Medium Base bulb
Certification:	UL
Usage:	Exterior/Wet
Brand SKU:	W520-44-E6-44
Brand:	American Nail Plate Lighting
Collection:	Warehouse

[*More Info](#)

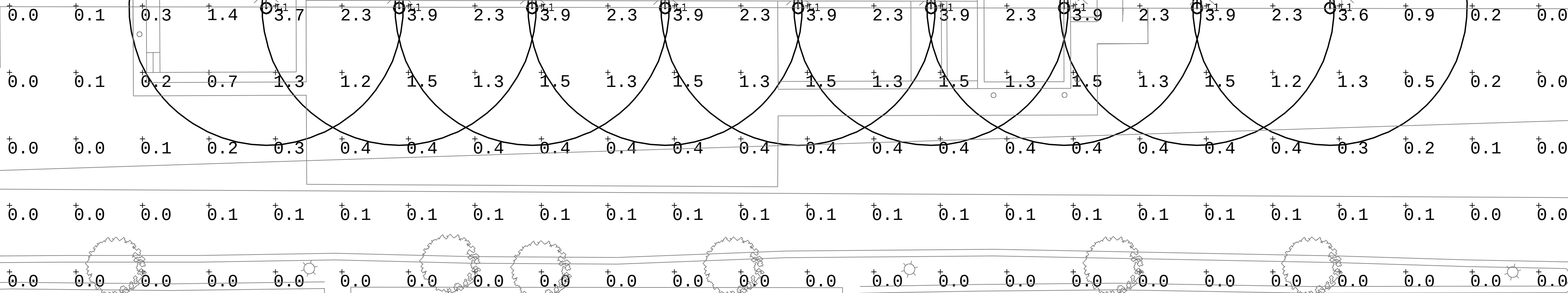
DISCLAIMERS

*Additional discounts can be applied to this item. See checkout for details. Clearance items are not eligible for discounts.

JOB NAME: SHUCKS MAINE LOBSTER
APEX LIGHTING SOLUTIONS
REFLECTANCES: N/A
WORKPLANE/CALC PLANE: @ GRADE
MOUNTING HEIGHT: AS NOTED

Luminaire Schedule				
Qty	Label	Lumens/Lamp	LLF	Description
9	L1	1624	0.998	AMERICAN NAIL PLATE LIGHTING W528-44-E6-44 MOUNTED @ 11FT AFG TO BOF

Calculation Summary					
Label	Avg - Fc	Max - Fc	Min - Fc	Avg/Min	Max/Min
SITE CALC @ GRADE	0.75	3.9	0.0	N.A.	N.A.



GENERAL DISCLAIMER:

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.

* LLF Determined Using Current Published Lamp Data

NOTE TO REVIEWER:

Total Light Loss Factor (LLF) applied at time of design is determined by applying the Lamp Lumen Depreciation (LLD) from current lamp manufacturer's catalog, a Luminaire Dirt Depreciation Factor (LDD) based on IES recommended values and a Ballast Factor (BF) from current ballast specification sheets. Application of an incorrect Light Loss Factor (LLF) will result in forecasts of performance that will not accurately depict actual results. For proper comparison of photometric layouts, it is essential that you insist all designers use correct Light Loss Factors.



446 SMITH STREET
MIDDLETOWN, CT 06457
TELEPHONE 860.632.8766
FACSIMILE 860.632.8236
www.apexlgt.com

PROJECT TITLE:

SHUCKS MAINE LOBSTER

DRAWING TITLE:

SITE LIGHTING
PHOTOMETRIC CALCULATIONS

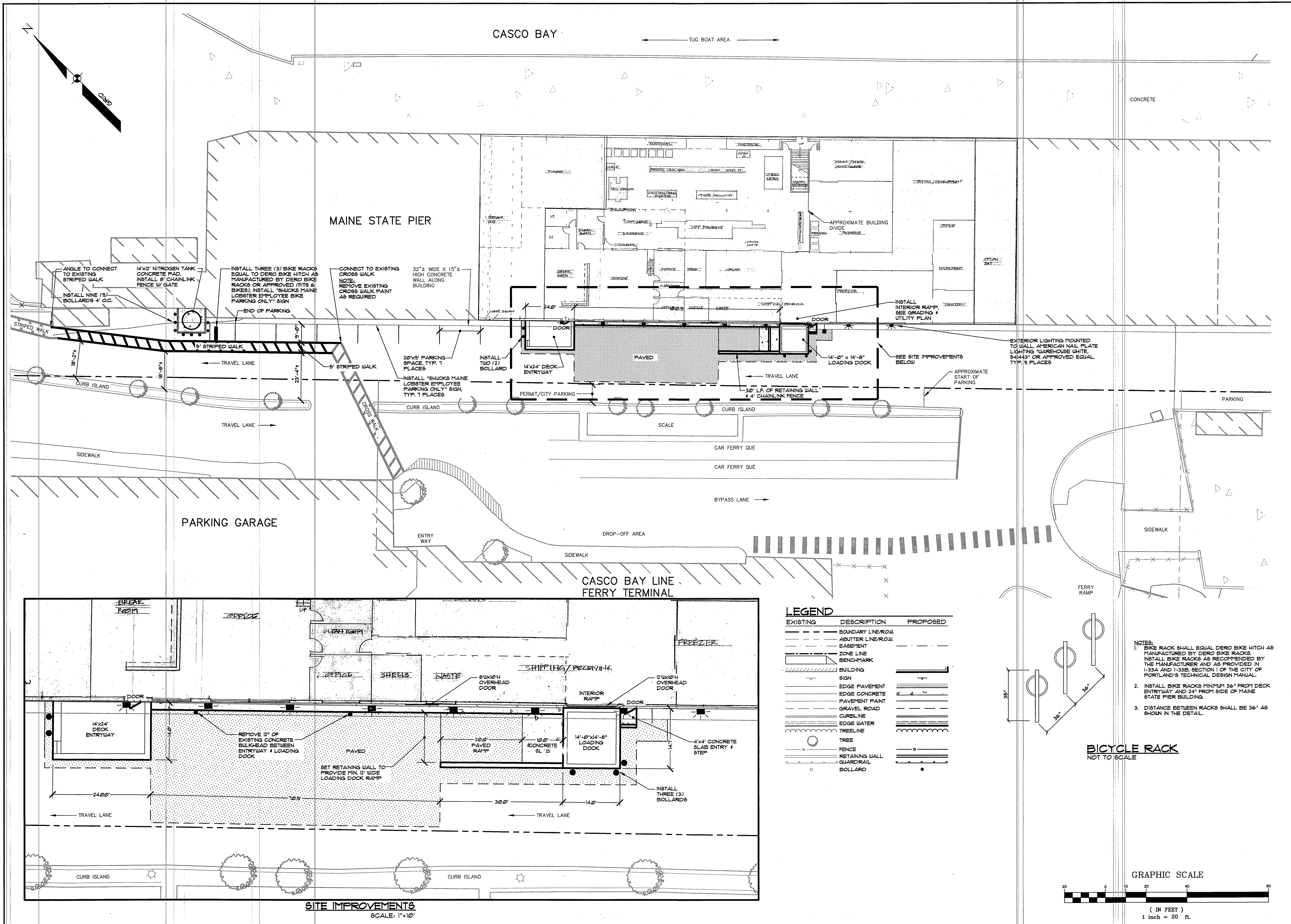
SCALE : 1"=10'-0"

DATE: 4-25-2014

DRAWN BY: CK

SHEET:

SL-1



P14

STATE OF MAINE
CRAIG A. BURGESS
No. 12838
Professional Engineer
5-9-14

REV.	BY:	DATE:	STATUS:
C	OAM	05-08-14	ADDED PARKING SPACES, ADJUSTED STRIPED WALK & REVISED TANK LOCATION
B	OAM	05-08-14	ADDED CROSSWALK, BOLLARDS AT NITROGEN TANK PAD AREA & BICYCLE RACK
A	OAM	03-20-14	SUBMITTED FOR CITY SITE PLAN APPROVAL

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIKS INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIKS INC.

SEBAGO
TECHNICAL SERVICES
WWW.SEAGOTECHNICALSERVICES.COM
75 John Robinson Rd., Suite B
South Portland, ME 04106
Tel. 207-260-2100

PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN	CAB
13430		OAM/CAB	OAM		

SITE PLAN
OF: **MAINE STATE PIER PROCESSING FACILITY**
COMMERCIAL STREET
PORTLAND, MAINE 04101
FOR: **SHUCKS MAINE LOBSTER**
150 MAIN STREET
RICHMOND, ME 04457

DATE	SCALE
03-20-14	1"=20'

SHEET 2 OF 5

13430S.dwg, TAB: S2



PLANNING BOARD REPORT PORTLAND, MAINE

Text Amendment to the Eastern Waterfront Port Zone
to add Street Vendors as Permitted Uses
Zoning Text Amendment
City of Portland, Applicant

Submitted to: Portland Planning Board Public Hearing Date: May 13, 2014	Prepared by: Jennifer Thompson, Associate Corporation Counsel Date: May 9, 2014
--	---

I. INTRODUCTION

Recently, a number of proposals and requests to further expand the ability of food trucks to operate in the City have been submitted by food truck operators in and around Portland. In response to those proposals and requests, both the Public Safety, Health and Human Services (PSHHS) Committee and the Transportation, Sustainability & Energy (TS&E) Committee have considered a number of possible solutions and have held 3 public hearings on the proposals.

Included in the proposals considered by the PSHHS and TS&E Committees was a request that Food Trucks be permitted in more of the City's Parks - something that the Food Truck Task Force also recommended when it did its work back in 2012. More specifically, food trucks have a desire to operate in Compass Park.

Presently, Compass Park (which is in the City's Eastern Waterfront Port Zone) is zoned in such a way that food trucks are not permitted. In other parks in the City (specifically, those zoned R-OS), food trucks are a "permitted" use so long as they participate in the City's RFP process and are awarded a contract to operate in a particular park.

The PSHHS and TS&E Committees agreed that allowing food trucks in Compass Park as a permitted use may make sense and is consistent with the recommendations of the Food Truck Task Force. However, they wanted to vet that proposal with this Board to see whether such a change is prudent or not.

As you will see, the proposed amendment would list "street vendors" (which include food trucks and pushcarts) as "permitted uses" in the Eastern Waterfront Port Zone. Under this change, street vendors would still need to be licensed by the City Clerk's office, participate in the City's RFP process, and be awarded the ability to operate in Compass Park.

II. CURRENT RELEVANT ZONING

Under Section 14-300, the purpose of the Eastern Waterfront Port Zone is as follows:

Sec. 14-300. Purpose.

The Eastern Waterfront Port Zone is created to nurture deepwater dependent activity within the context of the established waterfront. The transport of goods and passengers by water is an important component of both the local and regional economies and this transport and other forms of marine industry are dependent upon land and piers with direct access to Portland Harbor. Given the existing pier infrastructure, proximity to deep water, and urban context, Portland's Eastern Waterfront is uniquely situated to support a wide range of water-dependent industry and commerce through a variety of marine activities.

The support and expansion of Portland's marine industry requires piers, uplands, and circulation consistent with the transportation purpose and use of marine facilities. The growth of Portland's marine passenger industry also requires supporting services and activities to provide a safe, convenient, and enjoyable travel experience for users of marine passenger facilities. Non-marine uses that complement the marine passenger industry, are compatible with existing and future water-dependent uses, and provide opportunities for residents and visitors alike to enjoy the Eastern Waterfront throughout the year, are encouraged.

The primary use of the deep-water resources must be for the berthing and support of large vessels. Non-marine uses that complement and support the deepwater infrastructure and do not conflict or compete for limited space with existing or anticipated deepwater-dependent uses are encouraged. Existing and future pier infrastructure and upland support areas should be designed and maintained to support a variety of marine uses and be responsive to future technologies and trends in the marine industry.

Given the need to nurture and support deepwater-dependent uses and the need for non-deepwater dependent uses to complement the marine passenger industry and to support the maintenance and repair of pier infrastructure, the Eastern Waterfront Port Zone recognizes the following hierarchy of uses:

(a) The first priority of this zone is to protect and nurture

existing and potential deepwater dependent uses (those uses requiring a minimum of 15 feet of water depth);

- (b) The second priority is to allow shallow water-dependent and other permitted marine uses, so long as they do not interfere with deepwater dependent uses, either directly by displacement or indirectly by placing incompatible demands on the zone's infrastructure; and
- (c) Other uses specified herein are allowed only if they do not interfere with and are not incompatible with higher priority uses.

(emphasis added)

Currently, the Eastern Waterfront Port Zone provides as follows with respect to approved uses:

Sec. 14-300.1. No adverse impact on marine uses.

No use shall be permitted, approved or established in this zone if it will have an impermissible adverse impact on future marine development opportunities. A proposed non-water dependent component of a development will have an impermissible adverse impact if it will result in any one (1) or more of the following:

- (a) The proposed use will displace an existing water-dependent use;
- (b) The proposed use will reduce existing commercial vessel berthing space;
- (c) The proposed use, structure or activities, including but not limited to access, circulation, parking, dumpsters, exterior storage or loading facilities, and other structures, will unreasonably interfere with the activities and operation of existing water-dependent uses or significantly impede access to vessel berthing or other access to the water by water-dependent uses; or
- (d) The siting of a proposed use will substantially reduce or inhibit existing public access to marine or tidal waters.

Sec.14-301. Permitted uses

Subject to a determination that the proposed use meets the

standards of section 14-300.1. (no adverse impact on marine uses), the following uses are permitted in the Eastern Waterfront Port Zone:

(a) Marine passenger:

1. Intermodal marine passenger facilities;
2. Cruise ship home port and port of call berthing and support;
3. International and domestic ferries.

b) Marine commercial:

1. Transient and long-term commercial berthing;
2. Marine-related warehousing;
3. Marine related construction, manufacturing, fabrication, salvage and repair;
4. Storage and repair of fishing equipment;
5. Ship and other marine vessel construction, building, servicing, and repair;
6. Boat and marine equipment storage;
7. Marine fuel storage and dispensing provided that on-site fuel storage structures shall be used solely for the purpose of fueling vessels and shall be limited, cumulatively, to 20,000 gallons of storage capacity within the zone;
8. Public, non-profit, or commercial marine transportation and excursion services, including captained charter services, sport fishing and water taxis;
9. Ship and off-shore support services, including but not limited to tug boats, pilot boats, and chandleries;
10. Facilities for marine pollution control, oil spill cleanup, and servicing of marine sanitation devices.

(c) Commercial:

1. Professional, business, government, and general office located in upper floors of structures existing as of September 18, 2006.

Other City park areas, namely those zoned R-OS, expressly include “street vendors” (which include both food trucks and push carts) as permitted uses. See Chapter 14, Section 14-154(p). The language permitting street vendors in R-OS reads:

- (p) Street vendors licensed pursuant to Chapter 19 as a result of a competitive bid process conducted pursuant to Chapter 2 of the City Code

III. PROPOSAL AND STAFF ANALYSIS

City staff in the Planning Department and Parks & Recreation have collaborated and identified an area of Compass Park that would accommodate food trucks. That area is identified on the map attached hereto.

In order to facilitate food trucks’ ability to operate in Compass Park pursuant to the existing RFP process and City business licensing process, without requiring an additional level of approval, the attached amendment to the 14-301(c) is being proposed. This amendment would make the zoning in the Eastern Waterfront Port Zone as it relates to food trucks and push carts consistent with other City Park included in the City’s RFP process. The recommendation that food trucks be permitted to operate in Compass Park in the same manner as in other City parks is consistent with the original recommendation by the Food Truck Task Force.

In looking at the purposes of the Eastern Waterfront Port Zone, food trucks obviously are not a marine use. However, to the extent that food trucks operating pursuant to a successful proposal under the RFP system will be serving passengers or crew of deep water vessels as well as the public, an argument can be made that they will “complement or support deep water infrastructure” and “provide opportunities for residents and visitors alike to enjoy the Eastern Waterfront throughout the year.”

(a) Proposed Zoning Amendments

Section 14-301(c), which lists permitted commercial uses in the zone is proposed to be amended as follows:

(c) *Commercial:*

1. Professional, business, government, and general office located in upper floors of structures existing as of September 18, 2006.

2. Street vendors licensed pursuant to Chapter 19 as a result

of a competitive bid process conducted pursuant to Chapter 2 of the City Code.

Section 14-301.1(b), which lists conditional, commercial uses is proposed to be amended as follows in order to clarify that street vendors operating lawfully are not conditional uses governed by the constraints associated with subsection (c):

b. Commercial:

a. Structured parking available to the general public;

b. Professional, business, government and general offices uses in upper floors of structures constructed after September 18, 2006;

c. Passenger support services supporting a marine passenger use listed under 14- 301(a)(marine passenger). The total ground floor area occupied by any combination of the following uses (regardless of ownership) shall not exceed 35% of the gross floor are of the principle associated marine passenger use and no more than 35,000 square feet cumulative within the EWPZ:

i. Retail;

ii. Restaurants/food service other than street vendors;

iii. Retail service;

iv. Passenger information services.

IV. COMPREHENSIVE PLAN

The permission of food trucks, as small independent entrepreneurs, within certain zones of the city appears consistent with the City of Portland's Comprehensive Plan. The Vision element of the Comprehensive Plan states that the City should:

- Strive for innovation and bold initiatives that increase the livability and quality of life in Portland.
- Support a dynamic downtown that embraces an intertwining of uses, including residential, business, retail, institutional, service, and arts and cultural uses.
- Capitalize on Portland's economic assets and develop a strong economy based upon traditional industries, a strong retail and office center, and emergent opportunities in industry, business, and coastal commerce.

Further, the economic development goals of the Comprehensive Plan emphasize creativity and responsiveness to emerging industries. The goals from the 1994 Industry and Commerce Plan include making Portland attractive to new businesses and creating "thoughtful flexibility for emerging industries" (38).

The portions of the Comprehensive Plan that relate specifically to the Maine State Pier

(“Eastern Waterfront Master Plan”) provide, in part, as follows:

Open Space and Public Access to the Water

Maine State Pier is home to two public parks, Compass Park and Buoy Park, and two public boat landings serving recreational, commercial, and water taxi vessels. For many visitors and citizens alike, Maine State Pier is their only point of vantage and access to experience the heart of the working harbor. The accessibility, size, and functionality of these public assets shall be protected to ensure the public’s visual and physical connection to the harbor and the bay. Any re-use or re-development of Maine State Pier must improve the public’s access to the water and reinforce the City of Portland as a city of mariners.

...

The policy goals outlined in the Eastern Waterfront Master Plan include the following:

Create Economic and Structural Stability for the Pier through Appropriate Mixed Use Development

The extraordinarily high cost of marine infrastructure maintenance requires that the City promote the development of uses on the pier that generate revenues to support the facility. As an historic facility that will be needed for generations to come, the City must work to realize stability and longevity for this critical infrastructure. The City should explore finding an appropriate mix of mutually compatible uses to foster sufficient economic activity on the pier to pay for ongoing maintenance and redevelopment costs.

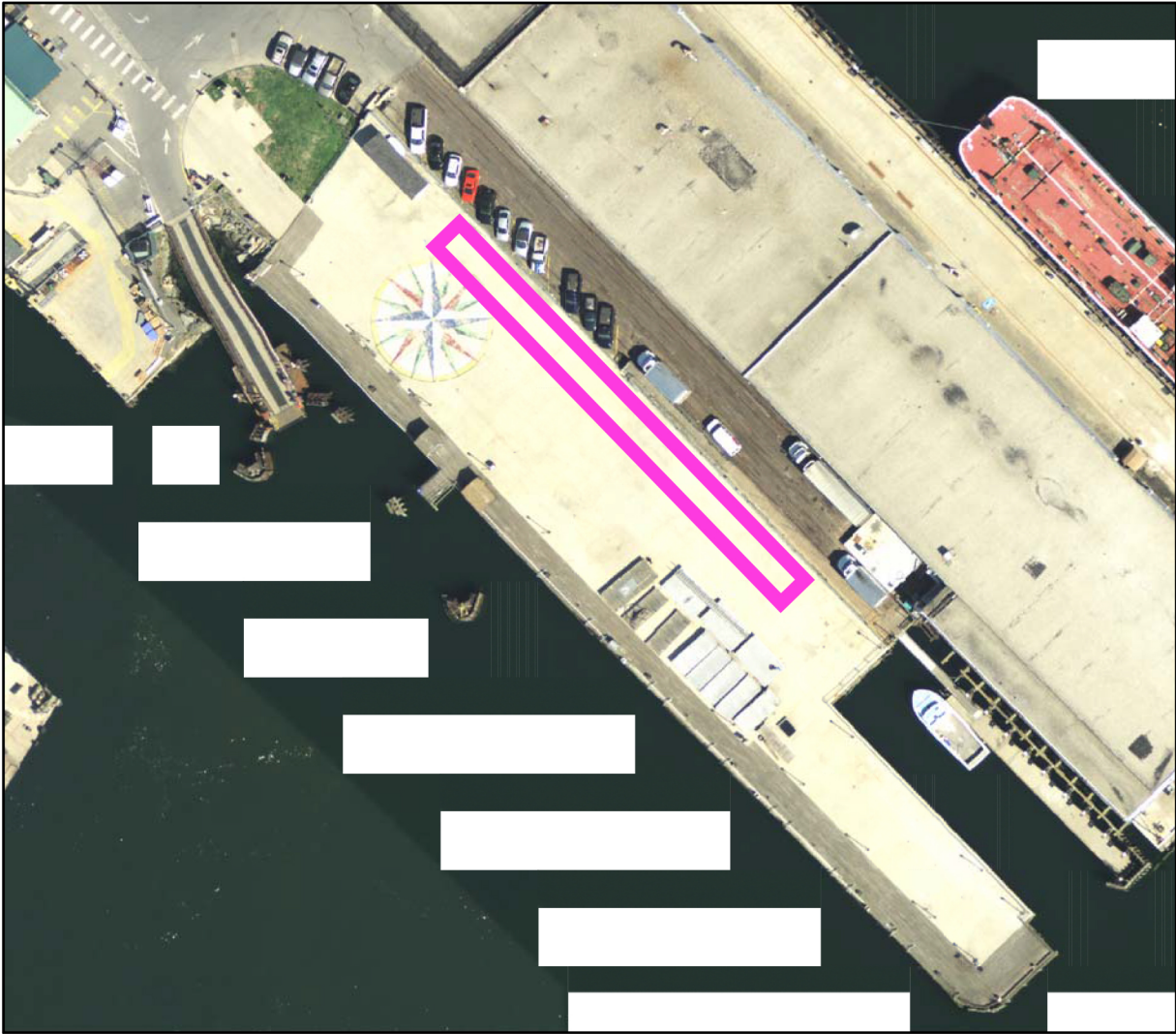
V. **PROPOSED MOTION**

Based on the material provided in the memorandum provided by Jennifer Thompson, Associate Corporation Counsel, public testimony, a review of applicable policies, and other information the Planning Board finds that the proposed text amendment to the Eastern Waterfront Port Zone to **allow street vendors as a permitted use [is or is not]** consistent with the purposes of that zone and Comprehensive Plan and recommends adoption of the proposed amendments to the City Council.

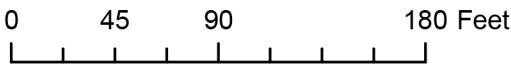
Attachments:

1. Image of Compass Park with proposed Food Truck Parking
2. Proposed Amendment to Sections 14-301 & 301.1

Mobile Food Service Vendor Areas in Parks - Food Trucks (10' x 24')



Compass Park (1-2 spaces)



DIVISION 17.5. EASTERN WATERFRONT PORT ZONE*

***Editor's Note-** Order No. 297-05/06 adopted on September 18, 2006, implemented a new Eastern Waterfront Port Zone for the Maine State Pier and Portland Ocean Terminal. The proposed changes for the Portland Ocean Terminal and the Maine State Pier would allow for a wider range of uses for the piers and properties of the Portland Ocean Terminal.

Sec. 14-300. Purpose.

The Eastern Waterfront Port Zone is created to nurture deepwater dependent activity within the context of the established waterfront. The transport of goods and passengers by water is an important component of both the local and regional economies and this transport and other forms of marine industry are dependent upon land and piers with direct access to Portland Harbor. Given the existing pier infrastructure, proximity to deep water, and urban context, Portland's Eastern Waterfront is uniquely situated to support a wide range of water-dependent industry and commerce through a variety of marine activities.

The support and expansion of Portland's marine industry requires piers, uplands, and circulation consistent with the transportation purpose and use of marine facilities. The growth of Portland's marine passenger industry also requires supporting services and activities to provide a safe, convenient, and enjoyable travel experience for users of marine passenger facilities. Non-marine uses that complement the marine passenger industry, are compatible with existing and future water-dependent uses, and provide opportunities for residents and visitors alike to enjoy the Eastern Waterfront throughout the year, are encouraged.

The primary use of the deep-water resources must be for the berthing and support of large vessels. Non-marine uses that complement and support the deepwater infrastructure and do not conflict or compete for limited space with existing or anticipated deepwater-dependent uses are encouraged. Existing and future pier infrastructure and upland support areas should be designed and maintained to support a variety of marine uses and be responsive to future technologies and trends in the marine industry.

Given the need to nurture and support deepwater-dependent uses and the need for non-deepwater dependent uses to complement the marine passenger industry and to support the maintenance and

repair of pier infrastructure, the Eastern Waterfront Port Zone recognizes the following hierarchy of uses:

- (a) The first priority of this zone is to protect and nurture existing and potential deepwater dependent uses (those uses requiring a minimum of 15 feet of water depth);
- (b) The second priority is to allow shallow water-dependent and other permitted marine uses, so long as they do not interfere with deepwater dependent uses, either directly by displacement or indirectly by placing incompatible demands on the zone's infrastructure; and
- (c) Other uses specified herein are allowed only if they do not interfere with and are not incompatible with higher priority uses.

(Ord. No. 297-05/06, 9-18-06)

Sec. 14-300.1. No adverse impact on marine uses.

No use shall be permitted, approved or established in this zone if it will have an impermissible adverse impact on future marine development opportunities. A proposed non-water dependent component of a development will have an impermissible adverse impact if it will result in any one (1) or more of the following:

- (a) The proposed use will displace an existing water-dependent use;
- (b) The proposed use will reduce existing commercial vessel berthing space;
- (c) The proposed use, structure or activities, including but not limited to access, circulation, parking, dumpsters, exterior storage or loading facilities, and other structures, will unreasonably interfere with the activities and operation of existing water-dependent uses or significantly impede access to vessel berthing or other access to the water by water-dependent uses; or
- (d) The siting of a proposed use will substantially reduce or inhibit existing public access to marine or tidal waters.

(Ord. No. 297-05/06, 9-18-06)

Sec.14-301. Permitted uses.

Subject to a determination that the proposed use meets the standards of section 14-300.1. (no adverse impact on marine uses), the following uses are permitted in the Eastern Waterfront Port Zone:

(a) *Marine passenger:*

1. Intermodal marine passenger facilities;
2. Cruise ship home port and port of call berthing and support;
3. International and domestic ferries.

(b) *Marine commercial:*

1. Transient and long-term commercial berthing;
2. Marine-related warehousing;
3. Marine related construction, manufacturing, fabrication, salvage and repair;
4. Storage and repair of fishing equipment;
5. Ship and other marine vessel construction, building, servicing, and repair;
6. Boat and marine equipment storage;
7. Marine fuel storage and dispensing provided that on-site fuel storage structures shall be used solely for the purpose of fueling vessels and shall be limited, cumulatively, to 20,000 gallons of storage capacity within the zone;
8. Public, non-profit, or commercial marine transportation and excursion services, including captained charter services, sport fishing and water taxis;
9. Ship and off-shore support services, including but not limited to tug boats, pilot boats, and

chandleries;

10. Facilities for marine pollution control, oil spill cleanup, and servicing of marine sanitation devices.

(c) *Commercial:*

1. Professional, business, government, and general office located in upper floors of structures existing as of September 18, 2006.
2. Street vendors licensed pursuant to Chapter 19 as a result of a competitive bid process conducted pursuant to Chapter 2 of the City Code.

***Editor's Note**—On-site parking for non-marine commercial uses are permitted as conditional uses subject to the provisions of section 14-301.1. (conditional uses, parking) below.

2. Temporary events, except festivals as otherwise governed under section 14-301I3 below.

Buildings, piers and lands within the EWPZ may be used for temporary public and private events including but not limited to exhibitions, conferences, meetings, and trade shows under the following conditions:

- a. Temporary events occupying more than 10,000 square feet of building or outdoor space shall not exceed a combined total of sixty (60) days between May 1st to October 31st;
- b. No temporary event may continue for more than 14 days of continuous operation;
- c. Any temporary event that anticipates more than 5,000 people in attendance on any single day must provide and be subject to a parking management plan. The parking management plan must be submitted for the review and approval of the public works authority at least 60 days prior to the first day of the event.

3. Festivals subject to City license.

(d) *Public:*

1. Fire, police and emergency services;
2. Governmental agency emergency operations/crisis centers; 3. Research, military and visiting attraction vessel berthing;
4. Landscaped pedestrian parks, plazas and other similar outdoor pedestrian spaces, including without limitation pedestrian and/or bicycle trails.

(e) *Other:*

1. Wind energy systems, as defined and allowed in Article X, Alternative Energy.

(Ord. No. 297-05/06, 9-18-06; Ord. No. 33-11/12, 1-18-12)

Sec. 14-301.1. Conditional uses.

(a) The following uses shall be permitted as conditional uses in the Eastern Waterfront Port Zone, provided that, notwithstanding section 14-471(c), section 14-474(a), or any other provision of this code, the planning board shall be substituted for the board of appeals as the reviewing authority, and provided further that in addition to the provision of section 14-474(c)(2) such uses will not impede or preclude existing or potential water-dependent development within the zone, will allow for adequate right-of-way access to the water, are compatible with marine uses, and meet all additional standards set forth below:

1. Conditional use standard:

- a. *Marine compatibility:* The proposed use shall be compatible with existing and potential marine uses in the vicinity, as required by section 14-304(n) and (o) (compatibility of non-marine uses with marine uses and functional utility of piers and access to the water's edge); and

b. *Parking and traffic circulation:*

- i. Parking and traffic circulation plan: All

applications for conditional use in the EWPZ shall submit a parking and circulation plan for review and approval by the planning board. The parking and circulation plan shall show the location of all existing and proposed structures, travel ways and parking under the common ownership and/or control of the subject pier or property. The plan shall demonstrate that the parking and circulation of the conditional use does not interfere with the functional marine utility of the property and otherwise meets the standards and conditions of the EWPZ.

2. Conditional uses:

a. *Marine:*

- i. Marine products, wholesaling and retailing;
- ii. Ice-making services;
- iii. Marine freight facilities providing service for, and/or intermodal transfer of, container and breakbulk freight;
- iv. Marine educational facilities;
- v. Seafood retailing, wholesaling, packaging and shipping;
- vi. Seafood processing for human consumption, subject to the performance standards of the IL zone set forth in section 14-236 in addition to the performance standards of section 14-304;
- vii. Commercial marinas serving commercial and recreation boats, provided that such facilities are located in areas that do not conflict with the navigation and handling of deepwater dependent vessels accessing existing or potential deepwater berthing;
- viii. Fish byproducts processing, provided that:
 - a. Any fish byproducts processing facility

has a valid rendering facility license under chapter 12 of the Portland city code; and

- b. Any fish byproducts facility shall employ current and appropriate odor control technology to eliminate or minimize detectable odors from such a process, and in no case shall odors exceed the odor limitation performance standards of the IM zone (section 14-252); and
- c. The processing other material wastes or byproducts shall not be deemed a lawful accessory use Permitted herein.

b. *Commercial:*

- a. Structured parking available to the general public;
- b. Professional, business, government and general offices uses in upper floors of structures constructed after September 18, 2006;
- c. Passenger support services supporting a marine passenger use listed under 14-301(a) (marine passenger). The total ground floor area occupied by any combination of the following uses (regardless of ownership) shall not exceed 35% of the gross floor area of the principle associated marine passenger use and no more than 35,000 square feet cumulative within the EWPZ:
 - i. Retail;
 - ii. Restaurants/food service other than street vendors;
 - iii. Retail service;
 - iv. Passenger information services.

c. *Industrial:* The following industrial uses are

permitted provided that such uses shall conform to the IM zone performance standards set forth in section 14-252 in addition to the performance standards of 14-304. Where redundant or contradictory performance standards exist, the more restrictive standard applies.

- i. Non-marine related warehousing in structures existing as of September 18, 2006;
- ii. Facilities for combined marine and general construction;
- iii. Low impact industrial uses as permitted in the IL zone in structures existing as of September 18, 2006, excluding all auto repair service facilities.

d. *Public:*

- i. *Utility substations:* Public utility substations, including but not limited to electrical transformers, sewage and stormwater pumps and telecommunication switching stations, are permitted under the following conditions:
 - a. The facility is located more than 100 feet from the water's edge;
 - b. The facility occupies no more than 50 square feet of structure above ground;
 - c. The facility provides no dedicated on-site parking and all subsurface elements of the facility are installed and operated such that land occupied by the facility is otherwise useable and made available for marine related uses, including but not limited to parking, travel ways, and/or storage; and
 - d. The facility shall be sized, sited and screened to minimize visual impact and prominence from public ways.
- ii. Maritime museums, limited to 5,000 square

feet of ground floor footprint.

